

THE TOWN OF OAKVILLE UPTOWN CORE GROWTH AREA REVIEW

Background Facts Report

FEBRUARY 2025

HONOURING THE LAND AND TERRITORY

Oakville, as we know it today, is rich in the history and modern traditions of many First Nations. From the lands of the Anishinaabe, to the Attawandaron and Haudenosaunee, these lands surrounding the Great Lakes are steeped in First Nations history. As we gather today on the sacred lands of Treaties 14 and 22, we are in solidarity with Indigenous brothers and sisters to honour and respect Mother Earth, the original nations of the trees and plants, the four legged, the flyers, the finned and the crawlers as the original stewards of Mother Earth. We acknowledge and give gratitude to the waters as being life and being sacred and to the carriers of those water teachings, the females. We acknowledge and give gratitude for the wisdom of the Grandfathers and the four winds that carry the spirits of our ancestors that walked this land before us.

The Town of Oakville is located on the Treaty Lands and Territory of the Mississaugas of the Credit. We acknowledge and thank the Mississaugas of the Credit First Nation, the Treaty holders, for being stewards of this traditional territory.

TABLE OF CONTENTS

1.0	INTRODUCTION	5
2.0	HISTORY & EVOLUTION OF THE UPTOWN CORE AND SURROUNDING AREA	11
3.0	DESCRIPTION OF THE UPTOWN CORE [EXISTING CONDITIONS]	19
4.0	PLANNING POLICY FRAMEWORK	37
5.0	MARKET/ECONOMICS CONSIDERATIONS	53
6.0	TRANSPORTATION & MOBILITY CONSIDERATIONS	65
7.0	NATURAL HERITAGE CONSIDERATIONS & HAZARDS	77
8.0	STORMWATER MANAGEMENT CONSIDERATIONS	83
9.0	SERVICING INFRASTRUCTURE CONSIDERATIONS	87
10.0	SUSTAINABILITY & RESILIENCE CONSIDERATIONS	91
11.0	INITIAL DIRECTIONS	95
12.0	CONCLUSION	107

1.0

INTRODUCTION

The Town of Oakville Uptown Core Growth Area Review (the “**Project**”) is being undertaken to re-examine and confirm the policies that guide growth and change in Uptown Core and to comprehensively study the four quadrants of the intersection of Dundas Street and Trafalgar Road to determine if, and to what extent, the boundary of the Uptown Core should expand to implement the area’s intended role within the Town-wide urban structure.

1.1 STUDY INTENT & PROCESS

In this Background Facts Report, the term “Uptown Core” refers to the existing Uptown Core Growth Area, a roughly 114-hectare area bounded by Dundas Street in the north, by Trafalgar Road in the east, by Glenashton Drive in the south, and by Sixth Line in the west. Uptown Core is a master-planned community that was first developed in the 1990s in accordance with principles of New Urbanist design. The original master plan for Uptown Core, which is discussed in further detail in Section 2, proposed the development of a high-density mixed-use node surrounded by walkable, medium-density residential areas and featuring ample open space, community amenities, and access to local retail.

The development of the Uptown Core has proceeded incrementally according to the master plan over the last 30 years. However, several large tracts of land remain either undeveloped, or are being used for large-format retail uses that were originally envisioned as an interim use, and represent an underutilization of the land. Today, Uptown Core features a mixed-use spine along Oak Park Boulevard partially lined with low-rise and mid-rise buildings containing ground floor retail uses and residential uses above. Medium-density residential areas with a system of laneways provides a mix of ground-related housing types in a street-related format that features comparatively high densities and street connectivity relative to other surrounding neighbourhoods. Several high-rise apartment buildings contribute to an emerging skyline, with additional tall buildings in the planning pipeline. Memorial Park, the

signature green space, has also been largely built out and programmed, with the exception of a vacant parcel at its eastern edge to the east of Oak Park Boulevard.

In other ways, the development of Uptown Core has not fully realized the initial vision for the area. The commercial core in the northeast portion of Uptown Core, originally envisioned as a high-density urban node, continues to be comprised predominantly of suburban “big box” retail uses characterized by low-rise single-use buildings surrounded by expansive surface parking. Another significant parcel of land, the former Public Works Lands northwest of the Trafalgar-Glenashton intersection, remains undeveloped but is the subject of a separate, ongoing planning process.

Just outside of Uptown Core, significant change is underway around the Dundas-Trafalgar intersection, with approved and planned tall buildings extending north along the Trafalgar Urban Core. A new ring road is emerging around the Dundas-Trafalgar intersection which, once complete, will be linked by Oak Park Boulevard, Postridge Drive, Wheat Boom Drive, and Ernest Appelbe Boulevard.

To support the ability for Uptown Core to optimize its full potential as a vibrant, mixed-use, high-density neighbourhood, the Town of Oakville has initiated the Uptown Core Growth Area Review. The Project will be undertaken in five Phases over the duration of approximately 14 months (refer to Figure 1).



Figure 1. Process Chart

The Project is anticipated to conclude by November 2025 with a Report to the Planning & Development Committee of Oakville Town Council.

1.2 PROJECT AND CONSULTANT TEAM

The Project Team consists of the core Town of Oakville team and the retained Consultant Team. In the context of this Report, the term “Consultant Team” refers to the consultants engaged by the Town of Oakville to lead the Uptown Core Growth Area Review. It consists of a multi-disciplinary team of consultants led by Urban Strategies Inc., who will provide land use planning and urban design services as well as managing the overall project and co-consultants, and liaising with Town of Oakville Staff.

Other members of the Consultant Team include:

- **RJ Burnside & Associates Ltd.:**
Functional Servicing, Stormwater Management, and Environmental Impact Assessment;
- **LEA Consulting Ltd.:**
Transportation Planning and Mobility;
- **Watson & Associates Economists Ltd.:**
Economic and Market analysis; and
- **Purpose Building Inc.:**
Sustainability and District Energy expertise

The Consultant Team was selected by the Town through a competitive process to represent a range of disciplines and subject matter expertise to support the Project. The Consultant Team have previously worked with the Town of Oakville on a range of planning studies and are highly familiar with Uptown Core and the distinct issues and opportunities that exist in the area.



1.3 BROADER STUDY AREA EXTENT

The term “Uptown Core” is used in this Background Facts Report to describe the current Uptown Core area bounded by Dundas Street in the north, Trafalgar Road in the east, Glenashton Drive in the south, and Sixth Line in the west.

Throughout this report, the term “Study Area” refers to a broader geographical area being assessed by the Consultant Team to inform recommendations around potential changes to the current land use context and policy framework for Uptown Core, and to explore the possibility of enlarging the existing Uptown Core boundary to include additional lands around the other quadrants of the Dundas-Trafalgar intersection.

The Study Area is shown on Figure 2 and is generally bounded by:

- Threshing Mill Boulevard in the north;
- Postridge Drive, Morrison Valley North and Trafalgar Road in the east;
- River Oaks Boulevard and Pelee Woods in the south; and
- Lands west of Sixth Line in the west.

The Study Area has been chosen as representing a logical geographical area of analysis for development activity, land use, built form, transportation and mobility, natural heritage, parks and recreation infrastructure, community service facilities, and water, wastewater and stormwater infrastructure. Notably, the Study Area includes lands subject to the North Oakville East Secondary Plan, which has a different policy framework than lands south of Dundas, as further outlined in Section 4.3.

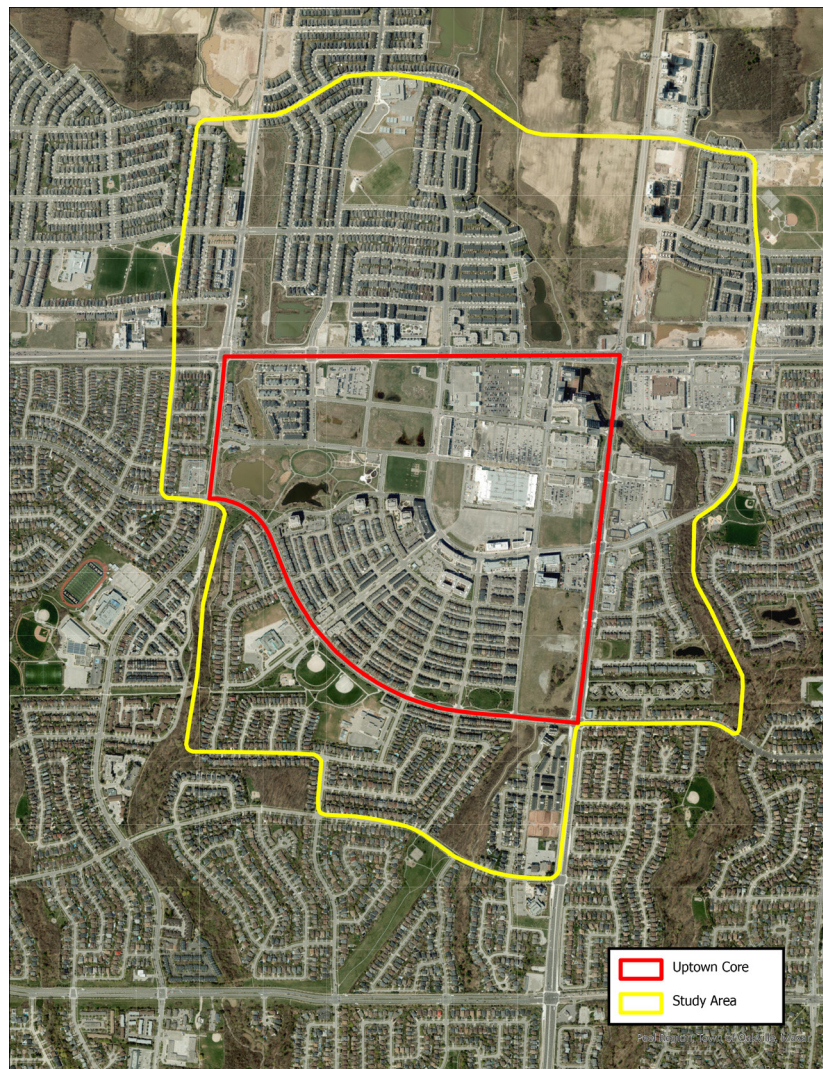


Figure 2. Map of Study Area (yellow Outline) vs. Existing Uptown Core Boundary (red outline)

2.0

**HISTORY & EVOLUTION OF
THE UPTOWN CORE AND
SURROUNDING AREA**

2.1 HISTORY AND ORIGINS OF UPTOWN CORE

The Town of Oakville and former Township of Trafalgar reside on the treaty lands and traditional territory of the Mississaugas, Neutral, Huron-Wendat and Haudenosaunee. The land is covered by the Dish With One Spoon Wampum Belt Covenant, an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lake.

After the arrival of European settlers, the area now known as Uptown Core was rural and used predominantly for agriculture. The 1877 Historic Atlas of Halton County illustrates the Hamlet of Post's Corners at the corner of Dundas and Trafalgar, which contained a cluster of buildings including an inn and a drill shed (for the local militia). A smaller settlement called Munn's Corners was located to the west at Dundas and Sixth Line, with a church and cemetery illustrated on the 1877 Atlas in the northeast and southeast corners of the intersection, respectively. The area was comprised of sprawling properties, structured by the concession road grid, and sparsely populated with farmsteads and orchards.

Urbanization of the Town of Oakville first occurred in the southern part of the Town south of the present-day Queen Elizabeth Way. Over time, suburban development extended northward, annexing formerly rural lands for new residential subdivisions to provide housing for the region's growing population. A 1957 aerial photograph shows that the area north of Upper Middle Road remained entirely rural at this time. Over the subsequent decades the area south of Dundas Street continued to be built out, and by the 1980s, only limited development land remained, including the lands that would ultimately become Uptown Core. An aerial photograph from 1995 provides a final glimpse of the area before the onset of redevelopment (refer to Figure 3).

In 1987, the Town of Oakville enacted Official Plan Amendment 14 ("**OPA 14**") to provide direction for three development areas within the Uptown Business

Core. OPA 14 set out a vision for the Uptown Business Core to become a commercial, cultural, institutional and recreational heart of North Oakville, accommodating medium and high-density residential development through a phased master plan vision.

In 1989, Metrontario Group, the owner of the Uptown Core lands, retained Urban Strategies (then known as Berridge Lewinberg Greenberg) to develop the concept of a new Uptown Business Core into a unique, mixed-use community. Inspired by Old Oakville in the southern part of the Town, Urban Strategies conceived of a master plan vision for the community based on a strong sense of place with a fine-grained network of radial streets and a generous open space system. Town Council adopted this plan in 1991, which laid the groundwork for the first phase of development for Uptown Core.

In 1995, the Uptown Core – Urban Design Study was undertaken to augment the 1991 plan to provide additional flexibility to accommodate larger format retail developments that respected the community's planned pedestrian orientation. Several other studies were completed throughout the 1990s including the Uptown Core Community Streetscape Master Plan, and the Uptown Core Main Street Buildings Architectural Review.

In 2005, Section 3: Land Use Uptown Core was added to the Town's 1984 Official Plan, building further on OPA 14. New policies established a development framework for Uptown Core as a regional centre with an emphasis on commercial development, a civic and public presence, and mixed-use development. The lands along Trafalgar Road and Dundas Street were designated for medium and high-density residential uses, and policies were added to recognize the areas' intended transition from temporary commercial big-box development to an urban, mixed-use community that would accommodate much of the planned population growth for the area.



1995



1999



2002



2008



2012



2019

Figure 3. Historic Development Timeline

2.2 2009 UPTOWN CORE GROWTH AREA REVIEW

In 2008, the Town of Oakville initiated the Livable Oakville Plan, the Town's Official Plan for lands south of Dundas Street. The Livable Oakville Plan identified primary and secondary Growth Areas to be the focus for intensification and growth. To support the creation of the Livable Oakville Plan, the Town undertook various background studies that included land use compatibility reviews, transportation assessments, commercial inventory studies, and notably the 2009 Uptown Core Growth Area Review (the "**2009 Review**").

The 2009 Review was undertaken by the Town in collaboration with its consultants, The Planning Partnership, Cushman & Wakefield LePage, and URS Canada Inc., with the purpose of revisiting the vision, principles, objectives and policies of the 2005 Uptown Core plan. The scope of the 2009 Review also included the development of a new statutory Secondary Plan, as well as a new Urban Design Plan.

The 2009 Review recommended the creation of four districts – the Centre District, Main Street District, Urban Neighbourhood District, and Neighbourhood District – that would each accommodate a distinct scale and form of development to provide flexibility for intensification opportunities while also transitioning appropriately to the adjacent areas. The 2009 Review took into account the planned future Bus Rapid Transit corridors along Trafalgar

and along Dundas in forecasting a high non-auto mode split for Uptown Core, as well as recommendations for lower parking ratios and shared parking permissions within mixed use developments.

The current policies in Part E, Section 21 (Uptown Core) of the Livable Oakville Plan, in tandem with Schedule M1 (Uptown Core Land Use) and Schedule M2 (Uptown Core Building Heights) represent outcomes of the 2009 Review that have guided newer development applications in Uptown Core over the past decade.

In recent years, the Town has received applications proposing high-density development that surpass the scale and exceed the height limits contemplated under the existing Part E, Section 21 policies. These include the recently-completed Oak & Co Condominium development at the southwest corner of Dundas and Trafalgar, as well as the more-recent SmartCentres Phase 1 proposal for two towers of 27 and 30 storeys at the northwest corner of Trafalgar Road and Oak Park Boulevard, approved by the Ontario Land Tribunal following a 2023 settlement hearing. The scale of these recent development approvals, and the extent to which they represent a departure from the in-force Official Plan policies for Uptown Core, supports the need for the current Uptown Core Growth Area Review to evaluate whether the existing policy framework remains relevant.



Figure 4. Aerial view looking north to Uptown Core and North East Oakville Secondary Plan area

2.3 NORTH OAKVILLE EAST SECONDARY PLAN

The lands north of Dundas Street south of Highway 407 in the Town of Oakville continue to be subject to the Town’s 1984 Official Plan, and more particularly the North Oakville East and North Oakville West Secondary Plans. In January 2008, the Ontario Municipal Board (as it was then known) approved OPA 272 which added Part E, Section 7, North Oakville East Secondary Plan (“**North Oakville East SP**”) to establish a detailed planning framework for the area generally bounded by Highway 407 in the north, by Ninth Line in the east, by Dundas Street in the south, and by Sixteen Mile Creek in the west.

Following the North Oakville Secondary Plan’s review in May 2017, the Town adopted OPA 321 to update various secondary plan policies. Halton Region approved OPA 321 in September 2018, with modifications, and having received several appeals the Ontario Municipal Board approved OPA 321 with further modifications in July 2019.

The North Oakville East SP envisions the area as a compact, pedestrian-oriented urban community containing a variety of housing opportunities ranging from large-lot executive housing to high rise apartment units.

Within the North Oakville East SP, lands along the north side of Dundas Street are designated Dundas Urban Core and are intended to redevelop with medium-to-high-density development up to 12 storeys. Lands along Trafalgar Road are designated Trafalgar Urban Core and are intended to redevelop with medium- and high-density mixed-use development up to 30 storeys in certain areas. The Urban Cores represent the primary intensification areas within the North Oakville East SP and converge at the Dundas-Trafalgar intersection, adjacent to the existing Uptown Core boundary.

As further described in Section 3, Schedule A1 of the Livable Oakville Plan sets out the Town’s Urban Structure, and identifies the Dundas-Trafalgar intersection as a “Regional Transit Node” and “Nodes and Corridors for Further Study”. Because the lands north and south of Dundas are subject to different Official Plans, the concept of establishing a new policy framework for the four quadrants of the intersection (including, potentially, the expansion of the existing Uptown Core boundary north of Dundas) would require the reconciliation of current dual policy frameworks that apply to these areas.

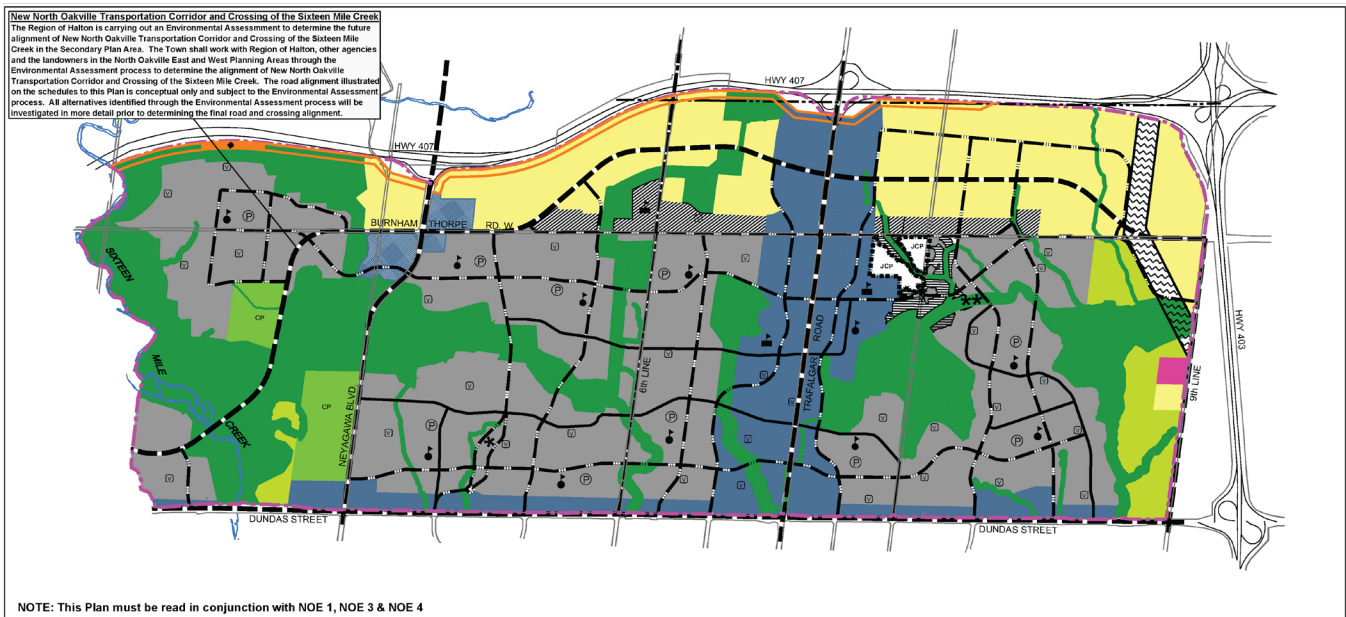


Figure 5. North Oakville East Secondary Plan boundary

2.4 PLANNED BUS RAPID TRANSIT

Both Dundas Street and Trafalgar Road have been planned for Bus Rapid Transit (“**BRT**”) infrastructure by Metrolinx as part of the 2041 Regional Transportation Plan. The corridors have also been planned as Transit Priority Corridors by Halton Region through the 2017 Mobility Management Study as well as in the 2019 Defining Major Transit Requirements in Halton Study. Both Dundas Street and Trafalgar Road have been or are in the process of being widened to 6 lanes through Oakville and will support future transit priority infrastructure. Despite having been prioritized prior to the last review of the Uptown Core in 2009, these transit improvements have not yet come to fruition and there continues to be uncertainty around timing for funding and implementation of the BRT projects.

Notwithstanding, the Town’s Urban Structure recognizes Dundas and Trafalgar as Regional Transit Priority Corridors, and the intersection of Dundas and Trafalgar as a Regional Transit Node, in anticipation of the future construction of the BRTs. Should the BRTs be implemented, these higher-

order transit connections will link the Uptown Core east to Kipling TTC Station, west to Hamilton, north to Milton, and south to Oakville GO Station.

The existing Uptown Core Terminal at Oak Walk Boulevard, which serves several existing Oakville Transit bus routes, was designed and constructed in anticipation of the future BRT infrastructure.

Through the Project, the Consultant Team will explore whether alternative locations for a transit terminal in Uptown Core would increase transit access and ridership for a greater number of residents, workers, and visitors. Related to planning for the transit infrastructure itself is the importance of anticipating transit-supportive land use, density, and mobility networks in Uptown Core and the surrounding area which will in turn strengthen the case for transit investment.

3.0

DESCRIPTION OF THE UPTOWN CORE [EXISTING CONDITIONS]

This section provides a description of Uptown Core and the Study Area as they exist today. It includes an assessment of the existing physical conditions, land use patterns, development trends, and the multi-modal mobility network. It also catalogues existing community assets, including cultural and natural heritage resources, community services and facilities, and parks and open spaces.

3.1 URBAN STRUCTURE

Uptown Core is located in the northern part of the Town of Oakville, occupying the southwestern quadrant of the Dundas Street and Trafalgar Road intersection. Both Dundas Street and Trafalgar Road, and the entirety of the Uptown Core are identified as Nodes & Corridors in the Town’s Official Plan Urban Structure (Schedule A1). The intersection of Dundas Street and Trafalgar Road is identified as the location of a Regional Transit Node. Generally, the in-force policy framework promotes Uptown Core as a significant growth and intensification area within the broader urban structure of the Town of Oakville. Refer to Section 4 for more detailed discussion of the policy framework.

Much of Uptown Core has been developed with residential and commercial land uses. Particularly along the northern and eastern edges of Uptown Core, there are large parcels of vacant or underutilized land that represent significant future development opportunities.

The lands in the northeastern part of Uptown Core, closest to the Dundas-Trafalgar intersection, consist of large parcels structured by a network of public and private streets, currently containing low-density “big box” retail space uses. Given their proximity to existing and planned transit, as well as planned higher-order transit along the Dundas and Trafalgar corridors, these lands represent prime intensification opportunities. Also

present in this area is the recently completed Oak & Co Condominium development, which was approved by the Ontario Municipal Board in 2017.

The lands in the southwestern portion of Uptown Core are generally fully developed. They contain a predominantly residential neighbourhood built along a curvilinear grid pattern with rear laneways and street-related houses at varying densities including detached, semi-detached, rowhouse, and low-rise apartment dwellings.

The northwestern corner of the Uptown Core contains a mix of open space (Memorial Park), vacant lands, and newly-developed stacked townhouses organized around internal private roads.

In the southeastern corner of the site is the 7-hectare former Public Works Site at 2264, 2274 & 2320 Trafalgar Road. In June 2018, the Town completed the Former Public Works Site Master Plan, which resulted in new area-specific planning policies found in Section 21.6.5 of the Livable Oakville Plan. With the exception of a portion of this property that has been severed for a 9-storey development at 315 Glenashton Road, the Public Works Site remains under the purview of the Oakville Municipal Development Corporation, which is currently advancing redevelopment plans.

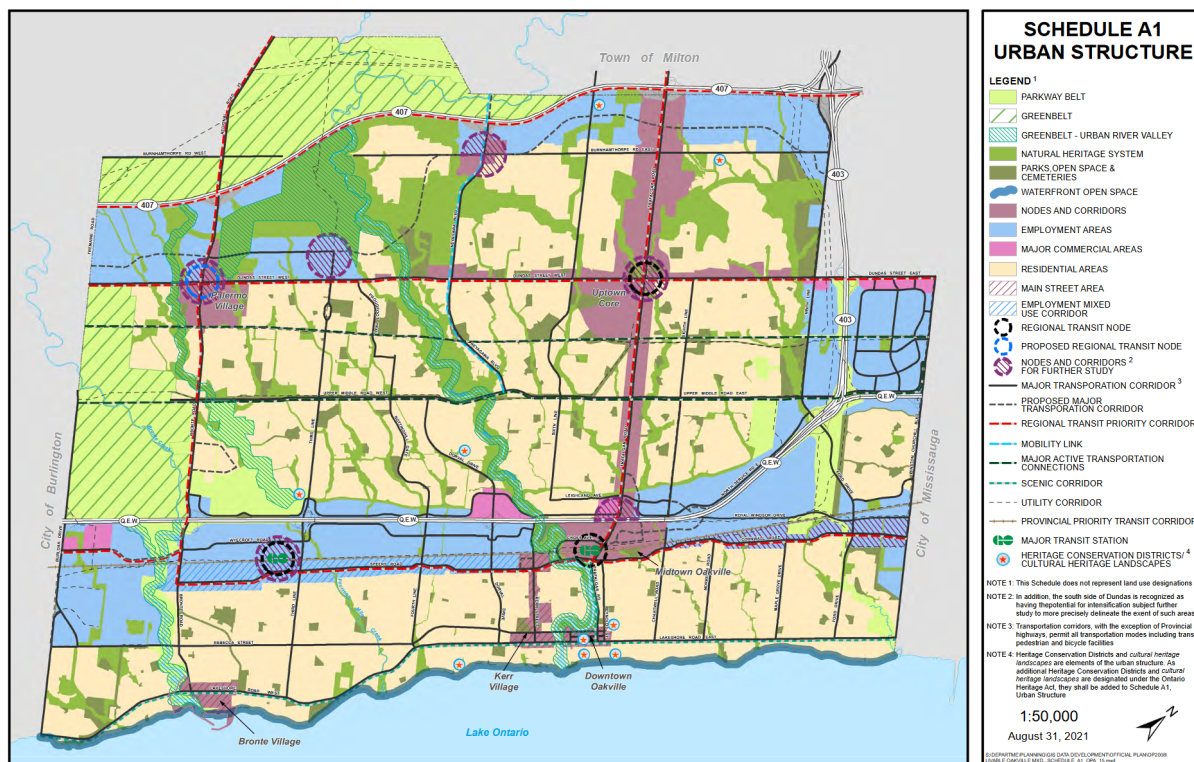


Figure 6. Livable Oakville Plan Schedule A1 (Urban Structure)

3.2 EXISTING LAND USE & BUILT FORM

Uptown Core, and the broader Study Area, are characterized by a mix of land uses and built forms which range from low-density large-format retail centers to urban high-density mixed-use development. Within the area there are also existing natural heritage features, parks and open space areas, and vacant parcels of land.

The northeastern corner of Uptown Core is predominantly characterized by large format “big box” retail uses. These consist of single-storey commercial buildings with large areas of surface parking. A notable exception is the property in the northeastern-most corner of Uptown Core, which contains a recent 4-tower mixed-use development, as well as the Uptown Core Terminal. The East Morrison Creek traverses through the extreme northeast corner of Uptown Core.



Figure 7. Upper image: mixed-use development at Taunton Rd and Oak Park Blvd; Lower image: large-format retail uses

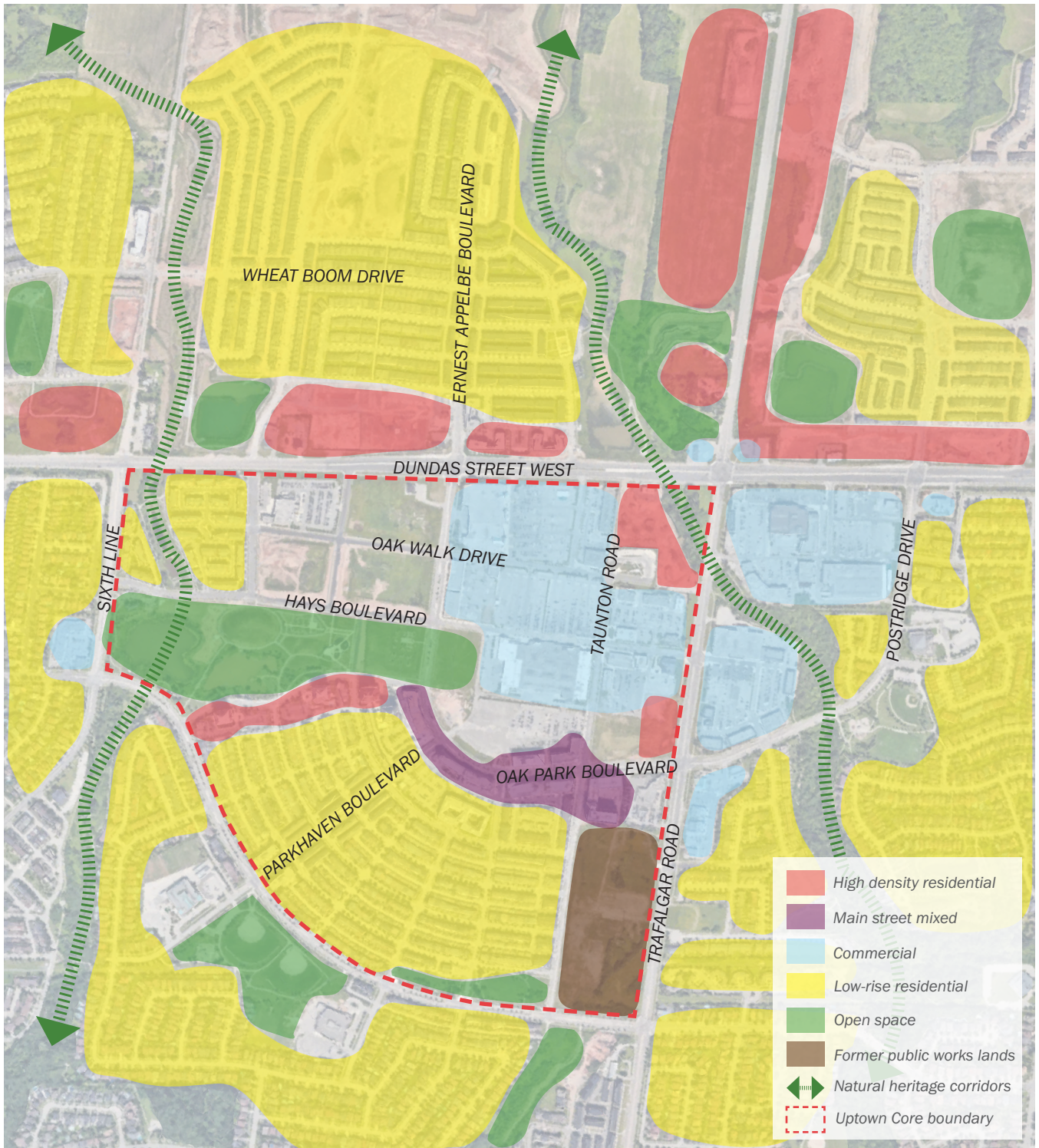


Figure 8. Aerial image of Study Area with general existing land uses noted



Figure 9. Images of existing context in Uptown Core and surrounding area

The northwest corner of Uptown Core, generally in the area bounded by Dundas Street East, Sixth Line, Oak Park Boulevard and Central Park Drive/Glenashton Drive, is characterized by a large open space (Memorial Park) which contains a range of programming including stormwater management ponds, a community garden, a children’s playground, and unstructured green space.

North of Memorial Park are two large vacant lots, and a recently-completed stacked townhouse development at

the northeast corner of Post Road and Hays Boulevard, completed in 2016.

A Halton Region Police Service building, with associated surface parking, is located southeast of Dundas Street East and Post Road. The area closest to the Dundas Street East and Sixth Line intersection contains a natural heritage system associated with West Morrison Creek, the historic Munn’s Pioneer Cemetery, and the Wellspring Birmingham Gilgan House, a cancer support centre.



Figure 10. Photos of Memorial Park

The southwest part of Uptown Core is substantially developed, consisting of a residential neighbourhood organized along a New Urbanist-style street network with rear laneways and garages. Along Oak Park Boulevard, which was planned to have a “main street” character, the built form primarily consists of mid-rise buildings with ground floor retail uses and apartment units above. 4 taller (up to 12 storeys) apartment buildings are located to the south of Memorial Park.

Parkhaven Boulevard is an axial street with enhanced landscaping and a processional character, lined with medium-density residential uses in townhouse and apartment forms. Parkhaven Boulevard is intersected by several local public streets. Other local streets contain ground-oriented residential uses in a mix of dwelling types, built in the New Urbanist style with minimal front and side yard setbacks and a system of rear laneways that accommodate car parking and servicing, allowing the dwellings to have a direct relationship with the street. Windfield Parkette, a smaller open space, is situated near the intersection of Taunton Road and Glenashton Road. Adjacent to Winfield Park, a former home sales centre has been adapted as the Oak Park Neighbourhood Centre, accommodating community functions including a day care, food bank, space for community programs, and an events venue.



Figure 11. Ground-oriented housing on Littlewood Drive

As previously-described, the southeastern corner of Uptown Core contains the former Public Works Site, which remains subject to an active, ongoing planning process led by Oakville Municipal Development Corporation. The redevelopment of these lands will occur separate from the Uptown Core Growth Area Review, although the Project Team will explore opportunities to coordinate these two parallel planning processes.

The broader Study Area includes Neighbourhood Commercial uses at the southeastern quadrant of the Dundas-Trafalgar intersection, anchored by large retailers like Longo’s, Canadian Tire, Winners and HomeSense, in addition to smaller retail units. The Neighbourhood Commercial lands are grouped into two discrete commercial blocks that are bisected by the East Morrison Creek corridor and trail. A small residential townhouse development on Fairgate Way and Ravinebrook Crescent is also located within the Study Area boundary.

The northeastern quadrant of the Dundas-Trafalgar intersection consists of a Shell gas station as well as the Minto Oakvillage development, encompassing lands north of Dundas, west of Postridge Drive, and north of Threshing Mills Boulevard. Minto Oakville is proceeding in phases with ground-oriented townhouses recently completed and occupied, and several high-rise towers under construction along Dundas and Trafalgar. These towers include some new at-grade retail space, residential apartment units, and seniors-oriented housing. Athabasca Pond is a stormwater management facility constructed to accommodate stormwater flows from the Minto Oakvillage development.

The northwestern quadrant of the Dundas-Trafalgar intersection includes an Esso gas station, several smaller residential properties moving north along Trafalgar, a natural heritage feature associated with East Morrison Creek, the Postville Pond stormwater management facility, and a large active subdivision application known as Green Ginger Phase 2. West of Postville Road is a recently-completed community consisting of residential apartment buildings in the range of 6-12 storeys along Dundas Street, and ground-oriented housing to the north in a mix of unit types. At the northeastern corner of the Dundas-Sixth Line intersection is the historic Munn’s United Church and the Parsonage Pond stormwater facility.

3.3 DEVELOPMENT ACTIVITY

Uptown Core and the broader Study Area have been the focus of considerable development activity in recent years. In several cases, development applications have been submitted proposing development that exceeds the scale, heights, and/or densities contemplated for the area in the local planning policy frameworks. This suggests that there may be a disconnect between existing

policy permissions, developer/landowner objectives, and market demand. This will be explored further through the Project and considered in the development of conceptual land use scenarios in Phase 2. The table below outlines recent area development activity that is current as of date of report (not intended to be exhaustive of all existing approvals in the Study Area).

ADDRESS	HEIGHT (ST/M)	USE	GFA (SQ M)	# RES UNITS	DENSITY
PROJECTS WITHIN UPTOWN CORE					
90 Oak Park Blvd (Under Review)	11 ST 48 M	Mixed-Use	17,030 sq m	238 units	2.4 FSI
150 Oak Park Blvd (Complete)	5 ST N/A	Mixed-Use	N/A	100 units	N/A
315 Glenashton Dr (Under Construction)	9 ST 31 M	Residential	13,543 sq m	147	3.75 FSI
2333 Taunton Rd (Complete)	12 ST 37.09 M	Mixed-Use	29,417 sq m	284	3.91 FSI
278 Dundas St E and 2466 Trafalgar Rd (Complete)	12 + 14 + 17 + 25 ST 41 + 47 + 55 + 78 M	Mixed-Use	62,155 sq m	756	2.44 FSI
256, 260 & 295 Hays Blvd and 271 Oak Park Blvd (Approved)	27 + 30 ST 94 + 103 M	Mixed-Use	42,752 sq m	575	4.8 FSI
PROJECTS OUTSIDE OF UPTOWN CORE, WITHIN STUDY AREA BOUNDARY					
3071-3079 Trafalgar Rd (Approved)	16 + 20 ST 57 + 69 M	Residential	27,032 sq m	378	4.74 FSI
3065 Trafalgar Rd (Approved)	20 ST 67.2 M	Residential	16,410 sq m	243	6.23 FSI
377, 387 & 411 Dundas St E (Approved)	15 + 16 + 17 ST 56 + 59 + 61 M	Mixed-Use	50,884 sq m	699	4.18 FSI
467 Dundas St E (Complete)	8 ST N/A	Residential	13,500 sq m	168	2.7 FSI
3010 Ernest Appelbe Blvd (Under Review)	8 ST 31.4 M	Residential	N/A	225	N/A
351 Dundas St E (Approved)	7 + 20 ST 28 + 68 M	Mixed-Use	30,115 sq m	323	3.82 FSI
150 Sabina Dr (Complete)	4 ST N/A	Residential	19,934 sq m	221	1.4 FSI
3064 Trafalgar Rd (Approved)	30 + 30 ST 98 + 98 M	Residential	52,889 sq m	686	6.86 FSI
3064 Trafalgar Rd (New Application seeking more height)	33 + 33 ST 107 + 107 M	Residential	58,143 sq m	782	8.26 FSI
102-128 Grovewood Common (Complete)	6 + 6 + 6 ST 20 M	Residential	35,413 sq m	441	1.4 FSI
3000 Sixth Line and 21 Dundas Street West (Under Review)	8 + 8 + 8 + 9 ST 34.15 - 37.3 M	Mixed-Use	50,032 sq m	665	4.11 FSI

Table 1. Summary of area development activity

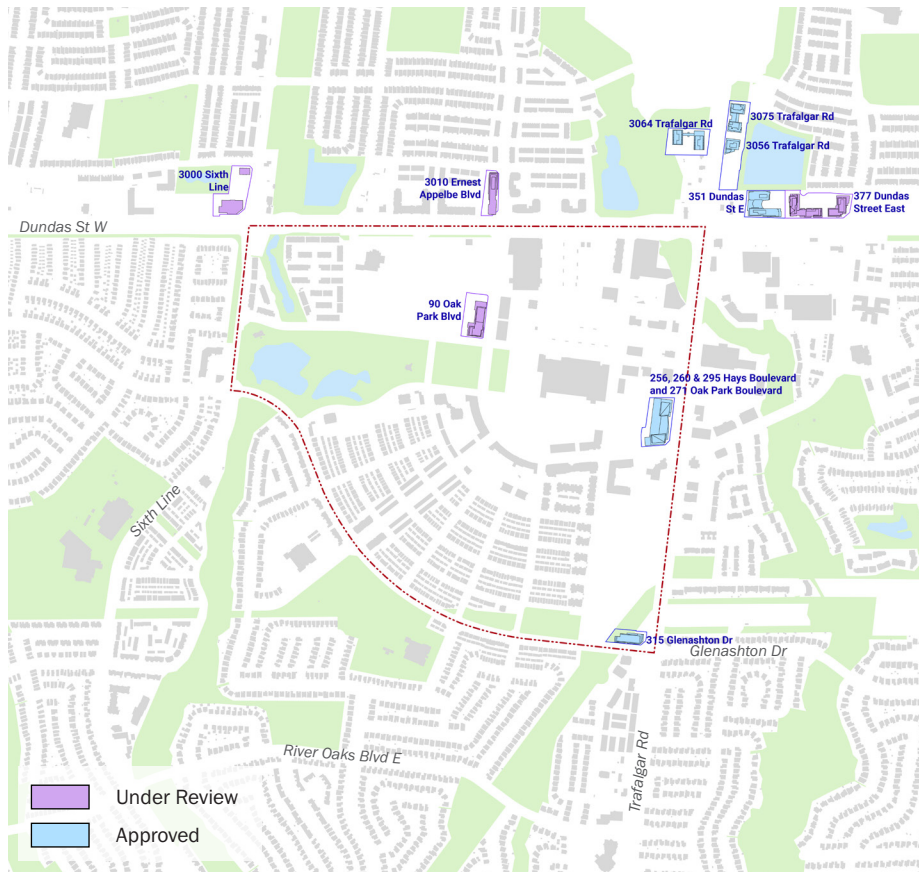


Figure 12. Recent development application in the Study Area

3.4 DEMOGRAPHICS

TOWN OF OAKVILLE

Over the past five years the Town of Oakville’s average annual population growth rate has increased significantly. Since 2021, Oakville’s population has grown by approximately 19,100. By 2051, the Town’s population is expected to reach approximately 388,000.

Employment growth has increased alongside population growth. Since 2011, the employment activity rate has increased from 42% to 50% in 2024, with the largest employment sectors being health care and social assistance, manufacturing, and retail trade. It is anticipated that approximately 73,700 additional jobs will be added between 2024 and 2051.

UPTOWN CORE

Oakville’s Uptown Area has a current population of 6,600, or about 3% of the Town’s population. The area currently accommodates 2,500 jobs, primarily in the retail trade sector, which accounts for 64% of total employment.

FORECASTS

The number of residents and jobs in Uptown Core is expected to continue to rise over the next three decades. The existing Livable Oakville Plan policies for Uptown Core, which were introduced following the 2009 Uptown Core Review, project that the area will accommodate approximately 16,600 residents and 3,000 jobs. However, recent development approvals exceed the heights and densities contemplated by the in-force policy framework, so there is a need to revisit these growth assumptions as part of the current exercise.

The Halton Region’s most recent Joint Best Planning Estimates identify the following growth projections for Uptown Core:

Year	People	Jobs	Tot. People And Jobs
2031	9,384	3,659	13,043
2041	12,098	5,017	17,115
2051	14,404	6,281	20,685

Table 2. Joint Best Planning Estimates growth forecasts for Uptown Core

3.5 MOBILITY NETWORK

A detailed description of the area mobility network is provided in Section 6. Uptown Core and the larger Study Area are serviced by an established network of streets. Dundas Street and Trafalgar Road are Regional Roads and major arterials, with 50-metre right-of-way widths intended to accommodate future bus rapid transit infrastructure. A finer-grain network of major collector, minor arterial, and minor collector streets complete the area street grid.

Most streets within Uptown Core are public streets, however there remain limited private street segments, including Hays Boulevard east of Oak Park Boulevard, though it is anticipated that these will be transferred into public ownership upon redevelopment of adjacent parcels.

Within the northern part of the Study Area, north of Dundas, the area mobility network is being implemented as development proceeds, in accordance with the North Oakville East Transportation Plan. Threshing Mill Boulevard and Wheat Boom Drive represent two significant new east-west streets that intersect with Trafalgar Road. The segments of these streets on the west side of Trafalgar Road are located within the Green Ginger Phase 2 subdivision proposal, which remains under review by the Town, and will ultimately be constructed and conveyed as part of an approved plan of subdivision for these lands.

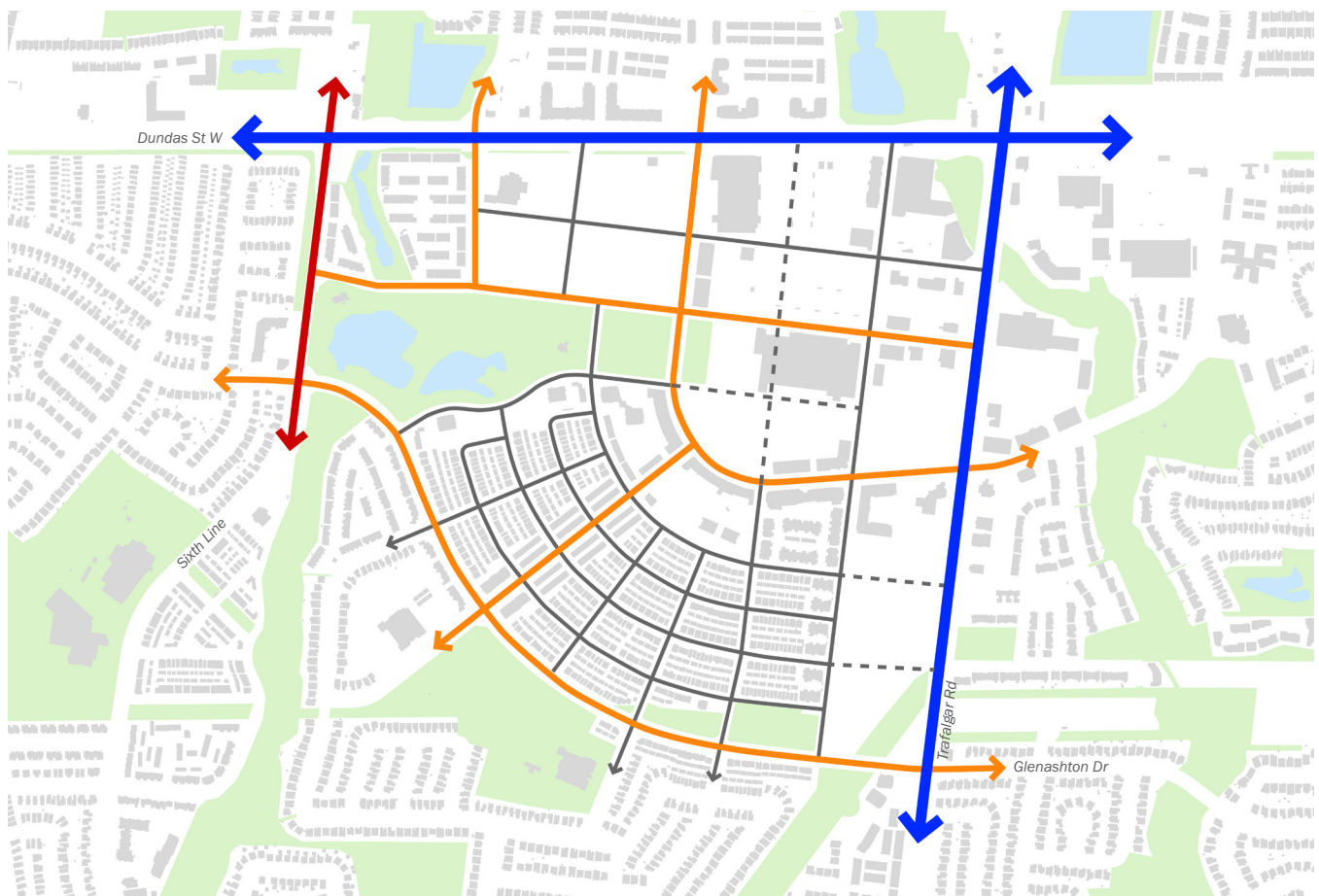


Figure 13. Street Network

- Major Arterial
- Major Collector
- Minor Collector
- Local Street
- - - → Potential Local Street

The area is served by existing local transit, operated by Oakville Transit. Several bus routes (Routes 1, 5, 19, 20, 24 and 37) provide service in the area, in addition to an On-Demand service, a curb-to-curb shared-ride service to request a ride in designated zones (including North Oakville) during service operating hours. The Uptown Core Terminal at the northeast corner of Taunton Road and Oak Walk Drive serves as the hub for Oakville Transit buses. GO Transit also provides two bus routes traveling along Trafalgar Road, offering connections to GO train stations including Oakville, Milton and Oshawa.



Figure 14. Uptown Core Terminal, which features bus shelters, seating, landscaping, e-charging ports, a staff rest facility, and bike repair equipment.

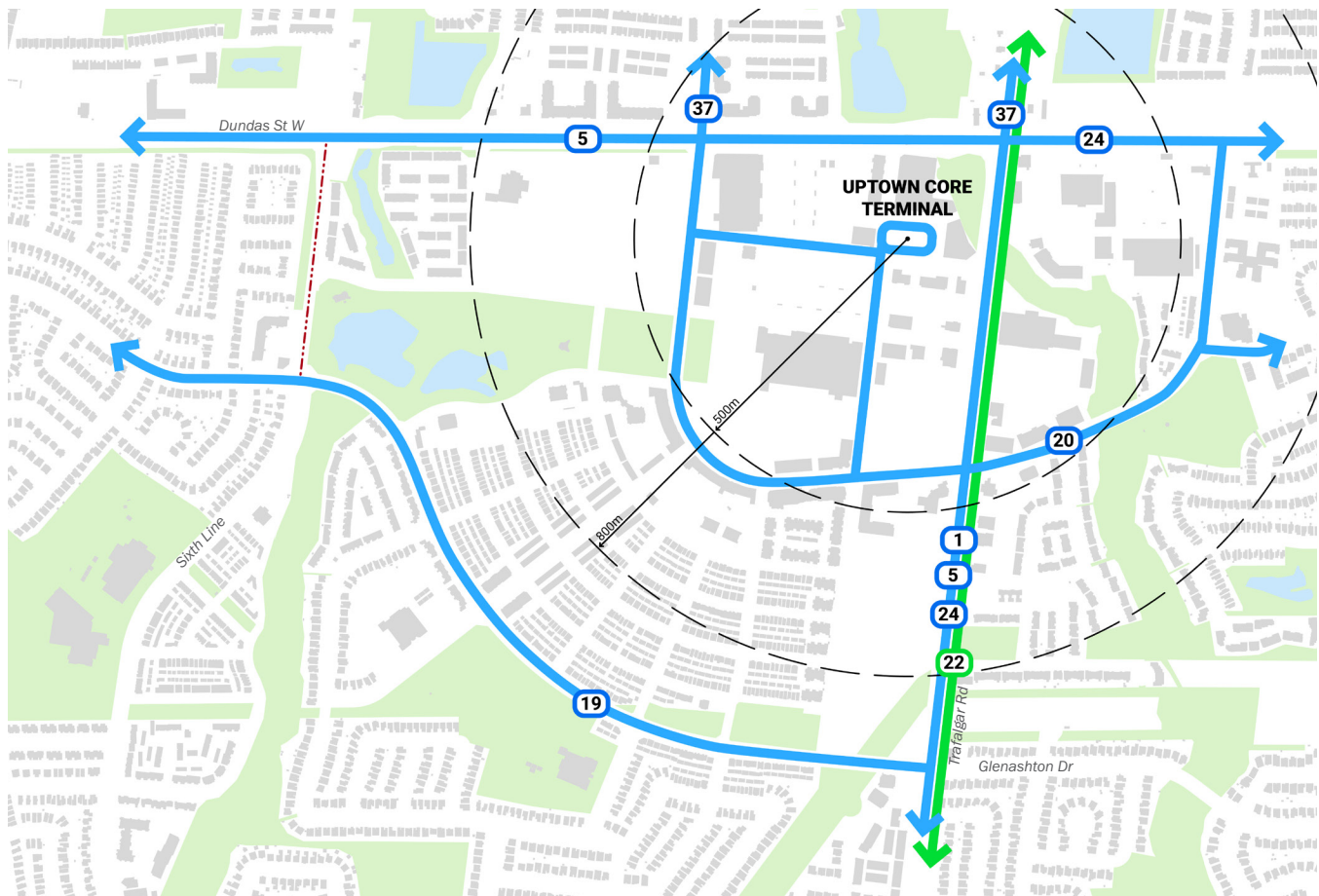


Figure 15. Existing Transit Routes

- ➔ Oakville Transit Bus Route
- ➔ GO Bus Route

3.6 PARKS & OPEN SPACES

Two main parkland areas are located in Uptown Core. Memorial Park is the area's largest park, accommodating large open spaces, community garden plots, a children's playground, the Trafalgar War Memorial, Oak Park dog park, and two stormwater management ponds. The easterly tip of Memorial Park, located east of Oak Park Boulevard and south of Hays Boulevard, was originally intended to accommodate an urban square with a civic and community function for an array of public event uses. The urban square has not been constructed and this parcel remains vacant.

At the southern edge of Uptown Core is Windfield Parkette, a smaller neighbourhood park containing open greenspace and pedestrian trails. East of Windfield Parkette, additional public parkland has been earmarked as part of the former Public Works Site Master Plan (2018).

Within the broader Study Area are various other parks and open spaces, including:

- Millbank Park, which accommodates a children's play area and two baseball diamonds;
- Wineland Wood's Park, which serves as a portal to the Oak Springs Trail;
- Dalebrook Park, which accommodates a stormwater management pond and acts as a portal to the East Morrison Creek trail;
- Fowley Park, a recently-completed neighbourhood park accommodating a children's playground, an outdoor flexible athletic field, and tennis courts; and
- Nipegon Trail, following the West Morrison Creek corridor south of Glenashton Drive.

3.7 COMMUNITY SERVICES & FACILITIES

A desktop review was conducted to outline an inventory of existing community services and facilities within the Study Area. These include:

SCHOOLS

- Dr. David R. Williams Public School (HDSB Elementary)
- St. Andrew Catholic Elementary School (HCDSB Elementary)
- Post’s Corners Public School (HDSB Elementary)
- Trafalgar Ridge Montessori School (Private)
- Dearcroft Montessori School – Trafalgar Crossing (Private)

DAYCARES

- Parkview Children’s Centre
- Munn’s Child Care Centre
- YMCA daycare
- Kids & Company Oakville Dundas
- Glenashton Daycare Centre
- Oak Park Neighbourhood Centre

COMMUNITY CENTRES / RECREATIONAL FACILITIES

Within the Study Area boundary, Oak Park Neighbourhood Centre is a non-profit agency that offers a range of programs and resources including poverty support, family programs, multicultural programs, disability support, financial literacy, and others.

There are no community centres located within the Study Area, however there are some nearby including River Oaks Community Centre and Iroquois Ridge Community Centre.

SENIORS RESIDENCES

- Chartwell Oakville Retirement Residence
- VIVA Oakville Retirement Community
- Oakvillage Retirement Community (proposed at northeast corner of Dundas & Trafalgar)

OTHER PUBLIC FACILITIES AND AGENCIES

- HMC Connections (Halton Multicultural Council)
- Halton Regional Police Service

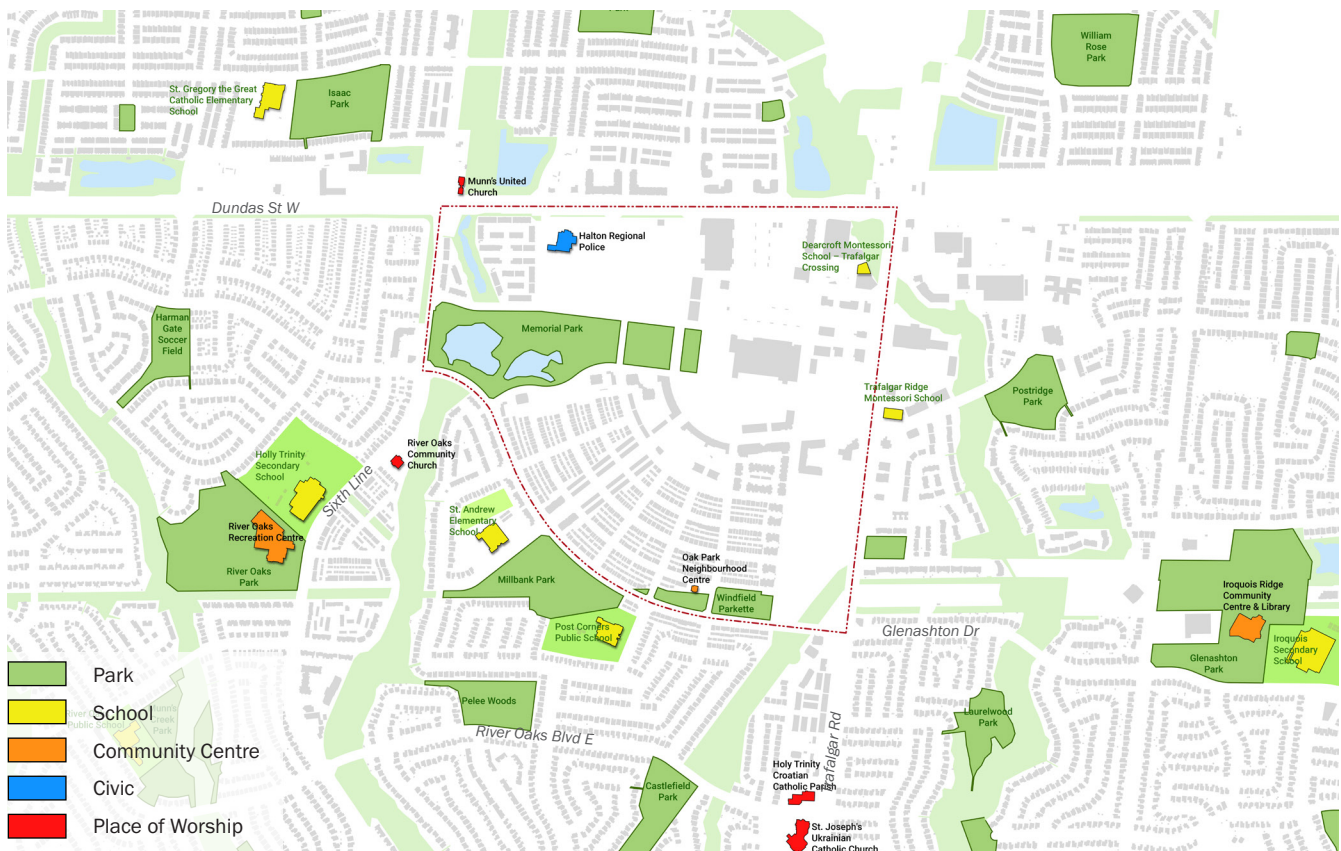


Figure 16. Community Services and Facilities

3.8 NATURAL HERITAGE AND HAZARD FEATURES

The Study Area contains several natural heritage features as well as natural hazards associated with the two creeks that flow through the Uptown Core. The East Morrison Creek and West Morrison Creek corridors traverse the Study Area in a generally north-south orientation, with valleys and woodlands. These green corridors and open space connections are illustrated below on Figure 17. There are also floodplains in the Study Area associated with these waterways, which are part of the Conservation Halton regulated area. These features will be further evaluated as part of an Environmental Impact Assessment as part of Phase 4 of the Project.

Several stormwater management facilities are present in the Study Area, helping to manage stormwater flows associated with surrounding development. These engineered ponds are integrated with the area's open space network and are often bordered by pedestrian trails.



Figure 17. Natural Heritage and Open Space

3.9 CULTURAL HERITAGE RESOURCES

Within the Study Area there are several cultural heritage resources that are either designated under the Ontario Heritage Act or listed on the Oakville Heritage Register.

- 2601 Sixth Line: Munn’s Cemetery (c. 1820). Designated under Part IV of the Ontario Heritage Act. Associated with the area’s earliest settlers and prominent local Daniel Munn. The cemetery was established in 1820 and is an example of 18th century cemetery design
- 120 Oak Park Boulevard: Trafalgar Memorial. Designated under Part IV of the Ontario Heritage Act. The Trafalgar Memorial, designed and built as a war memorial, has historical associations with the former Trafalgar township and the 700 veterans from the township who served during WWI, WWII, and the Korean War.
- 5 Dundas Street East: Munn’s United Church (c. 1898). Designated under Part IV of the Ontario Heritage Act. Contains a Gothic Revival style church associated with the early development of the area.
- 257 Dundas Street East: The Squire James Appelbe House (c. 1850). Designated under Part IV of the Ontario Heritage Act. Contains a 1-½ storey farm residence in the rural Oakville Vernacular style. It was first inhabited by James Appelbe, a postmaster, storeowner, Justice of the Peace, Treasurer of Trafalgar Township, and one of the first directors of the Bank of Toronto.
- 3048 Trafalgar Road (c. 1890). The Dr. John A. Johnstone House. Contains a 2-½ storey dwelling constructed in the Queen Anne style. Has cultural heritage value as a reminder of village life and of the agricultural and settler history of Trafalgar Township.
- 3020 Post Road (c. 1830-1860). Designated under Part IV of the Ontario Heritage Act. Contains an early to mid-19th century house built in the Classic Revival style, likely constructed by Jordan Munn or his father Daniel Munn, who was the founder of Munn’s Corners, the former hamlet at Dundas Street and Sixth Line.
- 3040 Trafalgar Road. Listed on the Oakville Heritage Register for having potential cultural heritage value for its association with the 19th century settlement of the Hamlet of Trafalgar.



Figure 18. Listed and Designated cultural heritage resources in the Study Area

INTENTIONALLY LEFT BLANK

4.0

**PLANNING POLICY
FRAMEWORK**

4.1 PROVINCIAL LEGISLATION & POLICIES

The Planning Act establishes the framework for land use planning in Ontario. It sets out matters of provincial interest that all municipalities shall consider in making planning decisions. This includes environmental protection, cultural heritage conservation, health and safety, energy efficiency, transportation and infrastructure, accessibility, housing, and meeting the needs of Ontarians. In addition, the Planning Act sets out the overall planning structure for Ontario, including the hierarchy of Provincial, Regional, and local Municipal plans. Municipal plans must conform with Provincial plans, including being consistent with the PPS 2024, and Municipal decisions must then be consistent with the local Official Plan.

Between 2020 and 2024, the Provincial government has enacted several pieces of legislation amending the Planning Act. Relevant legislative changes and associated bills are summarized below:

- Bill 197, the COVID-19 Economic Recovery Act, received royal assent on July 21, 2020. Bill 197 made changes to the community benefits charge (CBC) framework which came into effect in September 2020. Municipalities were given two years to conform to the new regime by adopting a CBC by-law, which Oakville did through By-law 2022-069. This may have implications for a number of sites within the Study Area which have bonusing provisions in accordance with this legislation. If these provisions were to be removed through the Project work, exemptions may need to be carved out for these sites.
- Bill 23, the More Homes Built Faster Act, 2022, received royal assent in November 2022. It eliminates planning responsibility for certain upper-tier municipalities, including Halton Region. Bill 23 also removes the requirement of approval authorities to hold a public meeting in respect to proposed subdivision. It also further promotes small-scale intensification by requiring urban municipalities to permit at least three units on each residential lot. Bill 23 also further streamlines the planning process by eliminating third-party appeals of minor variance and consent decisions to the Ontario Land Tribunal. The Bill further caps the amounts of Community Benefits Charges (CBC) that municipalities are allowed to apply to private developments at 4 percent of the land subject to redevelopment at the time of first building permit, and caps the maximum required amount of parkland dedication at between 10 and 15 percent, depending on the size of the lands.
- Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023, makes changes to the Planning Act by excluding institutional and commercial uses from the definition of “area of employment”.
- Bill 134, the Affordable Homes and Good Jobs Act, 2023, received royal assent on December 4, 2023. It amends the Development Charges Act by changing definitions for affordable residential units (rental and ownership) and introduces “income based” rents and purchase prices.
- Bill 185 the Cutting Red Tape to Build More Homes Act, 2024, received royal assent on June 6, 2024. This Bill eliminates third-party appeal rights, except for certain designated entities, and introduces new appeal rights for settlement area expansion applications. Bill 185 further introduces a “use it or lose it” provision which attaches lapsing provision to approved site plans and draft plans of subdivision. This Bill also removes municipal authority to require pre-consultation applications for certain types of planning applications. The Bill also prohibits municipalities from establishing minimum parking requirements in Protected Major Transit Station Areas. Bill 185 also removes planning responsibilities from certain upper tier municipalities, and remits formerly-regional planning responsibilities to the associated lower-tier municipalities. Bill 185 also changes regulations around additional residential units, and proposes the exemption of ARUs, community service facilities, and post-secondary institutions from Planning Act requirements.

PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement, 2024 (“**PPS 2024**”), came into effect on October 20, 2024. It replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, with a streamlined Province-wide land use planning policy framework. The PPS 2024 provides policy direction on matters of Provincial interest related to land use planning and development to support the creation of strong, sustainable, resilient, and complete communities.

Within settlement areas, the PPS 2024 promotes land use patterns with densities and a mix of land uses that: (a) efficiently use land and resources; (b) optimize existing and planned infrastructure and public service facilities; (c) support active transportation; (d) are transit-supportive, as appropriate; and (e) are freight-supportive.

The PPS 2024 encourages intensification in areas serviced by existing or planned transit—such as Uptown Core—and in strategic growth areas, which are defined as “settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.”

The PPS 2024 states that strategic growth areas shall be planned to support the development of complete communities with a range of employment and housing options, and with access to public facilities, recreation, and open spaces.

The PPS 2024 also directs municipalities to delineate the boundaries of major transit station areas (“MTSAs”) on higher order transit corridors, within an approximately 500 to 800 metre radius of an existing or planned transit station, maximizing the number of potential transit users that are within walking distance of the station. Within MTSAs, planning authorities are encouraged to promote development and intensification by (a) planning for land uses and built form that supports the achievement of minimum density targets; and (b) supporting the

redevelopment of surface parking lots within MTSAs to be transit-supportive and promote complete communities. Uptown Core has not been delineated as an MTSA at this time, however this will change given planned BRTs on Trafalgar and/or Dundas.

METROLINX REGIONAL TRANSPORTATION PLAN

In 2018, Metrolinx adopted the 2041 Regional Transportation Plan (“RTP”), replacing a previous regional transportation plan known as The Big Move (2008). The RTP outlines a comprehensive strategy to develop an integrated, multi-modal transportation system that meets the evolving needs of residents, businesses, and institutions in the growing Greater Golden Horseshoe region. The objectives of the RTP include enhancing connectivity, ensuring seamless travel experiences, and fostering sustainable, healthy communities.

The RTP provides a list of transit projects in the GTHA, including the Dundas Street BRT and the Trafalgar Road BRT.

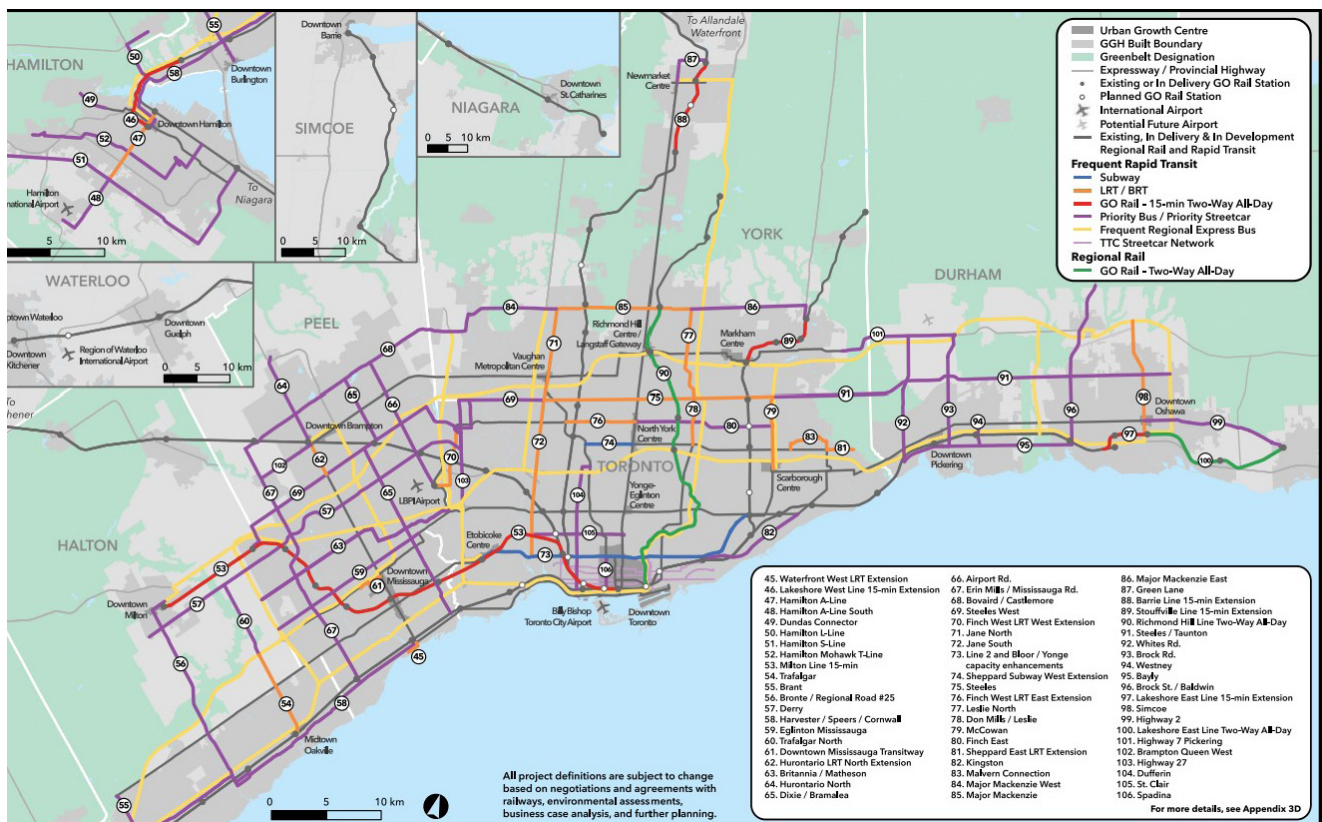


Figure 19. 2041 Frequent Rapid Transit Network

4.2 HALTON REGION

HALTON REGION OFFICIAL PLAN

The current Halton Region Official Plan (“**ROP**”) was initially adopted in 1995 and subsequently several times, most recently in 2023. As a result of Bill 185 receiving royal assent, effective July 1, 2024, Halton Region no longer has planning responsibilities and will no longer be the approval authority for official plan amendments, zoning by-law amendments, consents, or minor variances. Notwithstanding this change, the ROP will continue to be deemed an official plan of its lower tier municipalities until such time as they modify or remove it through a locally-initiated official plan amendment.

The purpose of the ROP is to provide direction for how physical change should take place in the Region of Halton, reflect aims and aspirations, and clarify and assist in the delivery of Regional responsibilities as set out in the provincial legislation. The ROP states policies be followed to pursue the vision for physical form and community character, and the goals and objectives to achieve this vision.

Uptown Core is identified as a strategic growth area in a Primary Regional Node and is situated along Regional Intensification Corridors on Dundas Street and Trafalgar Road. The purpose of these designations is to accommodate growth and to promote transit-supportive high-density mixed uses, including public service facilities. Uptown Core is also located along two major arterial roads and higher order transit corridors which are designations that support residential and employment densities to ensure viability of existing and planned transit infrastructure.

Table 2B (Strategic Growth Area Targets) establishes a minimum density target of 160 residents and jobs combined per hectare for Uptown Core, with a target proportion of 85% residents and 15% jobs. This represents the minimum density target required under the PPS 2024 for areas served by bus rapid transit. Achieving this minimum target would result in a planned population of just over 15,500 people.

As part of its recent Official Plan Review, Halton Region enacted Regional Official Plan Amendments 48 and 49 (“**ROPA 48**” and “**ROPA 49**”). ROPA 48 implements components of the Region’s Integrated Growth Management Strategy, which considers how to accommodate growth in Halton to 2051, and updates policies and mapping related to Settlement Area boundaries, the Regional Urban Structure, Strategic Growth Areas, and Employment Areas. ROPA 49 updates forecasts and targets for population and employment growth, intensification, density, and Regional phasing.

Policy 77(5) of the ROP directs local municipalities to prepare Area Specific Plans (“**ASP**”) or policies for major growth areas, including Strategic Growth Areas, to demonstrate how the goals and objectives of the ROP are being attained for the relevant area. The requirements for an ASP are listed under Policy 77(5) and pertain to such matters as intended area character; the regional Natural Heritage System and hazard lands; targets for population, housing, employment and affordable housing; land use patterns; residential and employment land density; land use compatibility; transportation network; development phasing; stormwater management; environmental impact assessments; air quality impact assessment; water and wastewater plans; provision of utilities; fiscal considerations; community infrastructure; and where applicable an agricultural impact analysis.

Halton Region is undertaking a new Integrated Master Plan (“**IMP**”) to help support future water, wastewater, and transportation infrastructure needs in Halton. The IMP is being conducted in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment process.

As part of the Uptown Core Growth Area Review, the Consultant Team will undertake and provide an ASP for the final recommended Uptown Core boundary, to be delivered in Phase 5 of the Project, including recommendations for future policy amendments.

Map 1h Regional Urban Structure

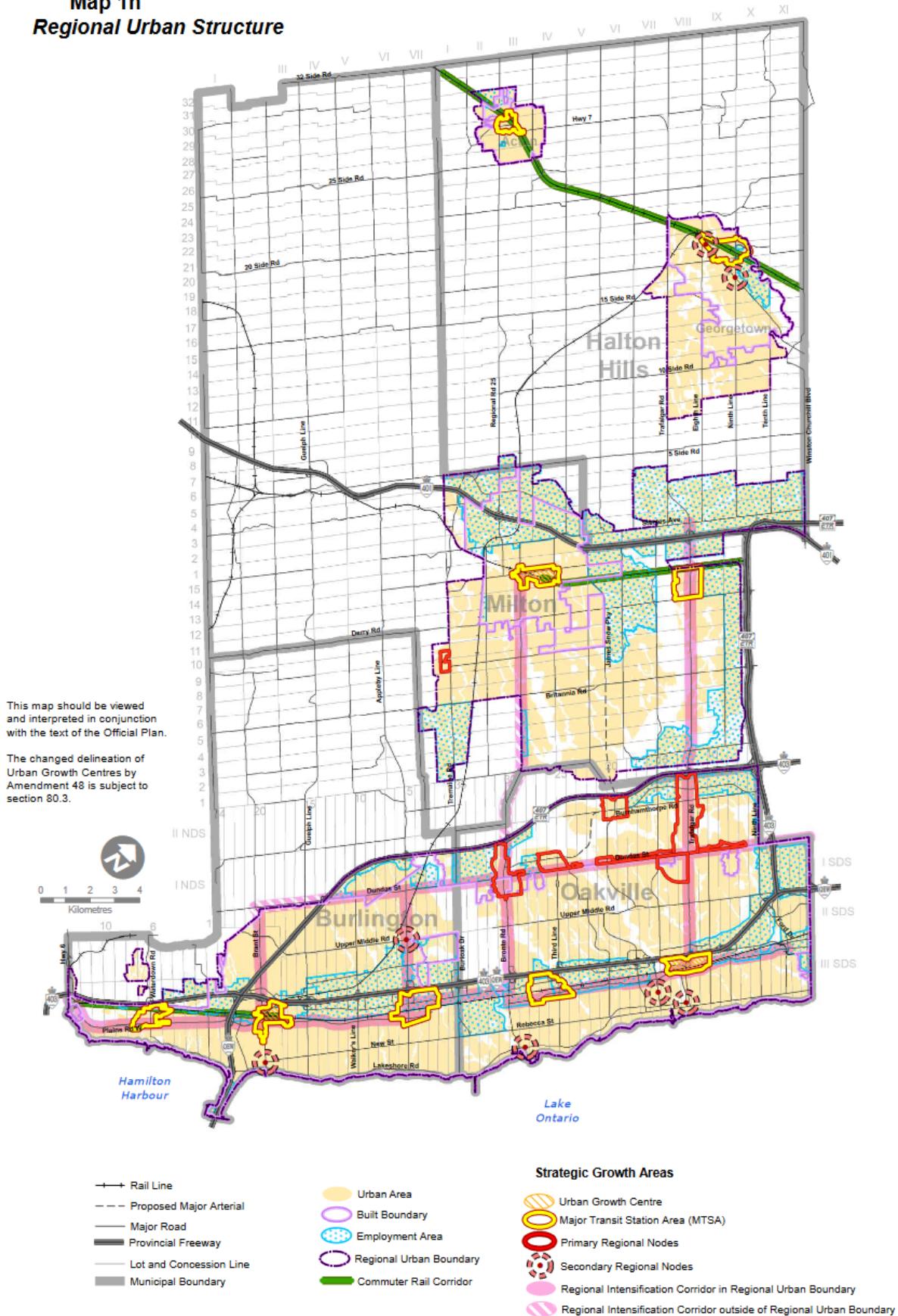


Figure 20. Regional Urban Structure Map 1h

4.3 TOWN OF OAKVILLE

OFFICIAL PLAN

In addition to the downloaded Regional Official Plan, the Town of Oakville has two in-force Official Plans. The Livable Oakville Plan (2009) pertains to lands south of Dundas Street. The 1984 Official Plan continues to apply to lands north of Dundas, which are divided into the North Oakville East and North Oakville West Secondary Plan areas.

LIVABLE OAKVILLE PLAN (2009)

The Livable Oakville Plan, 2009, applies to all lands south of Dundas Street and sets out land use and growth policies through to the year 2031. The Livable Oakville Plan establishes policies and land use designations to implement the Town's vision "to be the most livable Town in Canada". The Plan's guiding principles include preserving and creating a livable community, providing choice throughout the Town, and achieving sustainability.

Schedule A1 of the Livable Plan outlines the Town's Urban Structure, including Nodes and Corridors—including Uptown Core—which are considered its strategic growth areas. Schedule A1 identifies Dundas and Trafalgar as Regional Transit Priority Corridors, and identifies the Dundas-Trafalgar intersection as a Regional Transit Node, and "Nodes and Corridors for Further Study."

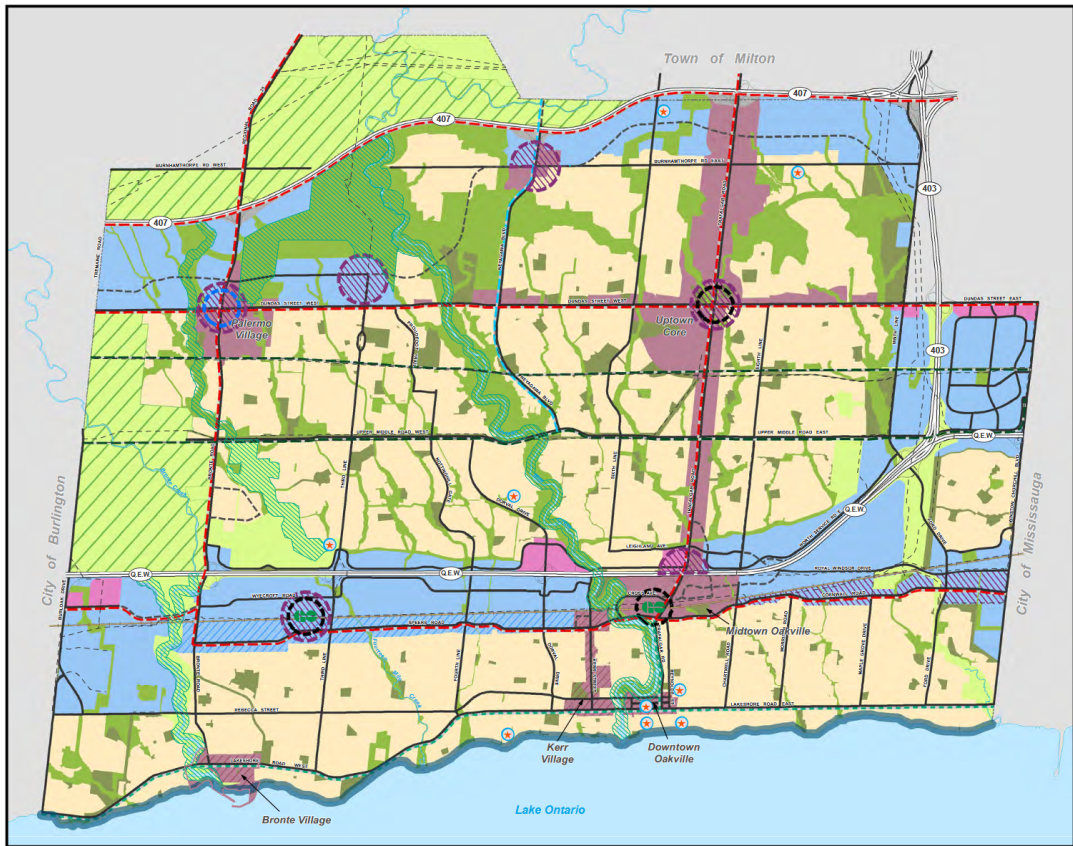
Policy 3.12 states that Regional Transit Priority Corridors represent a key focus for transit-supportive development. Regional Transit Nodes are key locations for the integration of the town-wide transportation system, and

to provide a focus for transit-supportive development that facilitates first mile-last mile connections and solutions (Policy 3.15). For areas indicated on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future reviews shall provide updated and new policies to delineate boundaries, the mix of land uses, and the intensity and scale of development (Policy 3.6).

Section 4 of the Livable Oakville Plan contains policies for managing growth and change. Section 4.1 of the Livable Oakville Plan identifies three Primary Growth Areas—including Uptown Core, Midtown Oakville, and Palermo Village—where the highest level of intensification is contemplated. Primary Growth Areas are intended to be developed as mixed use centres with transit-supportive development focused around major transit station areas and corridors.

Other sections of the Livable Oakville Plan that are relevant to Uptown Core pertain to:

- Section 5: Cultural Heritage
- Section 6: Urban Design
- Section 7: Community Uses
- Section 8: Transportation
- Section 9: Physical Services
- Section 10: Sustainability
- Section 12: Mixed Use Designation
- Section 16: Natural Area
- Section 17: Open Space



SCHEDULE A1 URBAN STRUCTURE

LEGEND¹

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETRIES
- 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 CORRIDORS² FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS/⁴ CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations in addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas

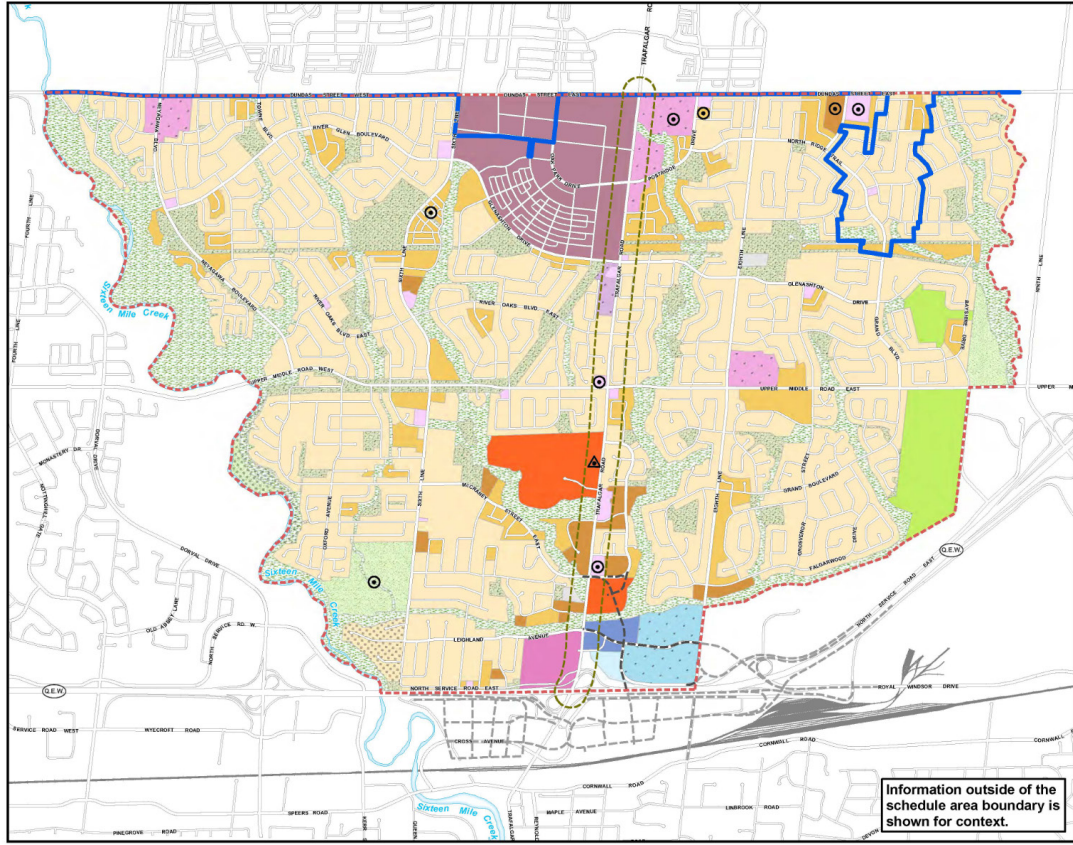
NOTE 2: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities

NOTE 3: 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
August 31, 2021

© 2021 THE PLANNING AND DEVELOPMENT OFFICIAL PLANNING DIVISION OF THE CORPORATION OF THE CITY OF OAKVILLE. SCHEDULE A1_URB.19.16.pdf

Figure 21. Livable Oakville Plan - Schedule A1: Urban Structure



SCHEDULE I CENTRAL LAND USE

- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- MAIN STREET 2
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- UTILITY
- GROWTH AREA*
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA TRAFALGAR ROAD CORRIDOR
- FUTURE ROADS

* Refer to Part E, Growth Area Policies
 Ⓞ Refer to Part E, Exclosures
 ⓐ Refer to Part E, Trafalgar Road Corridor

1:22,500
August 31, 2021

© 2021 THE PLANNING AND DEVELOPMENT OFFICIAL PLANNING DIVISION OF THE CORPORATION OF THE CITY OF OAKVILLE. SCHEDULE I_URB.19.16.pdf

Figure 22. Livable Oakville Plan - Schedule I: Central Land Use

Part E, of the Livable Oakville Plan contains policies that apply to growth areas, special policy areas, and exceptions. Part E, Section 21 contains policies specific to Uptown Core, which represent the outcome of the 2009 Uptown Core Growth Area Review.

Section 21.2.1 establishes the Uptown Core as a “vibrant community in which to live and work” by promoting a full range of medium and high-density dwelling types including affordable housing, requiring development that is compatible with adjacent land uses and provides an appropriate transition to adjacent low-rise neighbourhoods, and “promoting a socially, economically and environmentally sustainable community”.

The goal is for the Uptown Core to become a centre for new mixed use development and redevelopment and to function as an urban community with an emphasis on residential, office, and commercial development. The Uptown Core is also intended to accommodate a network of open spaces and have a significant civic and public presence with government, institutional, cultural, and recreational uses.

Uptown Core is made up of 5 land use districts (illustrated on Schedule M1) intended to provide transition in land use and built form and to identify appropriate locations for intensification through higher-density development. The five districts are as follows:

- **Centre District**, which will evolve into a pedestrian-oriented, transit-supportive community with office, retail, service commercial, and residential uses in mixed-use buildings;
- **Main Street District**, which will be the focal point of pedestrian and community activity. It will be comprised of retail, service commercial, residential, and office uses in a predominantly mid-rise built form;
- **Urban Neighbourhood District**, primarily residential area for mixed-use buildings, including tall buildings, with development of retail, commercial and office uses on ground floors;
- **Neighbourhood District**, primarily medium density residential that will not redevelop; and
- **Park District**, will consist of parkland for open space uses. The urban square site, located at the eastern end of the Park District and currently a vacant parcel of land, is anticipated to develop as a community gathering area with hard surfaced and landscaped elements appropriate for an array of public event uses.

Schedule M2 establishes permitted building heights in Uptown Core which range from 2 to 18 storeys, with provision for the use of density bonusing in certain locations. As a result of Bill 23, which amends Section 37 of the Planning Act, the approach to density bonusing outlined in the Livable Oakville Plan is obsolete, except where existing bonusing provisions are in the zoning by-law, and should be removed.

Policy 21.4.1 identifies that new transit services, roads, laneways, and pedestrian linkages may be required to achieve the development objectives for Uptown Core, to be determined through detailed transportation studies, environmental assessments where required, and the planning approvals process.

Policy 21.4.4 identifies that Uptown Core will, eventually accommodate approximately 16,600 residents and 3,000 jobs. This target includes the existing population and employment, and would require the addition of approximately 4,960 residential units. This target will be revised through studies and applicable forecasts.

The applicable land use designations within Uptown Core are as follows:

- **Urban Core:** Envisioned as having a strong urban focus incorporating retail and service commercial, office, and residential uses, with development oriented to the street and contributing to a high quality pedestrian-oriented and transit-supportive environment; permits a wide range of uses; requires a minimum building height of 8 storeys and a maximum height of 12 storeys.
- **Main Street 2:** Permits mixed-use development characterized by high quality design standards and appropriately scaled pedestrian environments; requires the ground floor level to be primarily occupied by retail and service commercial uses; establishes a permitted height range of between 4 to 6 storeys.
- **High Density Residential:** Permits a range of high density housing types including multiple-attached dwelling units, apartments, retirement homes and long-term care homes; permits a density range of between 51 to 185 dwelling units per site hectare.
- **Medium Density Residential:** Permits a range of medium density housing types including multiple-attached dwelling units, apartments, retirement homes and long-term care homes; permits a density range of between 30 to 50 dwelling units per site hectare.

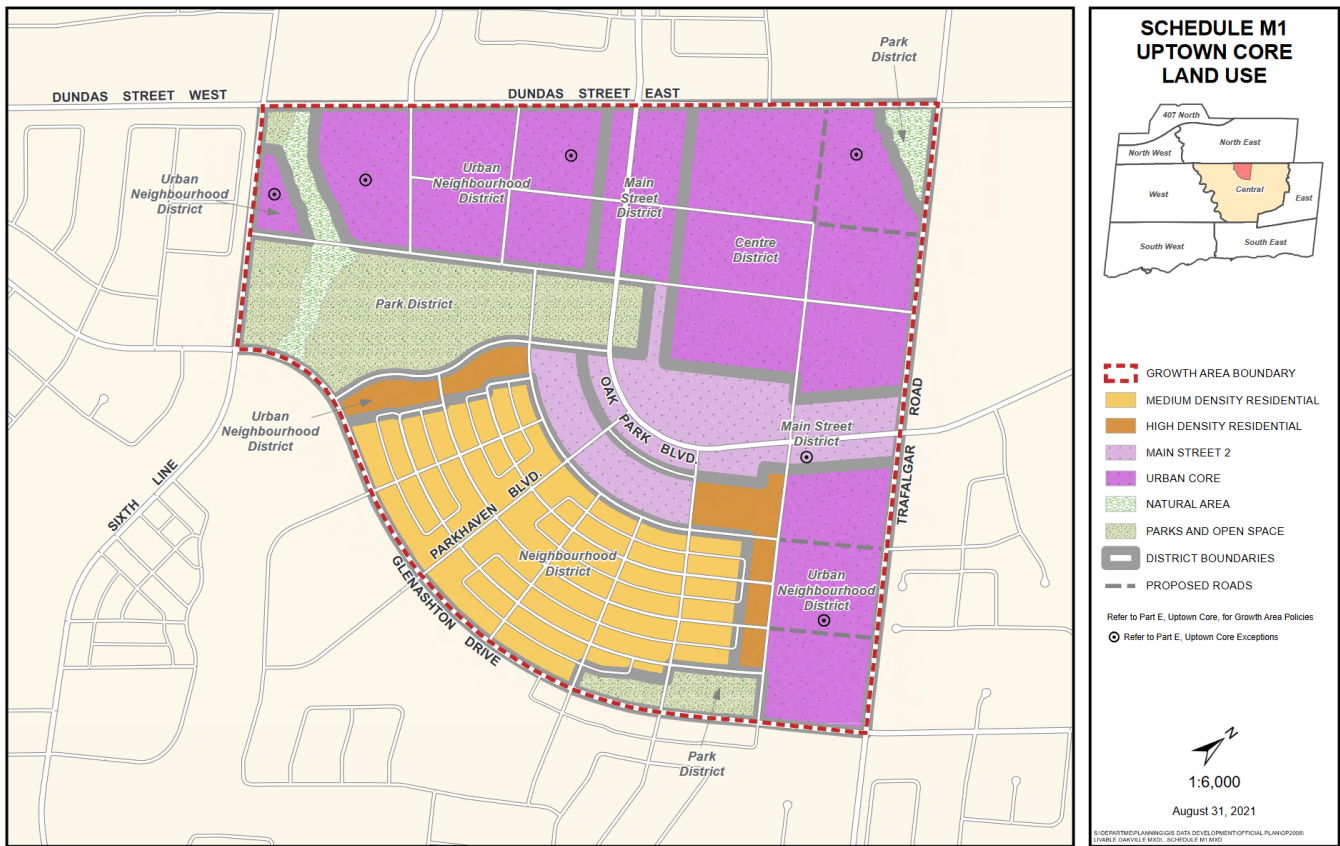


Figure 23. Livable Oakville Plan - Schedule M1: Uptown Core Land Use

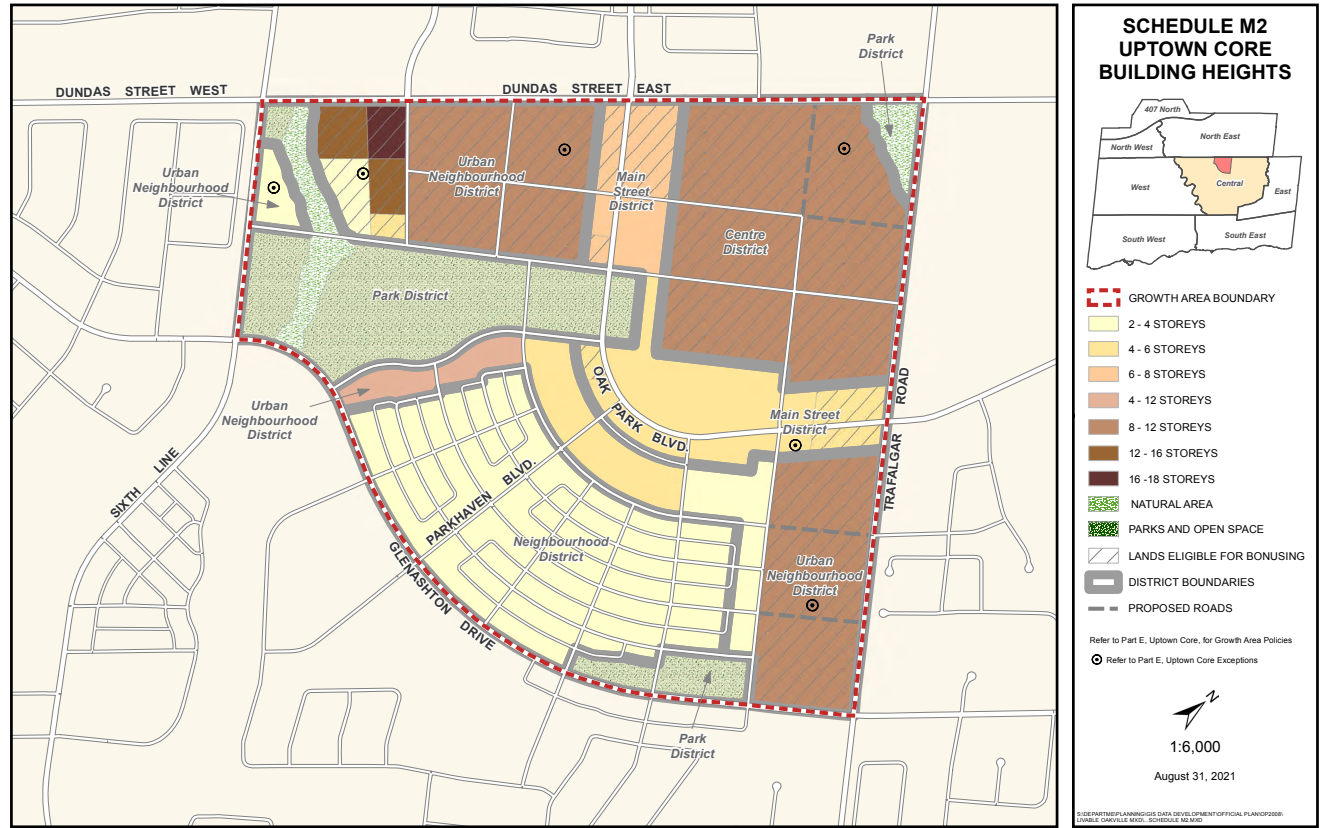


Figure 24. Livable Oakville Plan: Schedule M2: Uptown Core Building Heights

NORTH OAKVILLE EAST SECONDARY PLAN

As previously described in Section 2.3, the North Oakville East Secondary Plan establishes a planning framework for the North Oakville East Planning Area, located north of Dundas Street East, west of Ninth Line, east of Sixteen Mile Creek and south of Highway 407. The Secondary Plan *does not include* the existing Uptown Core boundary, however it includes portions of the Study Area.

The North Oakville East Secondary Plan contemplates high density urban development accommodating 55,000 people and 35,000 jobs. These new communities will feature residential, commercial, and employment uses, more transit and pedestrian oriented street networks, open space systems of green space, off-road trail systems for cyclists and pedestrians, heritage elements, and managed water resources. Dundas Street East is identified in this plan as a primary transit corridor service and busway corridor.

Lands along the east and west sides of Trafalgar Road are designated Trafalgar Urban Core and are intended to accommodate high-density mixed-use development of up to 30 storeys in certain locations. Several tall buildings are currently under construction on the east side of Trafalgar Road, with other development applications proposing buildings up to 34 storeys along Trafalgar currently under review.

Lands along the northern edge of Dundas Street are designated Dundas Urban Core and are intended to accommodate medium- and high-density mixed-use development of up to 12 storeys. Several apartment buildings within the portion of the Dundas Urban Core within the Project's Study Area have been recently occupied or are under construction. A number of stormwater management ponds are located throughout the Dundas Urban Core to collect stormwater from surrounding catchment areas.

In accordance with the North Oakville Master Plan (Appendix 7.3 to the North Oakville East Secondary Plan) a new mobility network is being created as development in the area proceeds. In addition to local streets, planned new east-west collector streets intersecting with Trafalgar Road include Wheat Boom Drive and Threshing Mill Boulevard. The latter two streets have been constructed east of Trafalgar, and will ultimately extend west through the Green Ginger Phase 2 Development, currently under review by the Town.

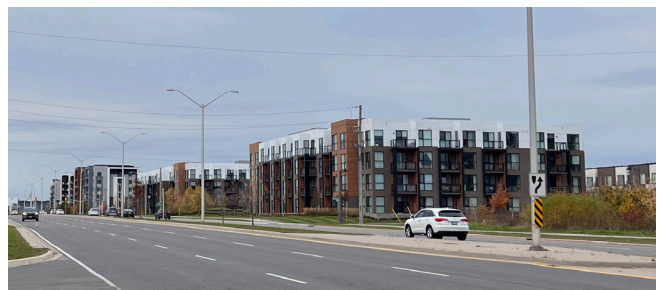


Figure 25. Recent, high-density development in the Trafalgar Urban Core (upper image) and the Dundas Urban Core (lower image)

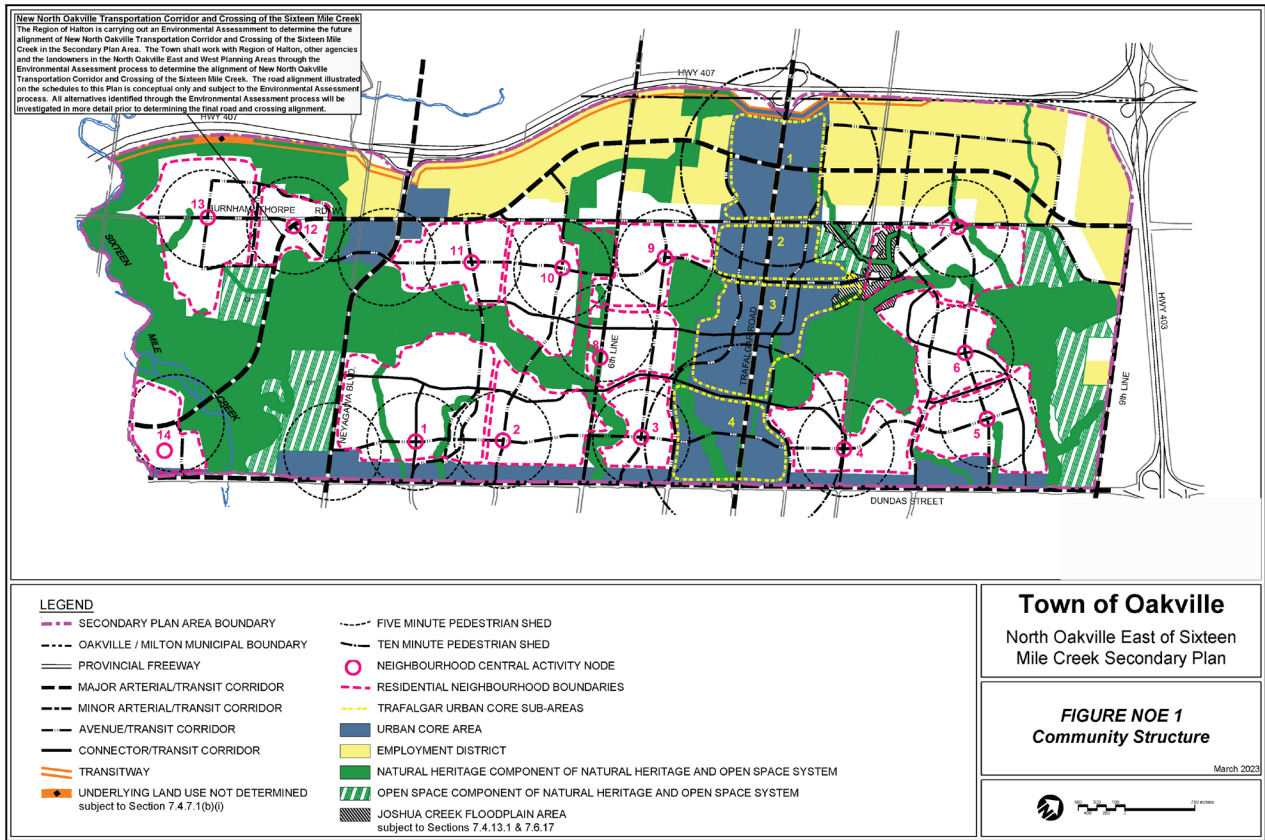


Figure 26. North Oakville East Secondary Plan Figure Noe 1: Community Structure

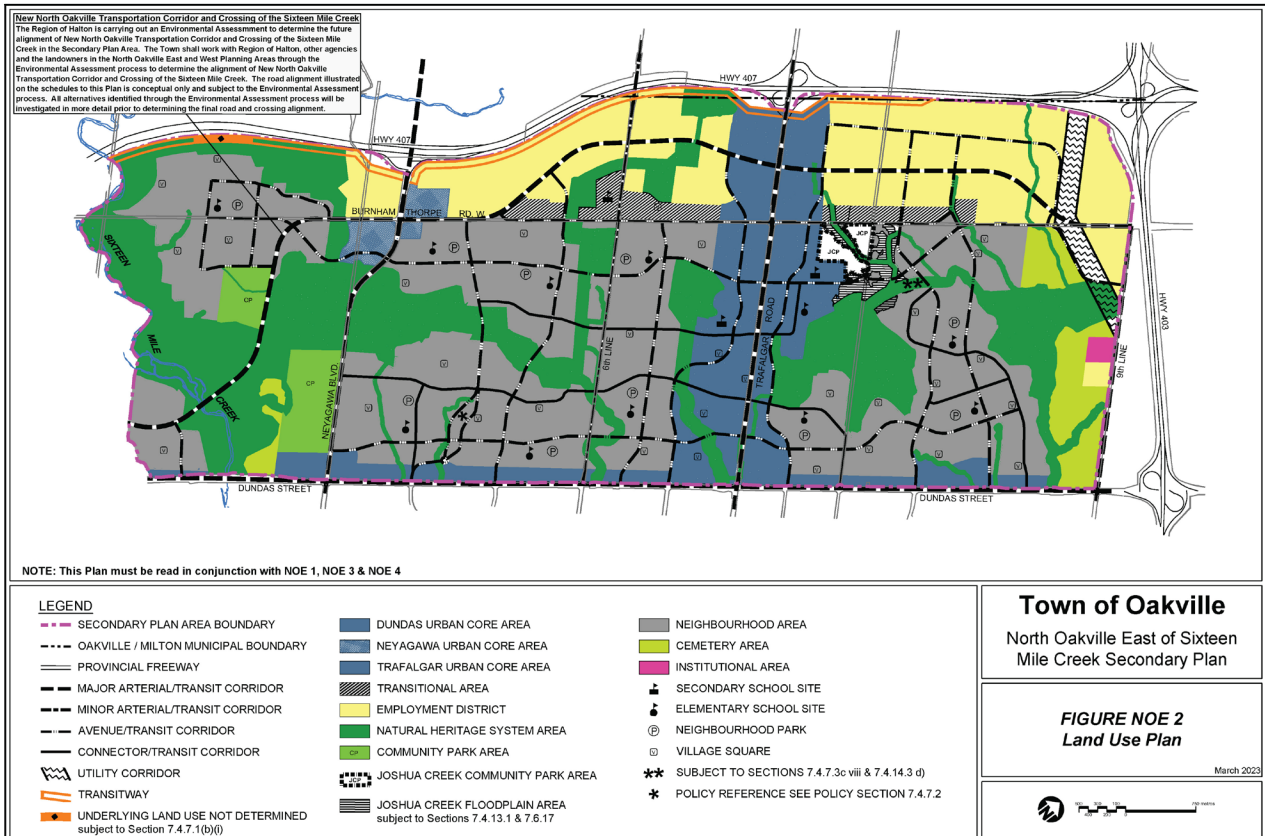


Figure 27. North Oakville East Secondary Plan Figure Noe 2: Land Use

TRAFALGAR CORRIDOR PLANNING STUDY

The Trafalgar Road Corridor Planning Study was undertaken between 2013 and 2014 for the lands along Trafalgar Road between the Queen Elizabeth Way and Dundas Street East. The Study resulted in OPA 5 to Livable Oakville, approved by Council on March 17, 2014. OPA 5 created the Trafalgar Road Corridor Special Policy Area as section 26.3 of Livable Oakville.

The Special Policy Area identifies potential future intensification sites along the Trafalgar Road Corridor, including lands within the Uptown Core. However, the preamble to the OPA policy also notes that “the portion of the Trafalgar Road Corridor that is also within the Uptown Core Growth Area is not subject to the following special policies”. The intensification sites identified by the Trafalgar Road Corridor Road Planning Study should be considered when determining the final Growth Area boundaries.

TOWN OF OAKVILLE HOUSING PLEDGE

The Provincial government has assigned Oakville a housing target to provide 33,000 new homes by 2031. This pledge is in response to Bill 23, the *More Homes Built Faster Act, 2022*, with a goal of providing 1.5 million new homes in Ontario by 2031. Oakville’s housing pledge, endorsed by Council in March 2023, outlines 18 actions needed from the Province to support its pledge, including funding and delivering capital projects, and support in building institutions to respond to the anticipated surge in population. As a strategic growth area, Uptown Core plays an important role in fulfilling Oakville’s housing target through further intensification.

COMMUNITY ENERGY STRATEGY

Oakville’s Community Energy Strategy (“**CES**”) establishes a vision to transform Oakville’s energy systems by 2041. This would improve energy efficiency, reduce greenhouse gas emissions, and save energy costs. The CES has three goals:

- Increase energy efficiency by 40% by 2041;
- Enable transition to a goal of carbon neutrality by reducing greenhouse gas emissions by at least 50% by 2041; and
- Return at least \$7 billion in cumulative energy cost savings to the community by 2041.

The principles guiding decision making for this strategy include environmental, energy, economic, and reliability and resiliency. The framework will be implemented through four strategic directions which include home and building efficiency, industrial efficiency, local supply and distribution, and transportation efficiency.

FORMER PUBLIC WORKS SITE MASTER PLAN (2018)

The former Public Works Site is located at 2264, 2274 & 230 Trafalgar Road, and is one of the largest undeveloped properties in Uptown Core. Previous studies on this parcel recommended its re-designation for a mix of uses with a range of medium- and high-density residential buildings with retail, commercial, and office uses at-grade.

The Town's long-term vision for the site, is expressed through an Exception Policy in the Livable Oakville Plan (21.6.5) that envisions a mixed-use development with mid-rise and taller buildings supporting living, working, and everyday needs of residents. The policies divide the site into several Areas, each with prescribed building heights and residential unit counts, among other standards and objectives. A new public park is identified at the northeast corner of Taunton Road and Glenashton Drive. New street intersections at Trafalgar Road for east-west streets connecting to Taunton Road.

A 9-storey development is currently under construction at 315 Glenashton Road. The remainder of the Public Works Site is subject to an ongoing planning process led by Oakville Municipal Development Corporation. The redevelopment of this site is outside of the scope of the Uptown Core Growth Area Review, but will be taken into consideration by the Consultant Team in evaluating opportunities and constraints within this part of the Study Area.



Figure 28. Master Plan Concept for Former Public Works Lands

LIVABLE BY DESIGN MANUAL

The Livable by Design Manual (“**LBDM**”) is a framework for desirable and compatible development with its surroundings, maintaining and enhancing the character of an area and promoting a more human approach to development. There are three distinct components of the manual

- Urban design direction
- Design guidelines for stable residential communities
- Site design and development standards

The purpose of this document is to visually articulate the design objectives from the Town's Official Plan to ensure public and private realms are supporting the Town's vision to be the most livable community in Canada.

The LBDM enables the creation of stimulating, vibrant, and livable places through six guiding design principles which include a sense of identity; compatibility; connectivity; sustainability; legacy; and creativity. The LBDM provides design direction for the public realm, built form, and site development and is implemented through development application review and the planning approval process.

NORTH OAKVILLE URBAN DESIGN & OPEN SPACE GUIDELINES

The North Oakville Urban Design & Open Space Guidelines establish the physical design for the development of high quality, sustainable, and integrated employment and residential communities. These guidelines work in conjunction with the North Oakville Secondary Plans and relevant zoning by-laws. The urban design principles put forth in these guidelines reflect the Vision for North Oakville. The guidelines include recommendations for open space, transportation, walkable mixed-use development, housing, preservation of cultural heritage, sustainable development, and employment uses.

TRANSPORTATION MASTER PLAN UPDATE

The Town of Oakville is currently undertaking an update to its Transportation Master Plan. The resulting Master Plan will replace both the 2018 Transportation Master Plan and the 2017 Active Transportation Master Plan. The Plan will cover the period to 2051 and aims to develop an “equitable, sustainable, accessible, and connected transportation system that supports planned growth and enables the development of vibrant, people-oriented, and transit-supportive complete communities”.

It is anticipated that the project will conclude in the second half of 2025.



Figure 29. North Oakville Urban Design & Open Space Guidelines

OAKVILLE URBAN MOBILITY & TRANSPORTATION STUDY

The Oakville Urban Mobility & Transportation Study was prepared in response to Oakville’s expected population growth and changes in travel behaviour. This study aims to create viable alternatives to private

automobile travel within a thriving urban environment. This study is designed to fill gaps from previous studies by focusing on how to “prioritize and encourage the use of certain modes over others”. Oakville’s Uptown Core is identified as a primary Growth area, and a priority node for intensification with some of the highest land use densities, and higher trip densities as a result.

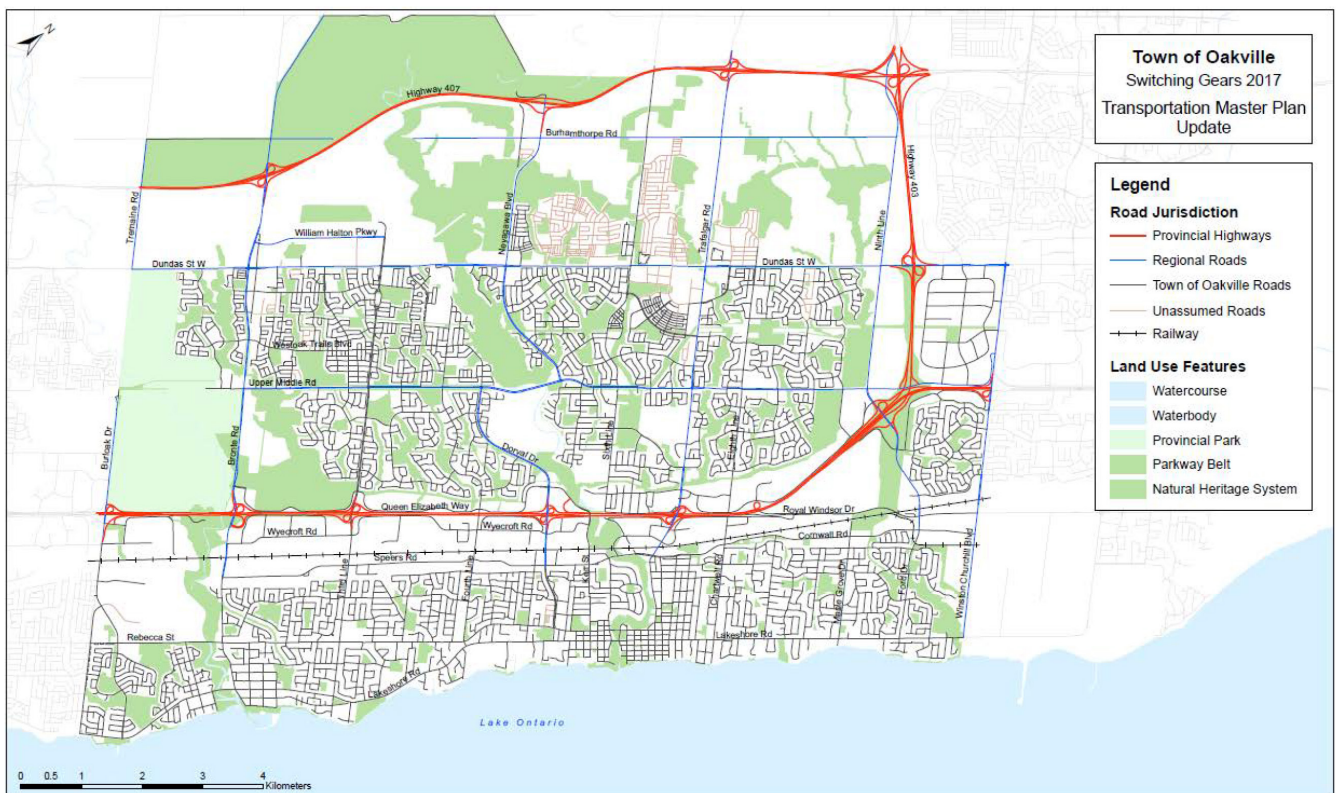


Figure 2: 2017 Town of Oakville Road System
Source: Town of Oakville GIS Data

Figure 30. Oakville Mobility & Transportation Masterplan Figure 2-1

TOWN OF OAKVILLE UPDATED PARKS PLAN 2031

The Parks Plan 2031 responds to the need for new parkland to support intensification and growth in Oakville. The Plan provides recommendations to expand Oakville's "Campus of Parks" and establishes how to achieve urban parkland within the Town's strategic growth areas. The Plan provides background materials, research, and professional opinions that form a basis of recommendations to help Oakville achieve parkland targets, acquire parkland through development approvals, and respond to changes in Provincial legislation.

The Plan outlines an "Achieved Parkland Target" of 12% for strategic growth areas. Notably, Uptown Core is one of the Town's strategic growth areas that has already met or exceeded the 12% Achieved Parkland Target. With an existing parkland area of 15.4 hectares, the current parkland rate for Uptown Core is 13.5%. Notwithstanding, the Consultant Team has identified a need for a greater distribution and range of parkland spaces across the Uptown Core area to support future development, representing one of the Emerging Opportunities identified in Section 11.

PARKS, RECREATION AND LIBRARIES FACILITIES MASTER PLAN (2024)

The Parks, Recreation and Libraries Facilities Master Plan was recently approved by Town Council to guide planning for physical parks, recreation and library infrastructure until the year 2051. The Master Plan identifies four strategic priorities including: (1) Growth Management; (2) Community Belonging; (3) Environmental Sustainability; and (4) Accountable Government.

In the Medium-term (2034-2043), the Master Plan identifies the development of a covered and refrigerated outdoor rink in Northeast Oakville, proximate to the Uptown Core. This facility would also serve other

recreational purposes during the warmer months such as basketball, pickleball, and ball hockey. Within the larger Study Area, generally, directions from the Master Plan include the expansion and revitalization of River Oaks Community Centre and the addition of a new library branch. Within the Trafalgar Urban Core area north of Uptown Core, a new library branch and a new multi-use centre, also containing aquatic centre facilities, is identified as a planned project.

NORTH OAKVILLE URBAN FOREST STRATEGIC MANAGEMENT PLAN (NOUFSMP) 2012

Oakville has now consolidated the North Oakville Urban Forest Strategic Management Plan, 2012 and the Urban Forest Strategic Management Plan, 2008 into the Urban Forest Strategic Management Plan, 2020.

The NOUFSMP plans for sustainable and healthy urban forests and recommends a strategy to connect urban forestry to existing environmental features in Oakville's Natural Heritage System. The plan builds on previous work to present realistic, practical strategies, and provides recommendations to achieve a 40 percent tree canopy cover by 2057, a target which is presented in the Livable Oakville Plan.

NORTH OAKVILLE TRAILS PLAN, 2013

The North Oakville Trails Plan works in conjunction with the North Oakville East Transit Plan and the North Oakville East Urban Design Guidelines to create an active transportation strategy for the Secondary Plan area. The Trails Plan is a guide to planning, development, and management of a sustainable trail network for a diversity of user groups. The desired outcome of this plan is to involve stakeholders and communities to become stewards of Oakville's trail system and support alternative modes of transportation and connection to major transit stations.

5.0

**MARKET/
ECONOMICS
CONSIDERATIONS**

5.1 REVIEW OF KEY BACKGROUND DOCUMENTS

REGION OF HALTON JOINT BEST PLANNING ESTIMATES (2023) AND ONGOING GROWTH ANALYSIS STUDY

The Halton Region Joint Best Planning Estimates (JBPEs) are a set of growth forecasts based on results from the Regional Official Plan Review process and the provincial planning framework. The JBPEs will serve as the basis for the region's infrastructure master planning work. The purpose of the JBPEs is to provide population, housing units, and employment estimates from 2021 through to 2051. This serves as a basis for determining where and how future growth will be distributed throughout the Halton Region and the Town Oakville.

More recently, the Town of Oakville has initiated a growth analysis study that includes an examination of the Town's population, housing, and employment projections based on the latest available information, trends and indicators. This ongoing analysis will also involve the allocation of growth by key geographic areas (Strategic Growth Areas and Community Areas) to the year 2051.

The study will serve as an important document for the Town in relation to long-term planning, including informing local planning studies such as the Uptown Core Growth Area Review.

NORTH OAKVILLE EAST COMMERCIAL STUDY (2024)

The North Oakville East Commercial Study was initiated by the Town, in collaboration with its consultants Gladki Planning Associates and Parcel Economics, to understand current and future commercial space needs within the North Oakville East Secondary Plan area, with a particular emphasis on its Urban Core Areas (Trafalgar Urban Core, Dundas Urban Core, Neyagawa Urban Core).

The goal of the Study is to provide direction regarding the amount and scale of commercial areas through targeted policy amendments to the Secondary Plan. The Study includes background reviews and analysis of existing commercial market conditions, land use policies, market dynamics, and commercial space inventory. This study identifies a need for 2.2 million square feet of retail and service space by 2051 which is not currently accounted for in existing development plans for the North Oakville East area. The four key reporting elements that will impact the future of commercial landscape include Amount, Type, Location, and Format of commercial uses as North Oakville East grows and matures as a complete community.

At its meeting on November 25, 2024, Oakville Planning and Development Council endorsed the recommendations of the North Oakville East Commercial Study and directed staff to report back on amendments to the Town's Official Plan to implement the Study's directions.

5.2 REGIONAL GROWTH AND DEVELOPMENT TRENDS

MACRO-ECONOMIC TRENDS INFLUENCING DEVELOPMENT TRENDS

Future population and employment growth within Oakville is strongly correlated with the growth outlook and competitiveness of the regional economy, which in this case is largely represented by the Greater Golden Horseshoe (G.G.H.). Potential employment opportunities within Oakville and the surrounding commuter-shed, most notably within the Greater Toronto and Hamilton Area (G.T.H.A.), represent the primary driver of net migration to this area. Net migration, particularly international net-migration, has been the key contributor to population growth across the G.T.H.A., including Halton Region and Oakville, over the past two decades.

PLANNING FOR AN EVOLVING ECONOMY

Ongoing structural transformations in the global economy, coupled with technological progress, will necessitate that municipalities become more responsive and adaptable to evolving industry demands and disruptive economic forces, a trend that has been intensified by the COVID-19 pandemic. Several significant industry and labor force trends are anticipated to shape growth and development patterns in the Greater Toronto and Hamilton Area (G.T.H.A.) and the Town of Oakville in the coming decades. These trends include:

- Continued disruption of “bricks and mortar” retail, driven by changes in consumer behaviour through e-commerce;
- Economic growth related to the logistics sector, generated from increased demand in e-commerce and the requirements for regional fulfillment centres to serve the growing regional population base in the G.T.H.A.;
- Increased use of technology in commercial services, leading to alternative platforms to purchase and share products;
- Continued economic recovery in the manufacturing sector, in particular advanced manufacturing;
- Longer-term opportunities and challenges in the manufacturing sector associated with continued offshoring, automation, and the rise of artificial intelligence;
- Growing opportunities within the Green Technology sector as the Province, the G.T.H.A., and the surrounding market area transition to a clean energy economy;
- Increased opportunities related to work at home, hybrid work at home/at office work models, distributed work/learning largely driven by technological innovation, and improvements to regional telecommunications;
- Continued rise of the gig economy as individuals utilize technology to supplement their income in more flexible ways in contrast to traditional work patterns; and
- Shifting demands between residential, office, and institutional floorspace driven by continued growth in knowledge-based employment sectors and continued technological advancement.

5.3 TOWN OF OAKVILLE GROWTH TRENDS AND OUTLOOK

5.3.1 TOWN OF OAKVILLE POPULATION TRENDS

Figure 31 summarizes the historical population growth rates for the Town of Oakville during the 2006 to 2021 period. As of 2024, the population of the Town of Oakville is estimated at 241,100. As illustrated, Oakville's population base increased from 150,800 in 2006 to 222,100 in 2021, reflecting average annual growth rates of 1.7% over the 2006 to 2011 period, 1.2% over the 2011 to 2016 period, and 2.1% over the 2016 to 2021 period. Oakville's average annual population growth rates significantly increased over the past five years. As of 2024, the population of Oakville is estimated to be 241,100, an increase of approximately 19,100 from 2021.

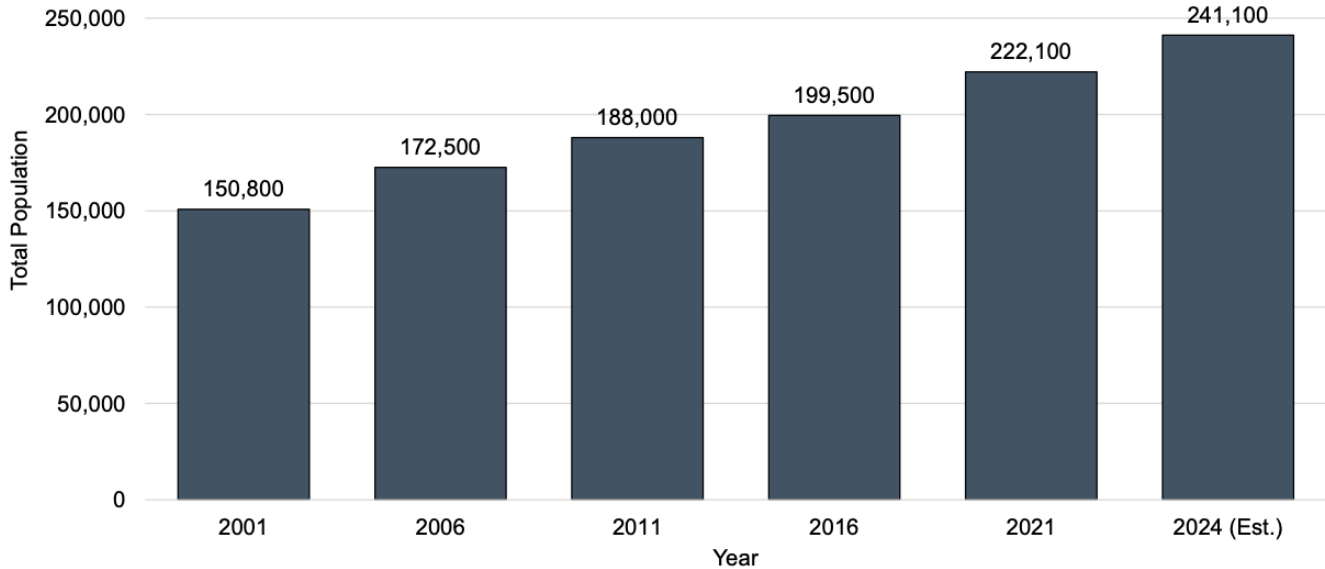


Figure 31. Town of Oakville, Historical Population, 2001 to 2024

Note: Population includes a net Census undercount estimated at approximately 3.9%. Population figures have been rounded. Source: 2006 to 2021 derived from Statistics Canada Census data; 2024 estimated by Watson & Associates Economists Ltd.

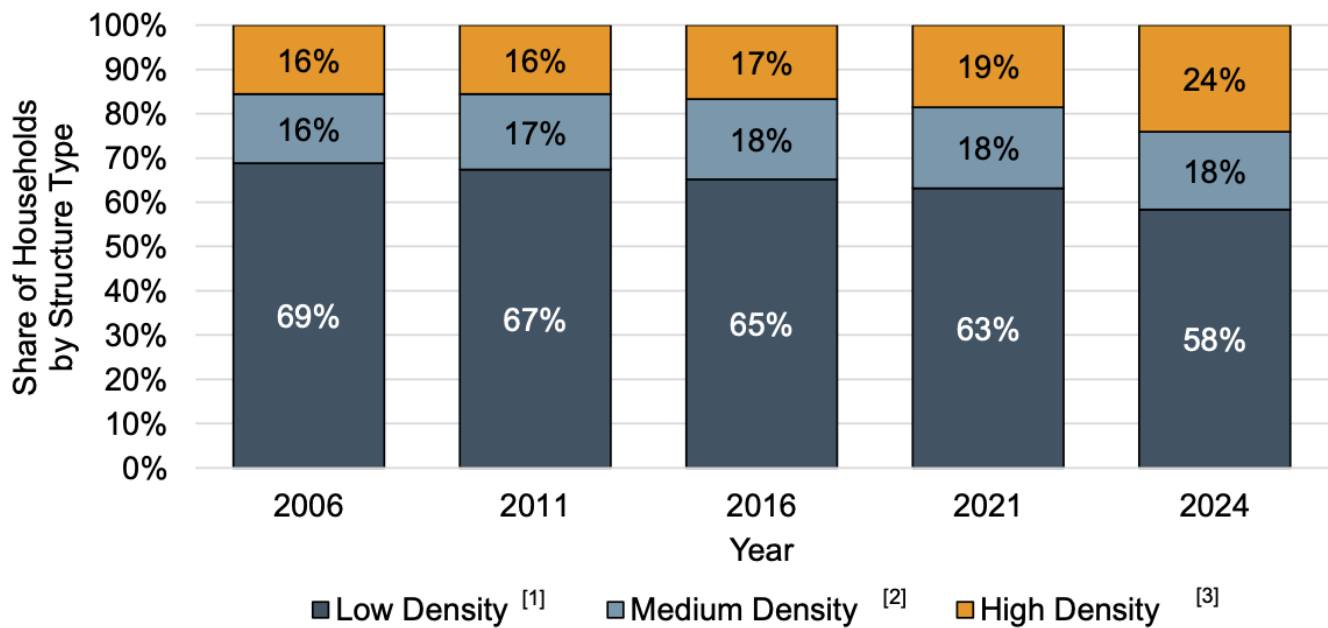


Figure 32. Town of Oakville, Housing by Structure Type, 2006 to 2024

[1] Includes single and semi-detached units.

[2] Includes townhouses and apartments in duplexes.

[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Notes: Numbers may not add precisely due to rounding.

Source: Derived from Statistics Canada Census data by Watson & Associates Economists Ltd.

5.3.2 HOUSING TRENDS

As shown in Figure 32, Oakville’s 2024 housing base comprised approximately 81,600 occupied dwelling units, largely consisting of low-density housing (single detached/semi-detached) which accounts for 58% of units.¹ Oakville’s housing base comprised approximately 18% and 24% medium- and high-density units, respectively. Key observations include the following:

- Oakville’s housing base has historically been predominantly owner-occupied, low-density units (single and semi-detached).
- The local housing market is gradually becoming more diverse with a greater share of higher-density units which bodes well in supporting growth intensification areas, such as the Uptown Core Area.

Oakville’s purpose-built rental market (primary rental market) totals 5,180 units and comprises 94% apartments and 5% row houses. Key observations on the housing market include the following:

- As of October 2023, the overall vacancy rate is 1.6% in Oakville, similar to the provincial average of 1.7%.
- With the exception of 2020, Oakville’s vacancy rate has been below the provincial five-year average (2.4%), ranging between 1.0% and 1.2%.

Typically, a rental vacancy rate of approximately 3% is considered healthy. It is noted that low average rental vacancy rates currently experienced in Oakville and across the Province continue to place an upward price pressure on rents. This suggests the need for additional purpose-built rentals in Oakville, intensification areas such as the Uptown Core may have the potential to accommodate this opportunity.

Oakville’s condominium market is expanding and is estimated to total 7,050 units in 2022. Of these, 67% are owner occupied while 33% are rented out by owners. Oakville has experienced significant growth in condominium development activity over the past decade. Between 2014 and 2023, Oakville’s condominium housing base expanded by 5,860 units, representing average annual development activity of 586 units.² Currently, Oakville has 1,432 and 1,058 condominium units under construction and pre-construction, respectively.³

Recent condominium development projects have been composed largely of mid- to high-rise buildings, ranging between 160 and 360 units per building. The scale of condominium projects is gradually increasing, with average building sizes (with respect to number of units) expanding. Average unit sizes are gradually declining. Over the past five years, average condo unit sizes in new units have averaged 960 sq.ft. This suggests the market is providing smaller condo units – a key consideration in planning for the Uptown Core Area.

1 Derived from the 2021 Statistics Canada Census.

2 CMHC Housing Starts.

3 Altus Data Studio.

5.3.3 UPTOWN AREA POPULATION AND HOUSING BASE

The Uptown Area has a population base of approximately 6,600 or about 3% of the Town's population base as of 2024. The housing base includes 2,800 dwelling units in the Uptown Core Area and is composed of 19% low-density (single and semi-detached) units, 17% medium-density (townhouse) units, and 64% high-density (condominium and apartment) units. The Uptown Core Area's housing stock is located in the south part of the study area in a stable neighbourhood that was largely built between 1990 and 2010, with some more recent infill developments completed over the past five years.

5.3.4 TOWN OF OAKVILLE POPULATION AND HOUSING FORECAST

Under the Town of Oakville 2024 Growth Analysis Update, the Town's forecast population is expected to reach 388,000 by 2051, representing an annual average growth rate of 1.9%, which is approximately 5,500 people per year. Comparably, this revised long-range growth scenario for the Town of Oakville, is slightly above the mid-point between the Regional Official Plan Amendment 49 and the Halton Joint Best Planning Estimates forecast for the Town by the year 2051.

The recommended forecast represents an increase of approximately 68,100 households, or just under 2,300 units per year. Over the 30-year forecast period, most of the new residential development in the Town is anticipated to be in the form of high-density housing. This shift in dwelling type preferences towards medium- and high-density housing is anticipated to be driven largely by demographics (i.e., aging of population), continued upward pressure on local housing prices, and the availability of greenfield land to accommodate grade-related development. Over the 2021 to 2051 forecast period, new housing is expected to comprise 12% low-density units (singles and semi-detached), 20% medium-density units (multiples), 63% high-density units (apartments), and 5% secondary units. Under the recommended housing scenario, the Town is forecast to grow by 1,400 high-density housing units per year over the next 30 years. This is 5.5 times more in annual high-density housing growth when compared to historical trends achieved over the past 20 years. This serves as a favorable indication for the Uptown Core Area, which is anticipated to mainly accommodate higher density residential units.

5.4 EMPLOYMENT GROWTH TRENDS

Figure 33 illustrates the Town of Oakville’s employment base over the 2011 to 2024 period. It is estimated that the key observations include the following:

- Oakville’s employment base increased from 79,500 in 2011 to 102,900 in 2016.
- The Town’s employment base is estimated to have increased to 117,000 in 2024, reflecting the post-COVID-19 economic recovery and broader growth drivers.
- Over the 2011 to 2024 period, Oakville’s employment activity rate (ratio of jobs per population) increased from 42% to 52%, and then slightly dropped to 50% in 2024.

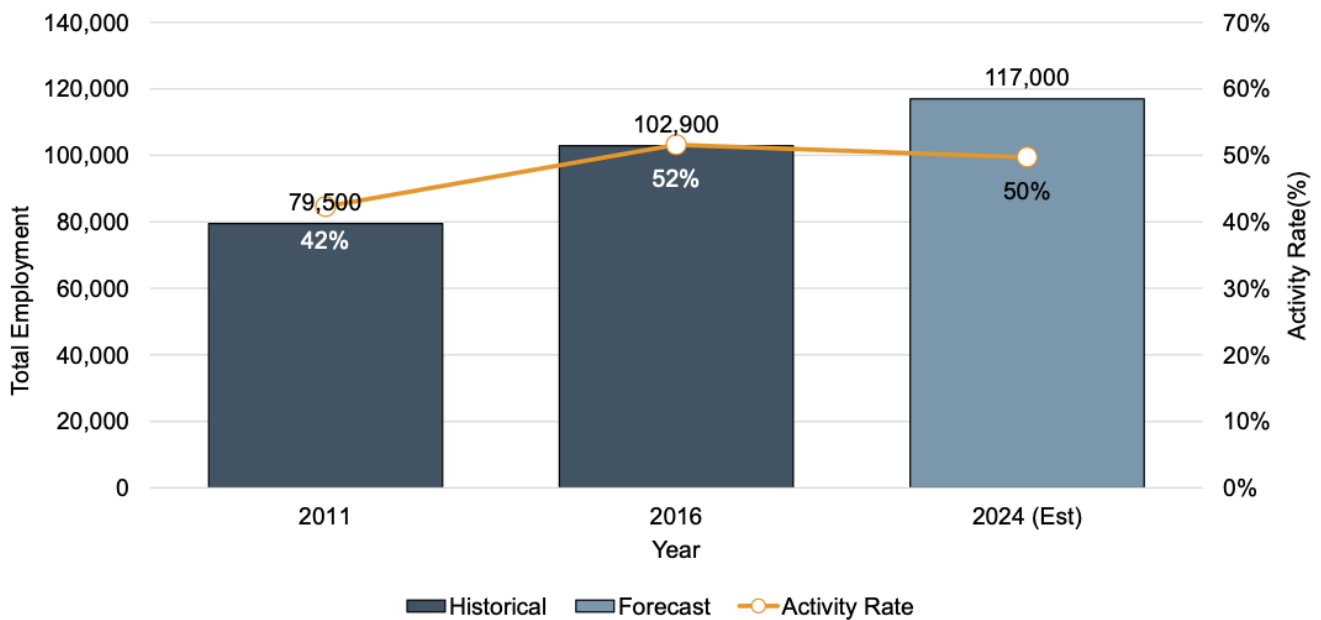


Figure 33. Town of Oakville, Total Employment and Activity Rate, 2011 to 2024

Notes:

- Total employment metrics include work at home and no fixed place of work.
- Activity rates include the net Census undercount estimated at 3.8%.
- Numbers have been rounded.

Source: Derived from Statistics Canada, 2011 to 2021, by Watson & Associates Economists Ltd.

5.4.1 KEY MARKET SECTORS

Figure 34 illustrates the strength of employment sectors in Oakville relative to the Province using Location Quotients (L.Q.).⁴ Oakville has a relatively high concentration of residents employed in sectors such as management of companies and enterprises; finance and insurance; wholesale trade; professional, scientific and technical services; information and cultural services; and health care and social assistance. In contrast, Oakville has a relatively low concentration of employment in real estate and rental and leasing; transportation and warehousing; construction; manufacturing; arts and entertainment.

⁴ An L.Q. of 1.0 identifies that the concentration of employment by sector is consistent with the broader employment base average. An L.Q. of greater than 1.0 identifies that the concentration of employment in a given employment sector is higher than the broader base average, which suggests a relatively high concentration of a particular employment sector or “cluster.”

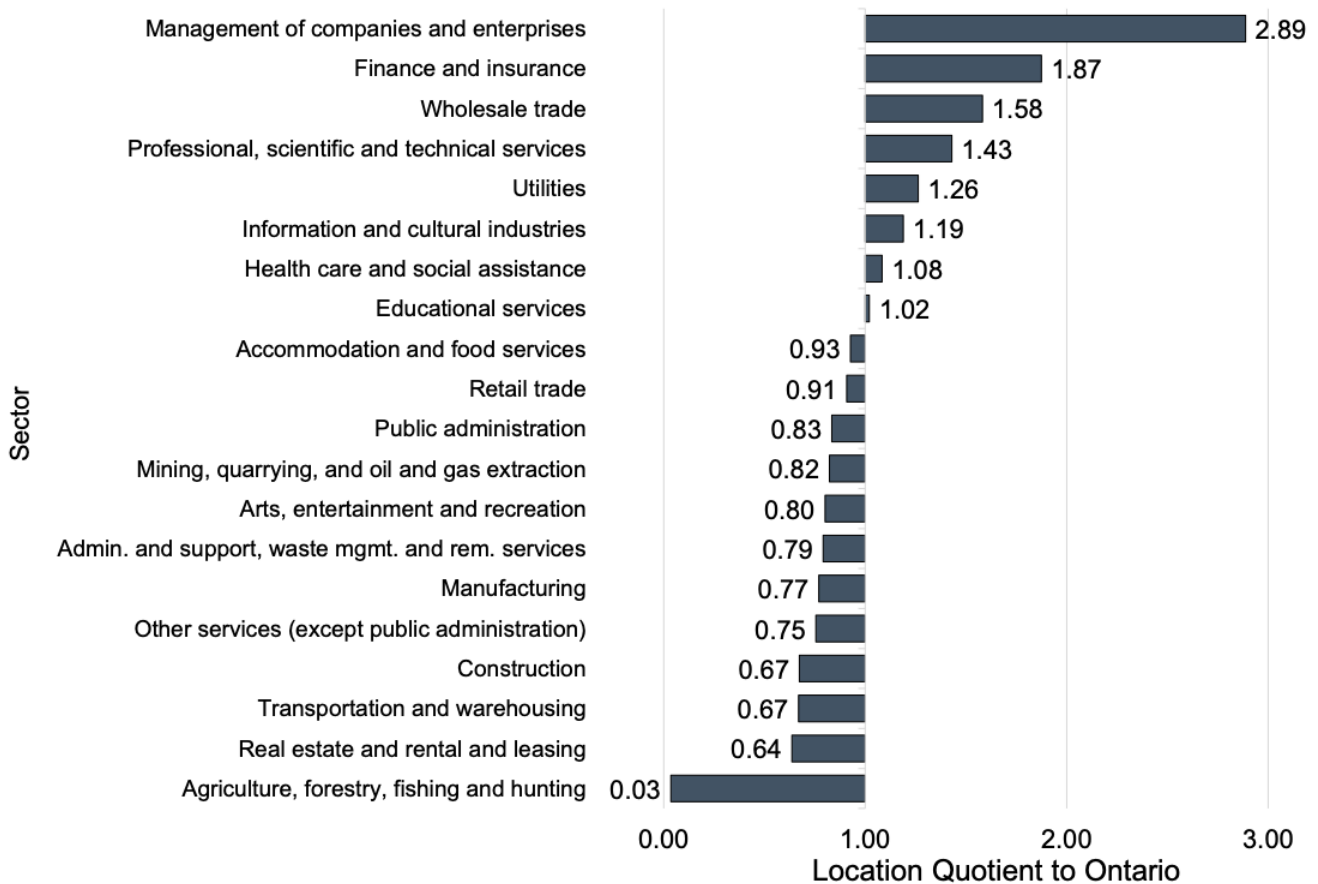


Figure 34. Town of Oakville, Location Quotients by Sector Relative to Ontario, 2024

Note: Figures include employed and self-employed jobs.

Source: Data derived from Lightcast employment data by Watson & Associates Economists Ltd.

RETAIL MARKET

Since the early 2000s, retail development in Oakville, mirroring trends across the Greater Toronto and Hamilton Area (G.T.H.A.), has largely concentrated on enhancing existing retail spaces. This has involved the introduction of “baby-box” retail pads—smaller retailers designed similarly to big-box stores—within power centres, the expansion of regional shopping centres, and the establishment of retail options tailored to meet local neighborhood needs. This trend has been significantly influenced by the growth of e-commerce, which was further accelerated by the COVID-19 pandemic. The demand for retail space, particularly for physical stores, has been shaped by the rise of online shopping. However, it is noteworthy that e-commerce activity in Canada has decreased since the peak of the pandemic and has now stabilized. In April 2020, e-commerce sales accounted for 10.7% of total retail in Canada, but since August 2021, this share has remained steady between 5.5% and 6.0%. As of May 2024, e-commerce sales represent 5.9% of total retail sales in Canada, highlighting that a substantial portion of retail transactions still occurs in physical stores.⁵

The expected population growth in Oakville is likely to sustain the demand for new local-serving retail, as consumers prefer convenience and proximity for their purchases. As new residential developments emerge, local-serving retail will follow, albeit at a slower pace than in previous years. A key objective in planning for both intensification and greenfield areas should be to facilitate local-serving retail that fosters complete communities. Conversely, retail types that cater to a broader regional market—such as general merchandise, apparel, furniture, and electronics—are more inclined to locate in auto-oriented areas due to their larger trade area requirements. It is essential to acknowledge that regional-serving commercial establishments in Oakville not only cater to local residents but also attract customers from surrounding areas. This is an important consideration in planning for the commercial base in the Uptown Core Area as the site transforms into a mixed-use community serving primarily the local population base. areas. This is an important consideration in planning for the commercial base in the Uptown Core Area as the site transforms into a mixed-use community serving primarily the local population base.

OFFICE MARKET

As of the conclusion of the third quarter of 2024, the estimated office vacancy rate in the Greater Toronto Area (G.T.A.) stands at 12.5%, whereas Oakville’s office vacancy rate is notably lower at 8.5%. For context, in 2019, Oakville’s office vacancy rate was slightly reduced at 7.3%. Despite the difficulties brought on by the COVID-19 pandemic, Oakville has seen only a slight increase in its vacancy rate over the past five years.

Since 2020, the majority of new office developments in the Greater Toronto and Hamilton Area (G.T.H.A.) have been concentrated in the City of Toronto, accounting for approximately 82% of the total office gross floor area (G.F.A.) construction. In contrast, the remaining areas of the G.T.H.A. have seen limited office development, representing the remaining 18% of G.F.A. construction. Notable recent office projects in Toronto include Class A office buildings and office spaces within large mixed-use developments. In the other parts of the G.T.H.A., office development has primarily consisted of smaller-scale projects, typically under 5,200 sq.m, which include flexible office spaces characterized by adaptable layouts, shared workspaces, hot desking, and collaborative areas, as well as low-rise office buildings with surface parking.

According to non-residential building permit data from the Town of Oakville, since 2019, the Town has issued permits for the construction of 10 small office developments, totaling around 31,000 sq.m (approximately 340,000 sq.ft.) of new office G.F.A. Consistent with trends across the G.T.H.A., these office developments in Oakville have all been low-rise (ranging from one to five stories) and located within retail and Employment Areas. It is expected that the Uptown Core Area will not emerge as a prime location for office development, given current trends that favor larger sites typically found in Employment Areas for such purposes.

⁵ Derived from Statistics Canada Table 20-10-0081-01 Historical (real-time) releases of monthly retail trade, sales (x 1,000) by Watson & Associates Economists Ltd.

5.4.2 UPTOWN CORE EMPLOYMENT BASE

The employment landscape in the Uptown Area is distinctly focused on the retail sector compared to other parts of the Town. It is estimated that the area supports around 2,500 jobs, with 64% of these positions in the retail trade sector, 33% in institutional roles, and the remaining 3% spread across office and other sectors. The Uptown Area hosts approximately 116 businesses.⁶

A significant component of the commercial base in the Uptown Area is the SmartCentres Oakville North, a large retail site covering about 21 hectares (52 acres) and anchored by Walmart and Real Canadian Superstore. This retail site offers around 51,200 sq.m (550,000 sq.ft.) of gross floor area (G.F.A.) dedicated to retail and commercial services, located southwest of the Trafalgar Road and Dundas Street intersection. The development of SmartCentres Oakville North primarily was built around 2005. Additionally, the Uptown Area features retail and commercial services in a mixed-use format along Oak Boulevard and Parkhaven Boulevard, totaling less than 6,000 sq.m (65,000 sq.ft.). The area also includes a modest office space of approximately 10,600 sq.m (114,000 sq.ft.) G.F.A., distributed across three mixed-use buildings. Overall, the Uptown Area offers about 67,800 sq.m (730,000 sq.ft.) of G.F.A. for retail, commercial services, and office use.⁷

To the east of the Uptown Area lies another substantial retail site anchored by Canadian Tire and Longo's grocery store. Together with the SmartCentres Oakville North, this site creates a significant commercial node in the northern part of the Town. Retail establishments in this commercial node have been serving the residents of Oakville's north end for over two decades. Currently, the commercial base in Uptown Oakville and the surrounding area is primarily characterized by auto-oriented retail, with a considerable portion catering to the regional retail trade area, as outlined in the North Oakville East Commercial Study conducted by Parcel Economics Inc. in collaboration with Gladki Planning.⁸

Over the long term, the Town envisions the Uptown area as a mixed-use environment that is transit supportive. Typically, mixed-use sites accommodate locally-serving retail uses that are service-oriented and convenience-based, including convenience stores and small food store uses; services (e.g., dry cleaners, hair and nail salons, tutoring centres, banks, insurance offices, and medical/dental offices); restaurants, and other food and drinking establishments; drug stores and health care stores; and small-scale, non-food store uses (e.g., dollar stores and apparel stores). A mixed-use area is unlikely to attract customers from beyond the local area unless the area provides higher-order transit connectivity, a distinctive experience, or supports a large employment base.

5.4.3 TOWN OF OAKVILLE EMPLOYMENT GROWTH FORECAST

Over the 2024 to 2051 period, the Town of Oakville is anticipated to add approximately 73,700 jobs. As a result, the Town's employment activity rate (ratio of jobs to population) is anticipated to remain relatively stable, decreasing slightly to 49% by 2051. A considerable increase in employment is expected for the Town. An essential aspect of planning for employment in the Uptown Core Area is the ability to sustain existing employment levels while simultaneously broadening the overall employment landscape, thereby supporting the Town's long-term goals for enhancing employment growth

⁶ Derived from 2023 Halton Region Employment Survey by Watson & Associates Economists Ltd.

⁷ Not all office space is occupied as of November 2024. Retail space is largely fully occupied.

⁸ Town of Oakville North Oakville East Commercial Study (draft) prepared by Parcel Economics Inc. and in association with Gladki Planning Associates, October 24, 2024.

5.5 CONSIDERATIONS FOR MARKET REVIEW

As summarized above, a range of broad factors such as macro-economics, demographics, and competitiveness will continue to influence the future population and employment potential of Oakville over the 2021 to 2051 planning horizon. Oakville also faces opportunities and challenges resulting from the structural changes and disruptions that are occurring within the macro economy. Similar to the Province as a whole, Oakville's economy has transitioned away from goods production and towards service delivery. Ultimately, this will continue to influence local planning, economic development, and marketing initiatives, which will be increasingly geared to the knowledge-driven economy.

As a result of continuing structural changes occurring in the macro-economy, it is important to recognize that the above-mentioned trends will generate both positive and disruptive economic impacts related to labour force demand, and residential, commercial, and retail space requirements.

The Oakville Uptown Core Area offers a range of opportunities and challenges with respect to redevelopment potential, as discussed below.

OPPORTUNITIES

- The Study Area is a central location in Oakville intersected by two major roadways – Dundas Street and Trafalgar Road. Dundas Street and Trafalgar Road are envisioned by the Town as corridors to facilitate intensification; therefore, the Uptown Core Area offers an opportunity to function as a central hub for these corridors.
- The Study Area provides a range of vacant or underutilized parcels in addition to established retail uses with potential for intensification and/or redevelopment.
- The existing development form comprises a mix of housing typologies and recent mixed-use development.
- The growing population base to the north bodes well in supporting the commercial base within the Uptown Core Area.

CHALLENGES

- Existing retail uses, which are still highly utilized and considered marketable space, are located in the area. Uncertainty exists on the redevelopment/intensification potential uses and timing of transition of the area to other uses.
- The marketability of the area for new non-residential uses in a mixed-use format.
- As the Uptown Core Area undergoes transformation, it risks losing its current role as a regional commercial node serving the broader community in North Oakville, which raises concerns among residents who depend on stores in the area for their shopping needs.

Building on the market scan, an assessment of market demand opportunities and constraints for the Oakville Uptown Core area will be prepared. The evaluation will consider both the broader regional and local site factors that are anticipated to drive market demand for residential, non-residential, and mixed-use development within the subject location of study.

The strengths, weaknesses, opportunities, and challenges (SWOC) analysis will include, but will not be limited to the following components:

- Recent residential and non-residential development activity;
- Existing land uses and character of the study area;
- The appropriate amount of population-related employment required to support the local area;
- Residential and employment intensification supply opportunities based on data provided by the Town;
- Compatibility with neighbouring land uses;
- Appeal to major demographic groups (i.e., Millennials, Generation Z, Baby Boomers, older seniors);
- Proximity to major transportation routes, transportation access and connectivity, including public transit; and
- Proximity to municipal infrastructure, shopping/community amenities, and employment nodes.

6.0

TRANSPORTATION & MOBILITY CONSIDERATIONS

The Transportation Section reviews the existing conditions in the Study Area from a transportation context, including the existing road network, transit network, cycling network, and pedestrian network. This will include a review of existing and historical travel trends and behaviour based on data from the Transportation Tomorrow Survey to understand how travel behaviour has changed over time in the Uptown Core specifically.

The Transportation Section includes a review of the following policies as they shape and direct the delivery and development of the transportation network:

- 2023 Transportation Master Plan (TMP) Updates
- Oakville Urban Mobility & Transportation Strategy (2021)
- Active Transportation Mobility Plan, 2017 (ATMP)
- MTO Transit Supportive Guidelines (2012)
- Metrolinx 2041 Regional Transportation Plan

The Transportation Summary also includes a review of the existing pedestrian, cyclist, and transit networks in the Uptown Core and identify opportunities and potential challenges to be overcome.

6.1 TRANSPORTATION POLICY DRIVING DEVELOPMENT AND TRAVEL BEHAVIOUR IN THE UPTOWN CORE

2023 TMP UPDATES

The 2018 Switching Gears Transportation Master Plan (TMP) provided an update to the Town's 2013 TMP to identify transportation infrastructure needs to support growth to 2031 and was developed in alignment with the Town's Official Plan (OP), the Livable Oakville Plan.

More recently, the Town has initiated a new study to update the 2018 TMP by way of the Urban Mobility and Transportation Study. This update seeks to support growth to 2051 with a focus on building neighbourhoods that are walkable, bikeable, and transit friendly with accessible transportation choices. While the update is still underway, alternative solutions have been developed by mode, specifically for streets, active transportation, and transit, with alternatives developed focusing on travel within neighbourhoods, travel between neighbourhoods, and travel through the Town and regionally.

OAKVILLE URBAN MOBILITY & TRANSPORTATION STRATEGY (2021)

The 2021 Oakville Urban Mobility Strategy identified a new vision for the Town's transportation network to support the Town in achieving its goal of shifting travel behaviour and increasing the proportion of transit, walking, and cycling trips in the Town. The Strategy identified trends in travel behaviour, implications of the Covid-19 pandemic on travel behaviour, and initiatives to support the Town's desired mode shift. Key recommendations of the Strategy were to focus on the development of 15-Minute Neighbourhoods, adopting a multi-modal Complete Streets focus to the development of the transportation network so that every mode will be competitive, accessible, and enjoyable.

ACTIVE TRANSPORTATION MASTER PLAN (2017)

The Active Transportation Master Plan (ATMP) is a TMP dedicated towards the improvement of walking and cycling infrastructure in Oakville and serves as an update to the 2009 ATMP. The ATMP establishes an active transportation network for Oakville, which consists of a comprehensive system of pedestrian and cycling routes intended to increase local and regional connectivity and encourage the use of active transportation.

The ATMP is currently undergoing updates in conjunction with the 2018 TMP as part of the Urban Mobility and Transportation Study. It is expected that major components of the ATMP will be integrated into the updated TMP and ultimately superseded by the TMP.

TRANSIT FIVE-YEAR BUSINESS PLAN (2024)

The Halton Transit Five-Year Business Plan was approved in 2024. It covers the period from 2025 through 2029 and identifies plans and policies to improve levels of service, increase ridership, and address post-pandemic needs, aligning with other key studies and policies. The Five-Year Plan

HALTON WATER, WASTEWATER, AND TRANSPORTATION INTEGRATED MASTER PLAN (2024)

Halton Region is currently undertaking an Integrated Master Plan (IMP) in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment process. The IMP will address water, wastewater, and transportation infrastructure and will result in a long-term integrated servicing strategy for the Region. Public consultation on the IMP is currently underway.

MTO TRANSIT SUPPORTIVE GUIDELINES (2012)

The MTO Transit Supportive Guidelines serves as a guiding document intended for existing communities and newly built developments to help foster transit-supportive environments. The document builds on best practices from Ontario municipalities as well as international examples to provide tools and strategies that can contribute towards building transit-supportive communities.

Of note, the document provides solutions applicable at the district- and site-specific level, which include: building an interconnected street network that maximizes multimodal connectivity; creating complete streets accounting for all potential users; enhancing accessibility to existing and planned transit stations; creating a transit-supportive urban form with development designed to enhance activity around station areas; and discourage automobile uses through parking management strategies. The chapter also emphasizes these approaches should be implemented in consideration of regional planning objectives and compliment broader transit-supportive development policies encouraging municipal and regional connectivity. The guidelines also offer an overview of planning and implementation strategies, with particular emphasis placed on ensuring all relevant stakeholders, including relevant agencies, broader community representation, and vulnerable user groups, are included throughout the consultation, design, and development processes to ensure all user needs and community-specific issues are identified and adequately addressed.

METROLINX 2041 REGIONAL TRANSPORTATION PLAN

The Metrolinx 2041 Regional Transportation Plan builds on The Big Move (2008) to provide a blueprint for an integrated, multi-modal regional transportation system for the Greater Toronto and Hamilton Area (GTHA). The Plan is intended to provide a clear regional policy for GTHA municipalities to ensure consistency and coherence across their municipal TMPs.

The Plan identifies rapid transit projects designed to encourage regional connections across GTHA municipalities and classifies them into projects in development and proposed projects. Of note, Dundas BRT is listed as an ‘in development’ project, which proposes a dedicated BRT corridor along Dundas Street from Kipling Station in Toronto to Bronte Road in Oakville; the Plan does not mark non-terminus stops for the routes included, but the Dundas BRT Initial Business Case (2020) indicates Oakville Uptown Core as a key mobility hub. The Plan also proposes a BRT corridor along Trafalgar Road from Oakville GO Station to Highway 407, where the busway is proposed to extend further northbound as a priority bus corridor.

6.2 EXISTING ROAD NETWORK

The Oakville Uptown Core is bounded by two regional roads, Dundas Street East to the north and Trafalgar Road to the east, as well as a Town of Oakville major road, Sixth Line, to the west and Glenashton Drive, a Town of Oakville local road to the south. The remainder of the study area road network is comprised of local roads and laneways within the residential area in the southern portion of the Uptown Core. The following section details the road network classifications of major roadways within the study area.

Dundas Street East is an east-west regional road under the jurisdiction of Halton Region. The roadway operates with a six-lane cross-section (three lanes per direction) divided by a center-lane median, with a posted speed limit of 70km/h within the study area. At its widest segment within the study area, the roadway has a Right-of-Way (ROW) of approximately 44 m. Dundas Street East operates within the Town of Oakville between Tremaine Road North to the west and Winston Churchill Boulevard to the east.

Trafalgar Road is a north-south regional road under the jurisdiction of Halton Region. The roadway operates with a six-lane cross-section (three lanes per direction) divided by a centre-lane median, with a posted speed limit of 60km/h within the study area. Trafalgar Road operates within the Town of Oakville between Highway 407 to the north and Cornwall Road to the south, where it continues south to Lakeshore Road East as a Town of Oakville roadway.

Sixth Line is a north-south major arterial road. The roadway operates with a four-lane cross-section (two lanes per direction) with a posted speed limit of 60km/h within the study area. The roadway is divided by centre-lane medians at certain segments including approaches to signalized intersections. Sixth Line operates within the Town of Oakville between Highway 407 to the north and north of Queen Elizabeth Expressway to the south, where it continues eastbound as North Service Road East.

Glenashton Boulevard is a major collector road generally traveling in an east-west direction. The roadway operates with a four-lane cross-section (two lanes per direction) divided by a centre-lane median, with a posted speed limit of 50km/h within the study area. Glenashton Boulevard operates from Sixth Line to the west, where it continues from River Glen Boulevard, to Grand Boulevard / North Ridge Trail to the east, where it continues eastbound as Bayshire Drive.

Oak Park Boulevard is a major collector road traveling in an “L” shaped direction. The roadway operates with a four-lane cross-section (two lanes per direction) divided by a centre-lane median, with a posted speed limit of 50km/h within the study area. Oak Park Boulevard operates from Dundas Street East to the north, where it continues from Ernest Appelbe Boulevard, to Trafalgar Road to the east, where it continues in a reverse L shape direction as Postridge Drive.

6.3 EXISTING TRANSIT NETWORK AND TRANSIT USAGE

EXISTING TRANSIT NETWORK

The Oakville Uptown Core is supported by a wide variety of bus routes that enable connections to local and regional destinations. The Uptown Core Terminal, located on the northeast corner of Taunton Road and Oak Walk Drive, serves as the hub for Oakville Transit buses, with six (6) different bus routes traveling to destinations within the Oakville Uptown Core as well as major local destinations including Sheridan College and Oakville GO station. Halton Transit also operates a Ride On-Demand

service, which is a service available in North Oakville and uses the Uptown Core Terminal as a hub. Additionally, two (2) GO bus routes traveling along Trafalgar Road offer connections to GO train stations including Oakville, Milton, and Oshawa.

The existing Oakville Transit and GO Transit routes servicing the Oakville Uptown Core area are shown in Figure 35 and Figure 36, respectively.

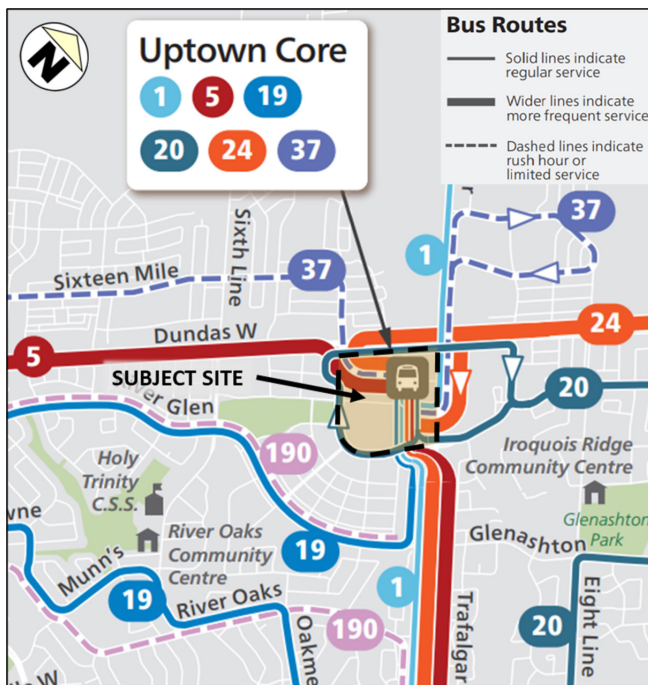


Figure 35. Uptown Core Existing Transit Network – Oakville Transit Routes

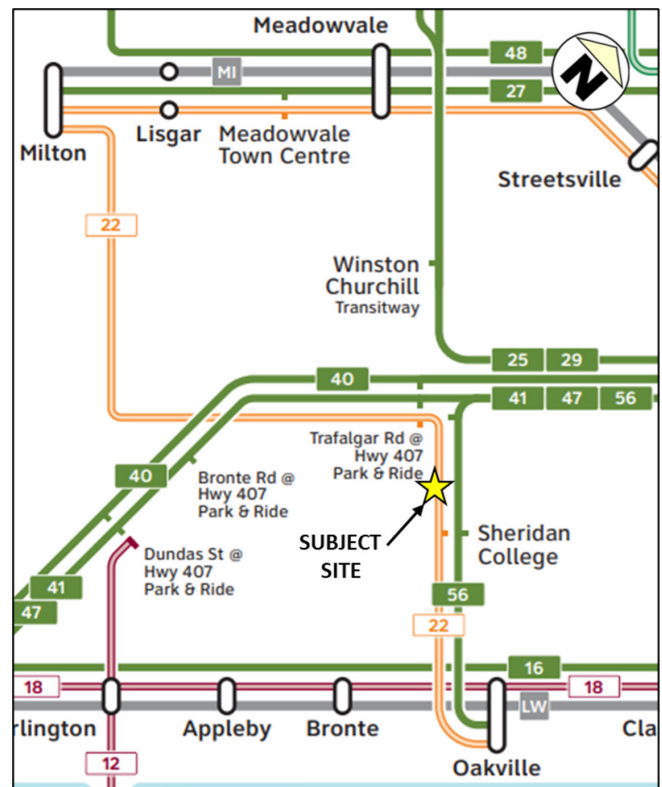


Figure 36. Uptown Core Existing Transit Network – GO Transit Routes

EXISTING TRANSIT AMENITIES

Bus stops in the Uptown Core are marked with signage and are typically accompanied by a concrete pad to facilitate boarding and alighting where the bus is located adjacent to a landscaped buffer instead of the sidewalk. Some bus stops feature a covered bus shelter providing a weather-protected waiting area for transit users.

TRANSIT USAGE

Data from the 2016 Transportation Tomorrow Survey (TTS) was extracted to identify the modal split of trips conducted from households residing in the study area (TAZ 4035). The Modal split is summarized in Table 3.

Mode	Weekday AM/PM Peak Hour
Auto Driver	76%
Auto Passenger	15%
Transit	6%
Walking	3%
Cycling	0%

Table 3. Mode Split Summary

Overall, it was found that auto vehicle trips comprise over 90% of total trips conducted in the Oakville Uptown Core, with transit ridership at 6%. That said, it should be noted that the 2016 TTS data may not accurately reflect present-day mode split patterns due to the level of development that has occurred since the 2016 TTS was conducted.

Operator	Route	Weekday AM/PM Peak Hour
GO Transit	45-46-47-48 GO Bus - 407 West	7%
	GO Train - Lakeshore West	14%
MiWay (Mississauga)	14,404	22,207
	1 - Dundas	8%
Oakville Transit	1 - Trafalgar	16%
	5 - Dundas	30%
	19 - River Oaks	10%
	20 - Northridge	1%
	24 - South Common Mall	12%
TTC (Toronto)	Subway Line 2 - Bloor-Danforth	2%

Table 4. Transit Route Ridership Summary

Within the study area, Oakville Transit Route 5 - Dundas was the most heavily used line with 145 daily boardings representing 30% of Oakville Uptown Core's daily boardings. Routes primarily traveling along Trafalgar Road and/or Dundas Street such as Oakville Transit routes 1, 5, and 24 made up the majority of transit ridership, with the three routes making up a combined 58% of total transit boardings from the Oakville Uptown Core.

It should be noted that the routes listed in the summary are based on 2015-2016 service diagrams, and present-day route configurations may vary.

6.4 EXISTING PEDESTRIAN AND CYCLING NETWORK

PEDESTRIAN FACILITIES

Sidewalks are located along both sides of the majority of streets throughout the Uptown Core, forming the primary pedestrian network in the area. In addition to sidewalks, there are a number of pedestrian laneways noted in the residential areas of the Uptown Core that facilitate pedestrian permeability and accessibility outside of the main road network. Additional facilities that make up the pedestrian network include the multi-use trail along Dundas Street East and pathways throughout the parks and green spaces.

Depressed curbs, or curb cut ramps, are located at most unsignalized intersections, with tactile surfaces present at unsignalized intersections along more major streets such as Glenashton Road. Most signalized intersections in the Uptown Core feature a tactile walking surface and pedestrian signal head with audible pedestrian indicators for pedestrians with visual or hearing impairments.

Pedestrian Crossovers (PXO) are relatively limited, with the two (2) existing PXOs being located at the Gatwick Drive & Central Park Drive intersection and the Gatwick Drive & Parkhaven Boulevard intersection. Both PXOs are “Type C” crossings located in intersections without all-way stop control and features roadside signs and flashing lights.

An example of a typical signalized and unsignalized pedestrian crossing in the Uptown Core is shown in Figure 37 and Figure 38, respectively.



Figure 37. Signalized Pedestrian Crossing with Zebra Crossing and Tactile Surface



Figure 38. Unsignalized Pedestrian Crossing with Curb Cut Ramps

PEDESTRIAN AMENITIES

Street lighting is present along most streets within the Uptown Core area, contributing to the overall pedestrian environment. Outside of street lighting, pedestrian amenities include benches and waste receptacles near the intersection of Hays Boulevard and Taunton Road as well as near main entrances to some of the commercial and retail uses between Oak Park Boulevard, Taunton Road, and Dundas Street East. Benches are also present along Oak Park Boulevard and within Windfield Parkette along Glenashton Drive. Street trees are also included along many streets, adding to the overall pedestrian environment.

Due to pedestrian amenities mainly being concentrated around commercial and retail areas between Oak Park, Taunton Road, and Dundas Street East, distance to pedestrian amenities vary based on one's location. However, pedestrian amenities are generally available within 500m, or a 7-minute walking distance, from anywhere within the Uptown Core.

An example of the pedestrian realm and streetscape along Oak Park Boulevard is shown in Figure 39.



Figure 39. Oak Park Boulevard Pedestrian Realm

CYCLING FACILITIES

The existing cycling network is relatively limited within the Uptown Core. There are signed routes indicated with signage and sharrow to connect cyclists to other designated facilities adjacent to the Uptown Core. These include a signed route along Glenashton Road connecting to bike lanes along the road starting immediately east and west of the study area. Additional signed routes along Oak Park Boulevard, Central Park Road, and Sawgrass Drive complete the remaining on-street facilities.

Along the boundary road of Trafalgar Road, there are cycle tracks present extending from Hays Boulevard south to Glenashton Road. There are on-street bike lanes along Taunton Road between Duna Street East and Oak Walk Drive, and Oak Walk Drive from Taunton Road to Trafalgar Road.

In terms of off-road facilities, there is a multi-use trail along the south side of Dundas Street East and along the east side of Trafalgar Road extending from Hays Road north to Dundas Street East. There are also pathways throughout the parks and green spaces that can accommodate cyclist permeability throughout the area.

CYCLING AMENITIES

Bike racks are located along the south side of Oak Park Boulevard within the public right-of-way. Bike racks are also located along the frontages of some of the higher density, mixed-use developments along Oak Park Boulevard and near the entrances to some of the commercial/retail developments along Hays Boulevard.

On the Uptown Core Terminal, there is a bike shelter and bicycle repair station providing covered bicycle storage and a publicly accessible amenity for basic bike repairs. Additional bike racks are also located nearby.

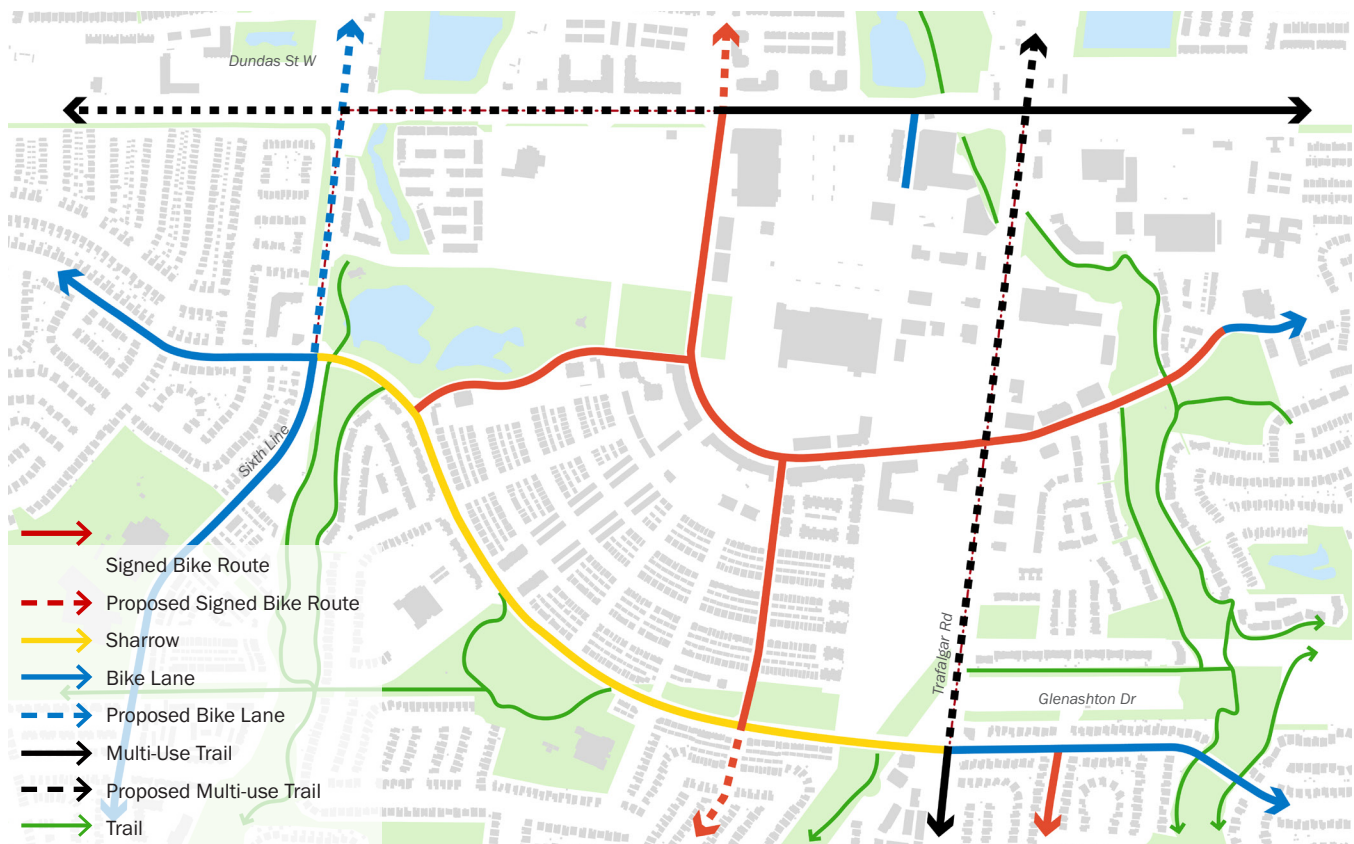


Figure 40. Cycling Network

6.5 ON-STREET PARKING

In the residential area to the south of the Uptown Core, on-street parking is generally permitted along one side of local streets with a few exceptions where the roadway is narrower. On-street parking is also restricted along the major street of Glenashton Drive. Parking is accommodated within lay-bys along Parkhaven Boulevard.

6.6 SUMMARY

Uptown Core contains the fundamental components of a multi-modal strategic growth area. Future development and intensification of the remaining vacant or underutilized lands represents an opportunity to increase the amount of pedestrian and cycling infrastructure in the area. Creating smaller development blocks, structured by additional connections, will facilitate opportunities to increase porosity.

The existing Uptown Core Terminal sits at the corner of Taunton Road and Oak Walk Drive, near the intersection of Dundas and Trafalgar, and was planned to accommodate both local transit and regional transit connections. The Project will explore whether the potential future relocation of the transit terminal to an alternative location within Uptown Core would have the effect of bringing transit in closer reach to a greater number of riders.

INTENTIONALLY LEFT BLANK

7.0

**NATURAL HERITAGE
CONSIDERATIONS &
HAZARDS**

7.1 INTRODUCTION

This section summarizes existing natural heritage resources found within Uptown Core and a larger Study Area (“NH Study Area”) delineated by RJ Burnside, indicated on Figure 41 below. Further assessment of these natural heritage features will be undertaken through an Environmental Impact Analysis as part of a future phase of the Project. This preliminary information is intended to flag natural heritage-related constraints that may affect the limits and form of future development in the NH Study Area.

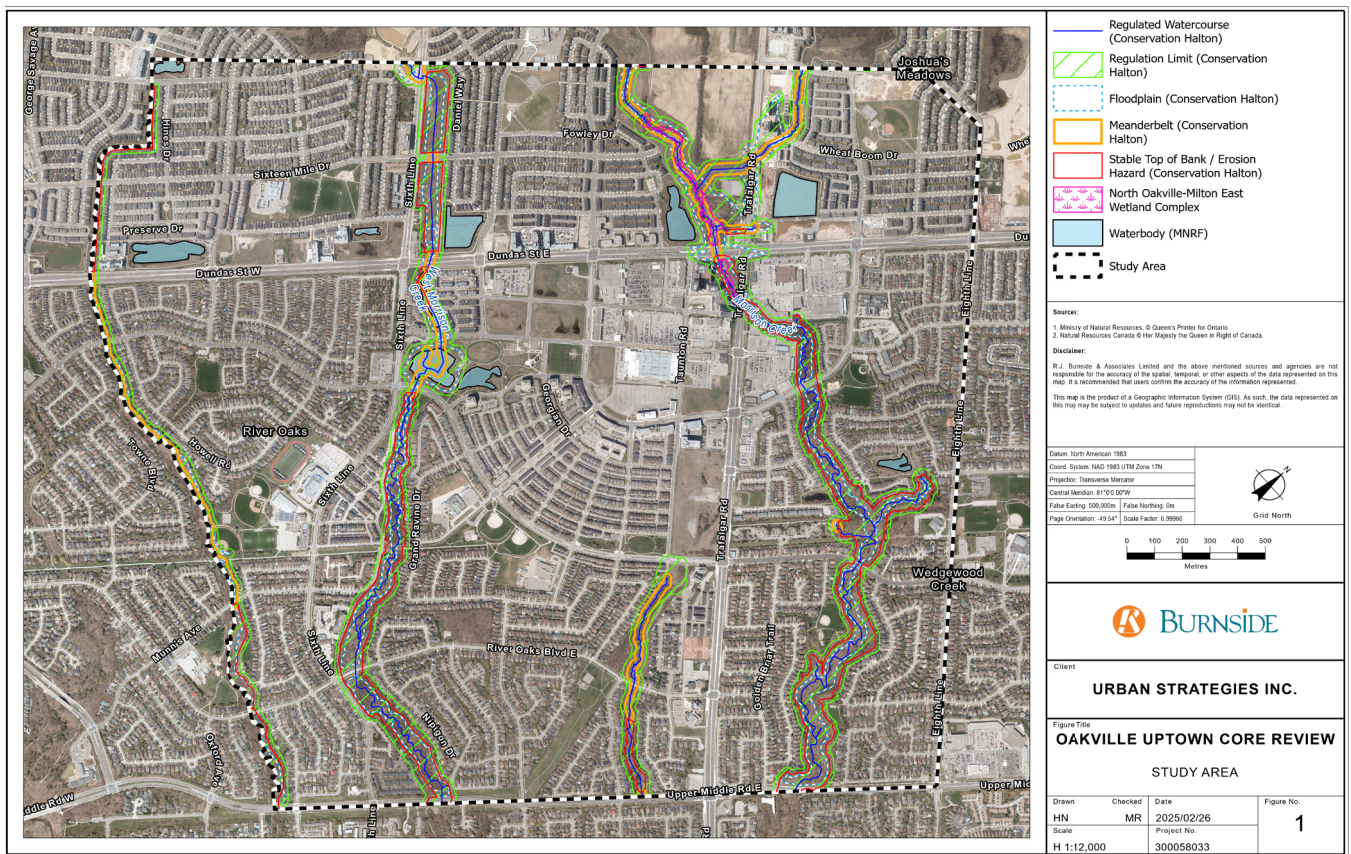


Figure 41. Natural heritage features within Uptown Core and the surrounding geographical area.

7.2 POLICY AND LEGISLATIVE FRAMEWORK

The relevant environmental policy and legislative framework for Uptown Core and the NH Study Area is as follows:

- Provincial Planning Statement (2024)
- Halton Region Official Plan
- Town of Oakville Official Plan
- North Oakville East Secondary Plan (OPA 272)
- Endangered Species Act
- Migratory Bird Convention Act
- Fisheries Act
- Conservation Authorities Act
- Ontario Regulation 41/24
- North Oakville Creeks Subwatershed Study

7.3 NATURAL FEATURES WITHIN THE AREA OF INFLUENCE

Several natural features were identified as being present, or potentially present in the NH Study Area, through the background data review. These include:

- **Wetland: all wetlands within the Study Area, including** the provincially significant North Oakville-Milton East Wetland Complex is located in the north-east corner of the NH Study Area, traversing the Dundas Street East and Trafalgar Road intersection.
- **Woodlands:** Wooded areas are present along the Dundas Street East and Trafalgar Road intersection. The contiguous woodland area, including portions extending beyond the area of influence, is approximately 1 ha in size, and includes portions that overlap the North Oakville-Milton East Wetland Complex. The wooded areas meet the definition of Significant Woodland under the Halton Region Official Plan. All additional woodlands meeting the definition of “woodland” in the ROP will be looked at.
- **Areas of natural or scientific interest:** not applicable.
- **Species at risk and other rare species:** Multiple databases were searched for records of rare and at-risk species which may be present in the NH Study Area. Several endangered, threatened, species concern species, and other rare species were identified. A high-level habitat suitability assessment has also been undertaken.
- **Fish habitat:** West Morrison Creek and East Morrison Creek traverse the NH Study Area. Redside Dace, a species listed as Endangered under the provincial Endangered Species Act (ESA), is listed in the provincial Natural Heritage Information Centre (NHIC) mapping as potentially inhabiting the area of influence, although the DFO Species at Risk (SAR) mapping does not illustrate the species or critical habitat for it in the NH Study Area. Other fish species known to inhabit the watercourses include Silver Shiner, which is a relatively common species.
- **Valleylands:** Conservation Halton mapping shows a stable top of bank along portions of both the East and West Morrison Creeks. A valleyland appears to be present but its significance has not been identified in any planning documents.

7.4 NATURAL FEATURE BOUNDARIES

The stable top of bank, meander belt, and floodplain associated with the watercourses and valley was mapped based on GIS files from Conservation Halton. The boundary of the wetland was taken from the Land Information Ontario (LIO) database. The extents of these natural features are indicated on Figure 41.

7.5 REQUIRED SETBACKS FROM NATURAL FEATURES

The NH Study Area contains significant natural heritage features including the East Morrison Creek and West Morrison Creek watercourses and its associated wetland and valleyland. Required setbacks from these features, which will determine the limit of future development, are outlined in the table below.

Natural Feature	Minimum Setback Specified in Region Official Plan	Minimum Setback Specified in Town Official Plan ¹¹	Endangered Species Act Setback	Conservation Halton Regulations
Morrison Creek	30 m	N/A	N/A	15 m from floodplain limit/meander belt
Fish Habitat	30 m	30 m for coldwater creeks and 15 m from warmwater creek from edge of bankfull channel or meander belt allowance	N/A	N/A
Occupied Redside Dace Habitat	N/A	N/A	30 m from meander belt	30 m
Wetland	30 m	30 m from significant wetlands	N/A	N/A
Woodland	30 m from significant woodland	10 m	N/A	N/A
Stable Top of Bank	N/A	7.5 m minor valleys and tributaries	N/A	15 m

Table 5. Setbacks from Natural Features

¹¹ Section 16.1 of the Town's Official Plan

7.6 NORTH OAKVILLE CREEKS SUBWATERSHED STUDY

The North Oakville Creeks Subwatershed Study identifies “Core Areas” which include significant natural features and clusters of habitat. “Linkage Areas” are also identified which provide connectivity between Core Areas. No Core Areas are present in the Study Area. However, West Morrison Creek and the west branch of East Morrison Creek are identified as Linkage Areas.

The Subwatershed Study provides a number of goals and objectives for the management of natural features in the area. Key objectives with relevance to the Uptown Core, are as follows:

Under Goal 2, Objective 2.3 is to “maintain or restore a natural vegetative canopy along streams where required to ensure that mid-summer stream temperatures do not exceed tolerance limits of desirable aquatic organisms.”

Goal 3, Objective 3.2 of the Study is: “to ensure that existing wildlife linkages are preserved and that opportunities for improving these linkages are considered/implemented as part of any future development.” The three targets associated with this goal are to minimize the discontinuities in linkages, for linkages to be 100 m wide, and to allow for linkages to habitats or other linkages outside the study area.

The study acknowledges there are a wide range of linkage types and associated opportunities and recommends protection of existing linkages noting that this typically should be accompanied with restoration of neighbouring lands. Forested linkages are specifically identified as less represented.

Under Goal 1, one of the targets is to achieve the Ministry of the Environment’s “enhanced” level of SWM protection (80% Total Suspended Solids (TSS) Removal) for all reaches supporting reddsides dace populations for Morrison Creeks. It is noted that removal of suspended solids is considered important as reddsides dace are sight feeders and as such require relatively clear, not turbid water to forage.

East and West Morrison Creeks are also identified as vulnerable to road salt due to presence of reddsides dace; as such consideration for additional salt management measures should be considered.

Maintaining biodiversity of the fish community in Morrison Creeks and increasing it if possible is a target under Goal 2, Objective 2.7.

7.7 CONSIDERATIONS FOR THE UPTOWN CORE GROWTH AREA REVIEW

The significant natural features in the NH Study Area include East Morrison Creek, West Morrison Creek, their associated hazards (floodplain, meander belt, slope) and the North Oakville-Milton East Wetland Complex. Any future redevelopment within the NH Study Area informing this analysis should avoid impacting these features and their associated setbacks.

East Morrison Creek and West Morrison Creek may provide habitat for the Endangered fish species, Redside

Dace, although the last sighting of the species was in 2000. This will require consultation with Ministry of Environment, Conservation and Parks and Department of Fisheries and Oceans. Subject to the type of future development proposed and recommendations for future land use that may arise from the Project, Redside Dace-specific mitigation may be needed. This may include additional protections during construction as well as design options to minimize impacts for stormwater runoff.

8.0

**STORMWATER
MANAGEMENT
CONSIDERATIONS**

8.1 REVIEW OF BACKGROUND DOCUMENTS

This section summarizes existing stormwater management (“**SWM**”) servicing and identify the opportunities and constraints associated with stormwater infrastructure for the Uptown Core Growth Area. In preparation of this technical memorandum, the following documents were reviewed to determine the existing and planned servicing context for the area:

- 2006 North Oakville Creeks Subwatershed Study
- 2009 Town of Oakville Uptown Core Review, Final Report – Parts 1 to 3
- 2015 Storm Sewer Master Plan Phase 1 Final Report
- 2019 Stormwater Management Master Plan
- Various adjacent Development Application Submission content

The available information provided a general drainage context for Uptown Core Growth Area. It should be noted that reports reviewed did not include all technical appendices, and additional information will be reviewed

as the Project progresses to further identify opportunities and constraints. The 2009 Uptown Core Growth Area Review identified an emphasis on mixed-use development, which includes a mix of residential, retail, and office uses. In general, stormwater management infrastructure is not directly affected by population density or building height, but is dependent on the extent of impervious land cover. If the planned redevelopment alters the amount of hard surface, the stormwater servicing constraints would be limited to the available storage in the existing stormwater management facilities.

In general, the existing area is adequately serviced with Regional and Municipal infrastructure within the Municipal ROWs and SWM pond blocks throughout the Study Area.

The Uptown Core Study Area lies mostly outside the drainage sheds of the North Oakville Creeks Subwatershed Study, the Storm Sewer, and Stormwater Management Master Plans.

8.2 EXISTING STORMWATER SERVICING

The existing stormwater servicing includes storm sewers designed to convey the minor storm runoff, and overland flow routes for the major storms. All runoff is conveyed to stormwater management pond facilities. The Uptown Core area includes a stormwater management pond in the Memorial Park lands, while the greater Study Area includes an additional seven ponds. Two watercourses traverse the Uptown Core area: East Morrison Creek and West Morrison Creek tributaries. The greater Study Area also includes Munn's Creek and other minor tributaries, which represent the ultimate stormwater drainage outlets for the Sites. The Study Area is located within the Sixteen Mile Creek Tributary, and these watercourses are regulated by Conservation Halton. Development cannot occur within the floodplain and natural hazard boundaries associated with these watercourses.

The site plans within the greater Study Area were developed with varying degrees of stormwater management. Some sites had an allowable runoff coefficient or release rate that could be accommodated in the assigned stormwater management pond. Other sites required on-site controls for quality and quantity. Controlled site release rates were also based on the design capacity of the downstream storm sewers.

The feasibility of the existing stormwater management ponds and storm sewers to service the development area would be limited by existing design capacity. Any exceedance of this capacity could be managed through on-site controls for quality and quantity control. There may also be an opportunity to retrofit or expand existing facilities to service the Uptown Core area. This will be further explored as part of the Stormwater Management Analysis undertaken in Phase 4 of the Project.

9.0

**SERVICING INFRASTRUCTURE
CONSIDERATIONS**

This section is intended to summarize existing municipal servicing and identify the opportunities and constraints associated with water and wastewater infrastructure for the Uptown Core Growth Area. The following documents were reviewed to determine the existing and planned servicing context for the area:

- 2009 Town of Oakville Uptown Core Review, Final Report – Parts 1-3
- 2011 Sustainable Halton Water and Wastewater Master Plan
- 2022 Regional Municipality of Halton, Development Charges Update Water/Wastewater Technical Report
- 2024 Water, Wastewater and Transportation Integrated Master Plan background documents
- Trafalgar Road Corridor Phase 1 and 2 background and EA documents
- Various As Constructed Drawings and adjacent Development Application Submission content

The available information provided a general servicing context for the Uptown Core Growth Area. It should be noted that reports reviewed did not include all technical appendices, and additional information will be reviewed as the project progresses to further identify opportunities

and constraints. In the 2009 Uptown Core Review, the planned population for Uptown Core was established at 33,441 people. The Water and Wastewater Master Plan was completed on the basis of best planning estimates available at the time. It is assumed that the Uptown Core population estimate was applied to the subsequent Master Planning for the trunk drainage, distribution and treatment infrastructure for the area, and this will be confirmed upon review of the Specific Geographic Units when they are made available. If the updated planned population falls within the original estimate of 33,441 as currently assumed, then the constraints for the Uptown Core Growth Area, relating to the water and wastewater systems, will likely be limited to the capacity and alignment of the local infrastructure as detailed below.

The Region of Halton is currently undertaking the completion of an updated Integrated Master Plan, which would include both Water and Wastewater Servicing for the Area. Opportunity remains to provide comments/ input into that Master Planning process as population projections for the Uptown Core are refined.

In general, the area is well serviced with Regional infrastructure within the Municipal ROWs throughout the Study Area.

9.1 EXISTING WATER SERVICING

The existing water servicing for Uptown Core is provided through a series of watermain loops including a 400 mm diameter trunk watermain on Trafalgar Road looping into the site at Oak Park Boulevard. There are a series of local watermains, in varying sizes throughout Uptown Core located within the existing municipal roads. The perimeter of Uptown Core is serviced by watermain on Dundas Street, Sixth Line and Glenashton Drive. The Uptown Core watermain system has a number of internal loops and connections to the surrounding system.

Uptown Core is located within Pressure Zone TWL 223.5, previously Pressure Zone 04. The south limits of Uptown Core along Glenashton Drive, coincide with the south boundary of the pressure zone. The area is currently serviced by the 8th Line Reservoir and Pumping Station. The proposed Study Area for the water servicing capacities and constraints assessment would be limited to the Uptown Core Growth Area.

9.2 EXISTING WASTEWATER SERVICING

There are two trunk sanitary sewers located within the existing street network, servicing the east and west side of Uptown Core. There are a series of local sewers located within a combination of the existing municipal roads having development frontage and servicing easements adjacent to road corridors and through parks. The local system sewers ultimately discharge into the east and west trunk sewers. Uptown Core is internally serviced, with no sanitary sewer within the Trafalgar Road or Sixth Line corridor along the limits of the Uptown Core. A trunk sewer on Dundas Street intercepts the sanitary flows from the north. Consequently, with the exception of a small portion of an isolated development site on the southwest corner of Trafalgar Road and Dundas Street, the local and trunk sanitary sewer system within Uptown

Core accommodates only the development area within the Uptown Core itself.

The two trunk sewers converge into a single trunk, south of Uptown Core at the intersection of Wembly Road and Oakmead Blvd, which ultimately discharges to the Upper Middle Road interceptor sewer, the Upper Middle Road Pump Station and into the Mid Halton Wastewater Treatment Plant. The proposed Study Area for the sanitary servicing capacities and constraints assessment would be limited to the Uptown Core and the downstream trunk sewers to the interceptor sewer at Upper Middle Road. The remainder of the drainage to the existing downstream trunk system is established and built out as residential and is not anticipated to differ from current form.

10.0

**SUSTAINABILITY
& RESILIENCE
CONSIDERATIONS**

10.1 TOWN OF OAKVILLE COMMUNITY ENERGY STRATEGY

Oakville's Community Energy Strategy (CES) establishes a vision to transform Oakville's energy systems by 2041. This would improve energy efficiency, reduce greenhouse gas emissions, and save energy costs. The CES has three goals:

- Increase energy efficiency by 40% by 2041
- Enable transition to a goal of carbon neutrality by reducing greenhouse gas emissions by at least 50% by 2041
- Return at least \$7 billion in cumulative energy cost savings to the community by 2041.

The principles guiding decision making for this strategy include environmental, energy, economic, and reliability and resiliency. The framework will be implemented through four strategic directions which include home and building efficiency, industrial efficiency, local supply and distribution, and transportation efficiency. The CES established 12 priority projects for completion by 2025.

An implementation update was provided in October 2024 defining actions to advance priority projects. These projects include:

- Feasibility study for district energy in the hospital district;
- Providing heat pump training to contractors in partnership with the Heating, Refrigeration and Air Conditioning Institute (HRAI) of Canada;
- Green development standards research in preparation for project launch in 2025; and
- Promotion of energy literacy through the town's new Climate Solutions at Home interactive house and Climate Action Initiatives Interactive Map.

10.2 DISTRICT ENERGY WORK

The Town's District Energy Feasibility study was completed in September 2024 and supports the CES goals endorsed by Council, particularly Strategic Direction 3 – Local Energy Supply and Distribution. District energy is a distribution system supplying heating and/or cooling to multiple buildings from a central location. The three main elements of a district energy system include:

- Heating/cooling source,
- Distribution piping,
- Building connection to distribution piping.

After conducting a pre-feasibility study in 2022, the Hospital District was identified as a site to pursue a district energy system for implementation in the short-to medium-term. The DES will directly contribute to the exceeding CES goals by increasing energy efficiency at the Hospital District site, and reduce emissions by 62% based on the current approach.

Some of the barriers to implementing DES include:

- Cost competition with market rates
- High upfront costs
- Extensive buildout schedules
- Land use planning uncertainty
- Revenue uncertainty
- Significant coordination

Municipal Planning tools can help overcome implementation challenges through the following:

- Green development standards
- Property taxation rebates
- Development charge rebates
- Accelerated approval timelines
- Official plans
- Zoning by-laws

10.3 GREEN STANDARDS/CLIMATE ACTION MATERIALS

Oakville's June 2019 Climate Emergency Declaration directed staff to report annually on climate change actions in order to:

- Address operations of the corporation of the municipality.
- Identify the public's role in the climate crisis and actions the community can do to fight climate change.
- Embed a climate crisis lens into the Town's asset management program.
- Incorporate climate change crisis policies into Livable Oakville, the Town's official plan.
- Increase action and ambition for the Town's climate change crisis-related activities; and
- Include performance metrics to track progress and timelines for achieving key deliverables/major milestones, and a strategy to report back publicly on progress of municipal and public efforts.
- Work with municipal service areas to conduct climate risk and vulnerability assessments to determine to what degree climate change will impact town operations and identify what resiliency measures need to be implemented.
- Partners with the community and faith organizations to implement climate resiliency measures and promote climate literacy throughout Oakville.

Oakville established a Climate Change Advisory Committee (CCAC) with staff from various internal departments to respond to the climate change emergency and advance action at the Town of Oakville. They assist in identifying priority projects and working with the Corporate Strategy and Government Relations (CSGR) department to coordinate climate action in program and service areas.

11.0

INITIAL DIRECTIONS

Based on the initial background review, and assessment of existing conditions, the Consultant Team has identified a series of initial directions to inform the development of conceptual land use scenarios for the Study Area in Phase 2.

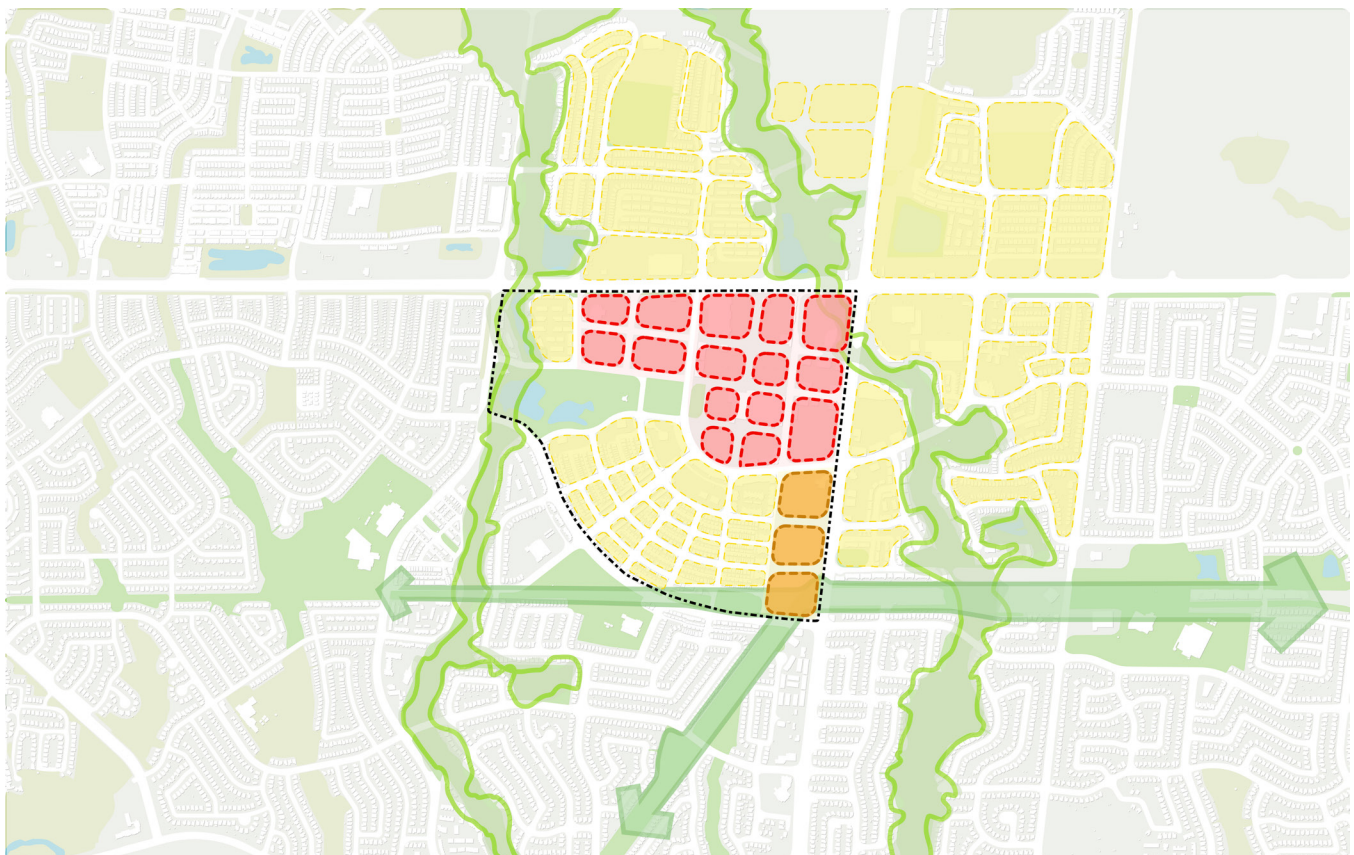
These opportunities are **aspirational** and meant to invoke a range of possibilities associated with the Uptown Core Growth Area Review. There is a significant window of opportunity to develop a vision for the next stage of evolution for Uptown Core as a vibrant, diverse, transit-oriented, sustainable, and prosperous urban community.

The opportunities listed below are not intended to be exhaustive and may be expanded on throughout the duration of the Project but provide a departure point for further exploration. They are not intended to assume particular policy directions or presuppose the outcomes of the Project, nor is there an implied hierarchy of priorities.

11.1 COMPLETING UPTOWN CORE

Over the last three decades Uptown Core has developed gradually in general accordance with the original, innovative neighbourhood design. However much of the land area along Dundas and Trafalgar intended to accommodate the highest-density development has remained vacant or occupied by large-format retail uses. The Project represents an opportunity to complete the development of Uptown Core in a way that responds to current and anticipated future needs, encouraging appropriate intensification of underutilized lands guided by an implementable and structured phasing strategy that prioritizes immediate development while maintaining flexibility for long-term visions.

- Site Boundary
- Natural Heritage Open Space
- Open Space Connections
- Primary Opportunity Areas (Smart Centers)
- Primary Opportunity Areas (Town of Oakville)
- Surrounding Urban Context

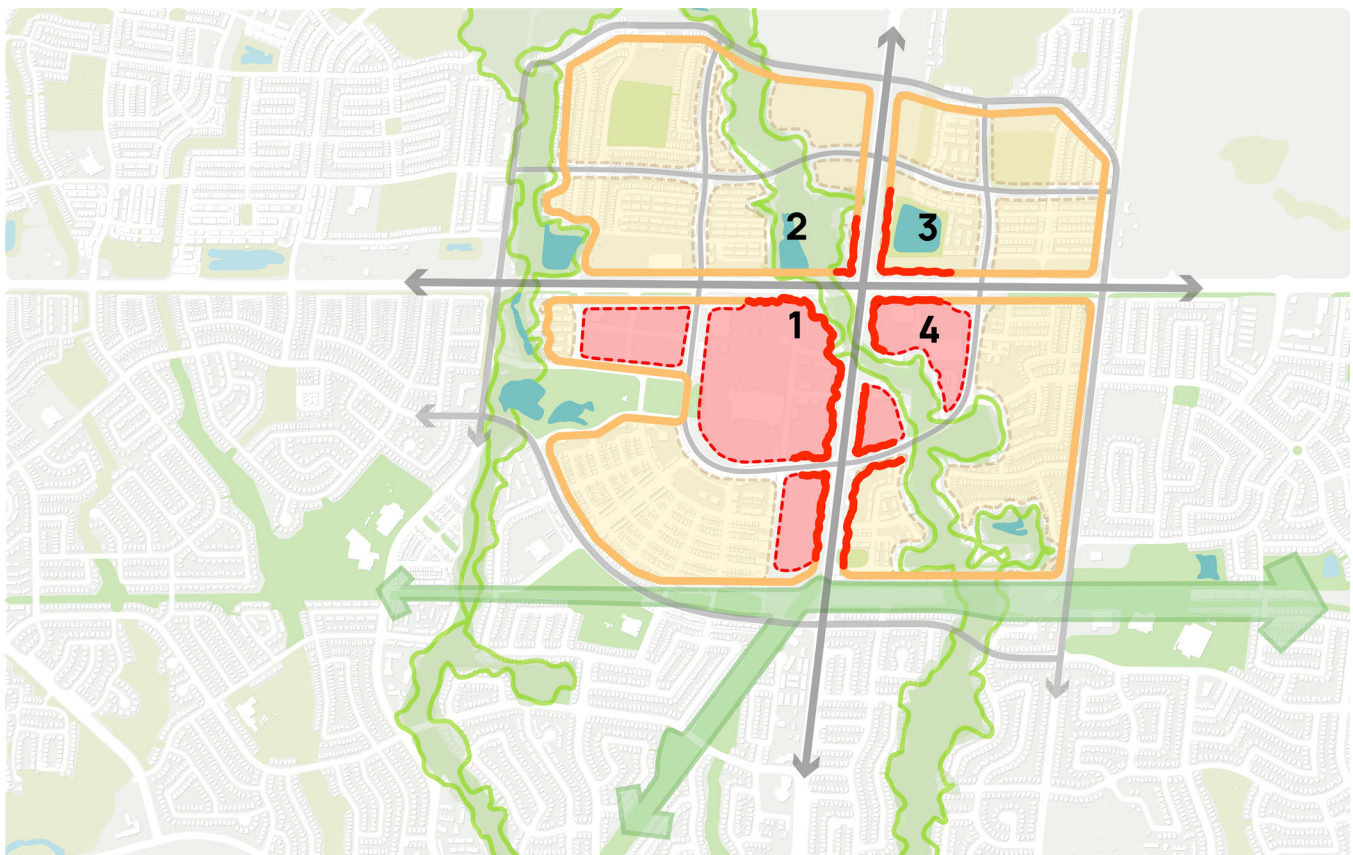


11.2 STITCHING TOGETHER THE QUADRANTS: ELEVATING THE PLACEMAKING POTENTIAL WITHIN UPTOWN CORE

Dundas-Trafalgar is one of the most prominent intersections in the Town of Oakville. At present, Uptown Core does not engage well with this intersection or its three other quadrants. Dundas-Trafalgar is a place to *pass through*, but not to *go to*.

Through this process there is a major opportunity to grow the boundary of Uptown Core to encompass all four quadrants of Dundas-Trafalgar and implement a cohesive vision and policy framework for this key intersection, fulfilling the long-term vision of the Uptown Core as one cohesive area with a distinctive sense of place. This also supports the Town's objective of bringing lands subject to the North Oakville East Secondary Plan into the Livable Oakville Plan incrementally, over time.

- Quadrants
- Study Areas
- Surrounding Built-out Context
- Primary Road Connections
- Secondary Road Connections
- Storm Water Management Ponds
- Natural Heritage Open Space
- Open Space Connections
- Proposed Urban Edges



11.3 ADDING TO THE HOUSING OFFERING

The housing stock in Oakville has historically been predominantly ground-oriented with limited apartments. However in recent years the volume of development proposals for new apartment buildings has increased significantly, as a result of a lack of remaining greenfield land as well as pressure to intensify within the Town's Nodes and Corridors. The vast majority of new housing starts in Oakville—including in Uptown Core—will be for apartments. In addition to condominium units which are increasing in supply, there is a need to promote additional purpose-built rental housing, affordable and attainable housing across all income thresholds, and student-friendly housing options for Sheridan College students. In the Uptown Core Plan review there can also be opportunities for consideration of innovative models for housing such as shared, intergenerational or flexible housing modules.

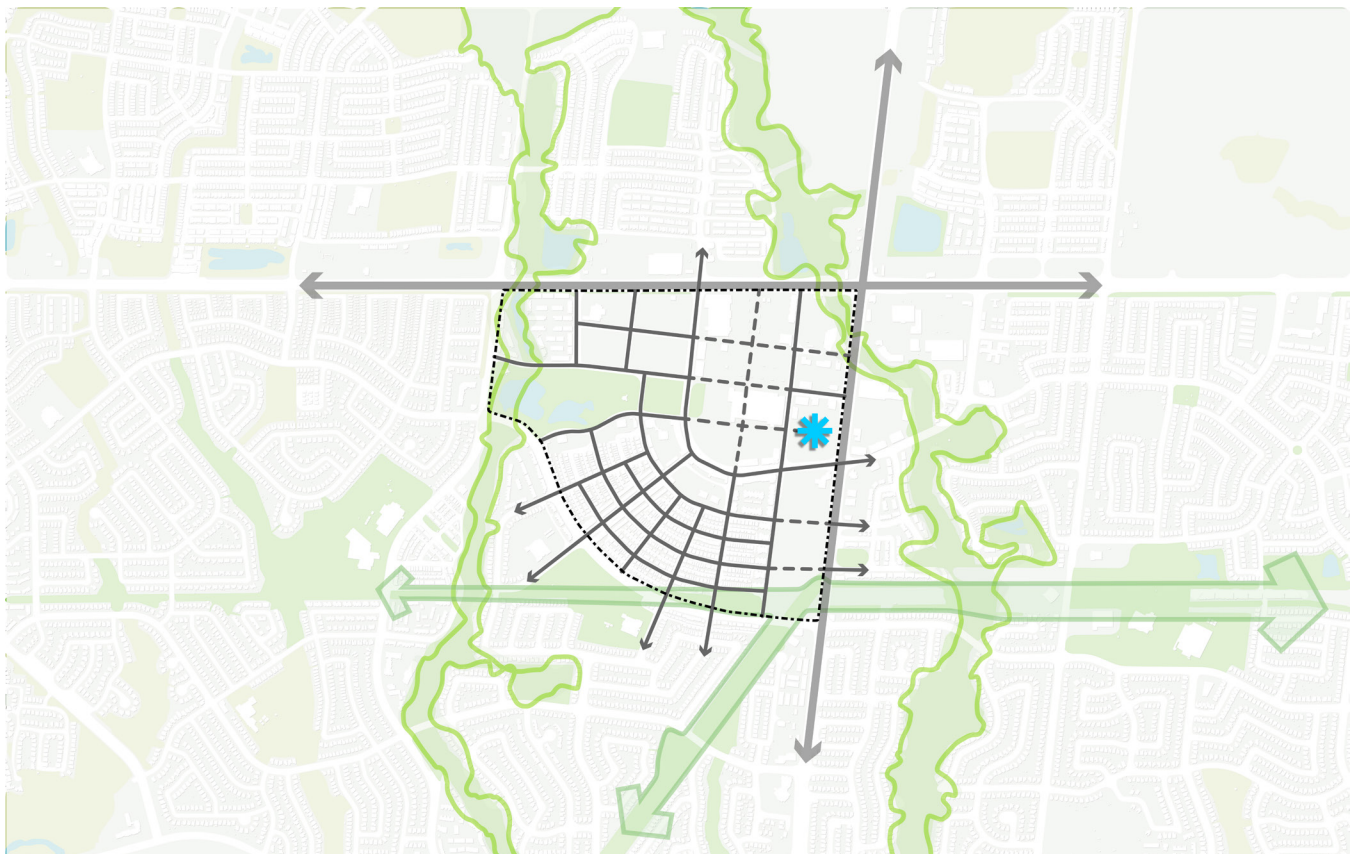
11.4 DESIGNED FOR WALKING, ROLLING, AND TRANSIT FIRST

The Uptown Core has many ingredients to allow for a walking, rolling, and transit first approach to planning and development. The public street network, where complete, is fine grained and designed to be highly walkable. The addition of the Uptown Core Terminal and planned future transit have potential to unlock a higher modal split going forward. In planning for growth in Uptown Core, the street network - locally and regionally- has finite capacity to accommodate more vehicles, and traffic congestion will be further exacerbated by additional development coming online in the surrounding North Oakville in the coming years. To provide the greatest and most-equitable mobility options to the largest amount of people, mobility enhancements that prioritize walking, rolling, and transit ridership should be prioritized in planning development and future mobility infrastructure. Tools such as Transportation Demand Management (TDM) policies can further be used to encourage sustainable transportation modes in higher density areas.

11.5 STRENGTHENING FIRST AND LAST MILE CONNECTIVITY AND ENSURING APPROPRIATE TRANSPORTATION DEMAND MANAGEMENT

Dundas and Trafalgar are Regional Transit Priority Corridors intended to provide a focus for transit-supportive development that facilitates first mile-last mile connections and solutions. Despite the presence of several local transit routes, and the Uptown Core Terminal, there remain gaps in first and last mile connectivity that represent a barrier to achieving a greater non-auto modal share. Opportunities to strengthen first mile-last mile connectivity, should be explored, including increasing options for micro-mobility such as bikes, e-bikes and scooters, and utilization of technology to allow for seamless transitions between routes and modes. Transportation Demand Management (TDM) measures should also be explored. TDM measures can be integrated into development applications to encourage sustainable transportation habits in new development. This could include requirements to complete a TDM checklist/plan, and expand the existing network through additional TDM policy development tools.

-  Site Boundary
-  Existing Transportation Routes
-  Proposed transportation Routes
-  Primary Roads
-  Proposed Transit Stop
-  Natural Heritage Open Space
-  Open Space Connections



11.6 A TRANSIT HUB THAT SERVES THE GREATEST NUMBER OF POTENTIAL TRANSIT USERS












Uptown Core is served by the existing Uptown Core Terminal at the northeast corner of Oak Walk Drive and Taunton Road, which functions well for existing transit services in the community, and was designed in anticipation of providing regional transit connections. The introduction of higher order transit along the Trafalgar and Dundas corridors will make the area a major transit node, which will increase ridership among residents, workers, and visitors to the area.

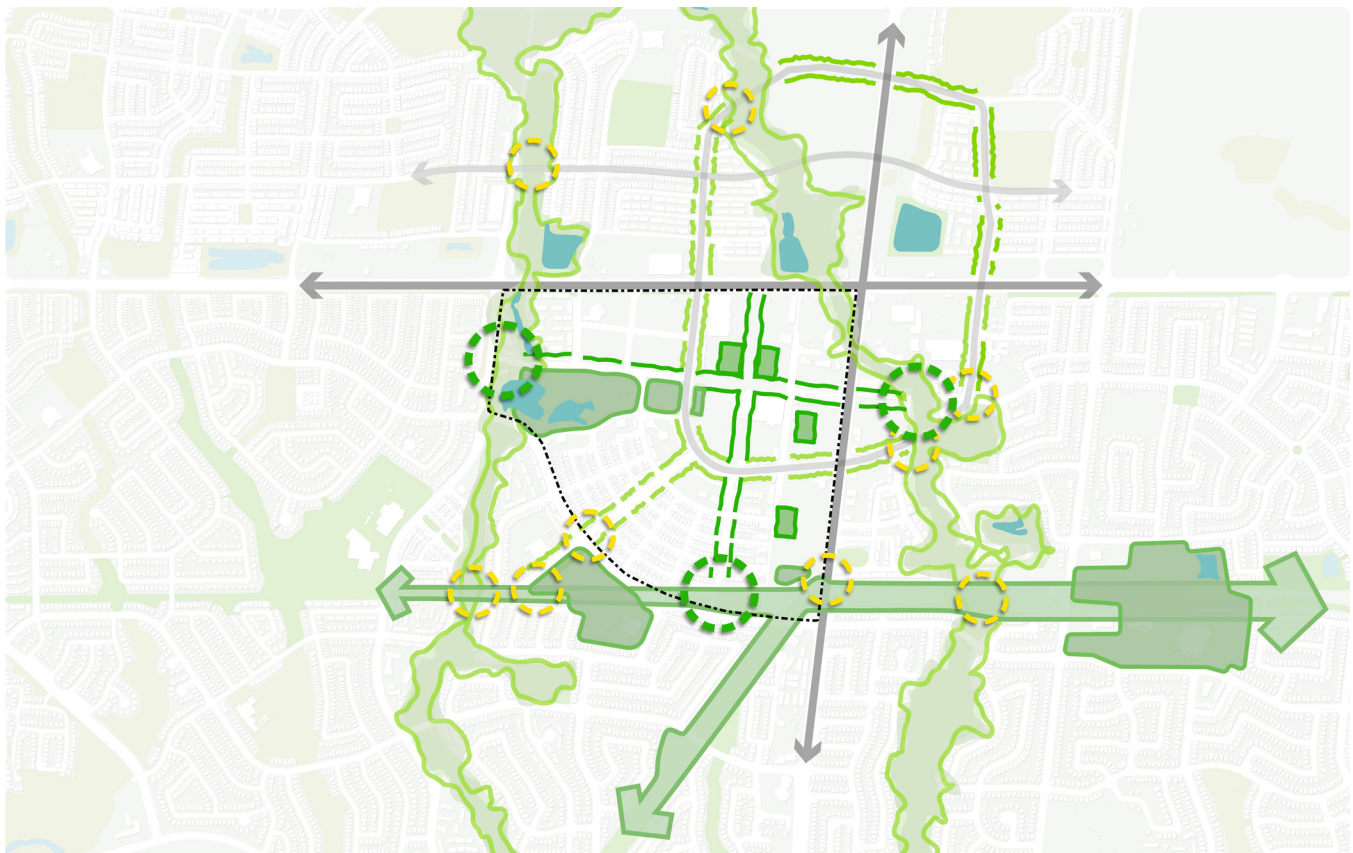
Through the Project, The Consultant Team will assess the ability of the current Uptown Core Terminal to handle the anticipated increase in ridership. As part of this

assessment, consideration may be given to whether an upgraded or reconfigured facility, or a new, larger and/or more optimally located transit terminal within the Uptown Core area, would increase transit access to the greatest possible ridership. Innovative approaches to integrating an expanded transit terminal within new development will be explored. To maximize the number of potential transit users, the transit terminal, whether new or an upgraded Uptown Core Terminal, should be strategically situated with good connectivity to the two largest redevelopment opportunities in the plan area, being SmartCentres and the former Public Works Lands.

11.7 ENHANCING OPPORTUNITIES TO ACCESS NATURE IN UPTOWN CORE

The existing natural features in Uptown Core are limited to the East Morrison Creek and West Morrison Creek corridors and their associated natural hazardous areas. The Project will consider opportunities to stitch these natural corridors together to weave nature through the Uptown Core area. This could take the form of green streets and other sustainability infrastructure embedded in the built environment, supporting ecological and built infrastructure resilience, and increased biodiversity.

-  Site Boundary
-  Primary Roads
-  Secondary Roads
-  Natural Heritage Open Space
-  Open Space Connection
-  Site Parks
-  New Green Experiences
-  Hay/North-South Street Connections
-  Site Nature Connections
-  Storm Water Management Ponds
-  Major Built-form/Natural Heritage Confluence Areas



11.8 PROTECTING FOR OPPORTUNITIES FOR NON-RESIDENTIAL USES AND COMMUNITY AMENITIES IN UPTOWN CORE

Since the 1980s when planning began for the “Uptown Business Core”, a significant concentration of commercial uses has always been contemplated for the area. However, the vast majority of recent development applications in Uptown Core and the larger Study Area have focused on residential use, resulting in a limited increase in the supply of retail and office space to support the growing population.

Notwithstanding present challenges facing the retail and office market, it is important to preserve the ability

to secure new non-residential floor area to maintain a healthy local economy and employment opportunities. Building in flexibility and multi-purpose in the design of non-residential spaces will allow for nimbleness and resilience in attracting non-residential uses. If these spaces are not planned for today, they will be very difficult to secure in the future. Similarly, a growing residential and employment population will create the need for new community amenities in the area, which must be taken into consideration in planning for future land use.



11.9 ENSURING AN APPROPRIATE QUANTITY, AND QUALITY, OF PARKS AND OPEN SPACES

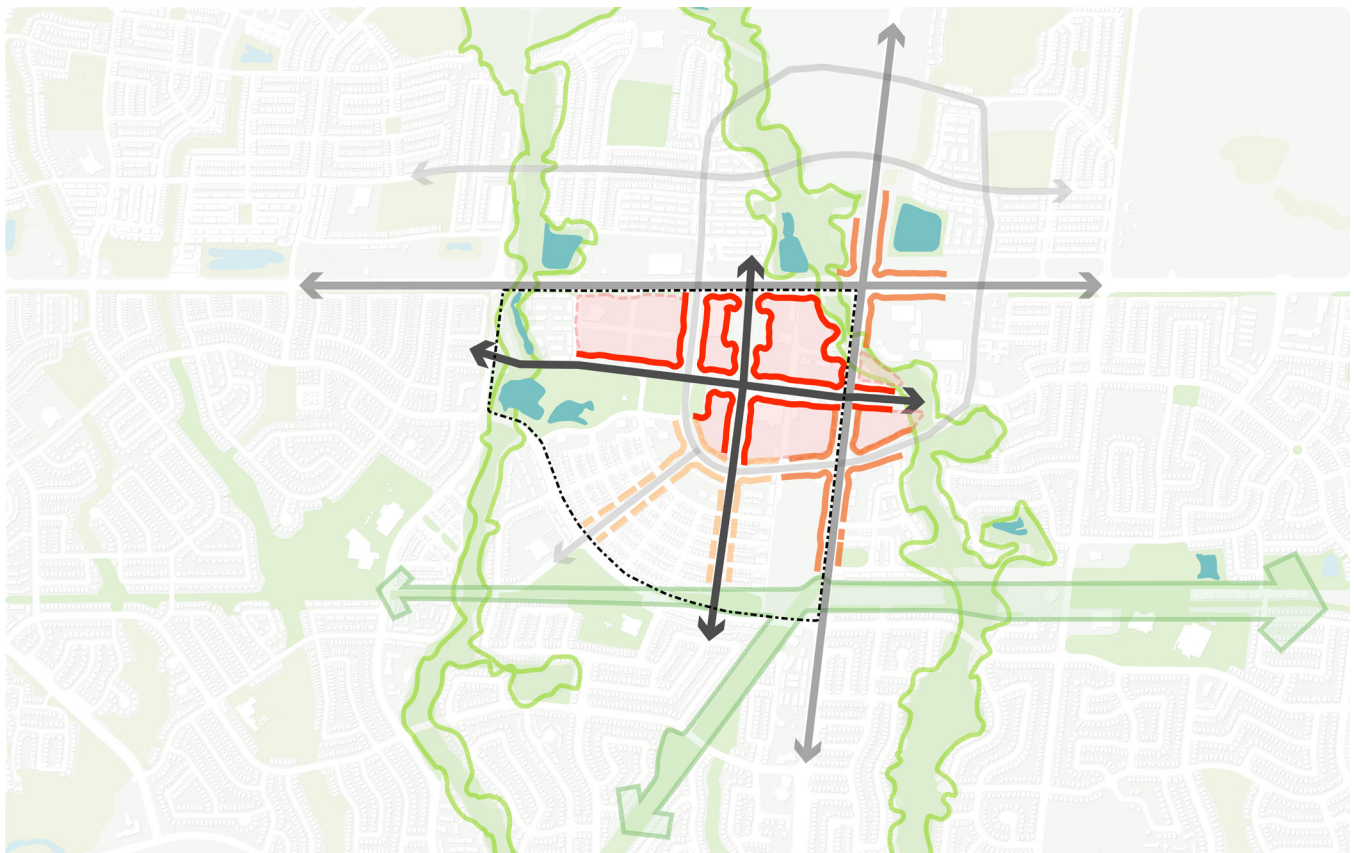
Uptown Core benefits from existing parks and open spaces including Memorial Park, Winfield Parkette, and trails along the East Morrison Creek and West Morrison Creek natural corridors. However these areas are not distributed evenly across Uptown Core, and there is a lack of parks and open space within the commercial area (SmartCentres) and along Dundas and Trafalgar where the greatest development densities are contemplated. As the area continues to grow and mature there will be

a need to secure additional parkland to provide a more balanced distribution throughout Uptown Core. The planned but not-yet-implemented urban square within the Park District should be studied to determine whether or not this continues to be an optimal location for a more civic/community-oriented gathering space. Opportunities to secure different typologies of parks and open spaces, including more-urbanized formats, should be explored through the Project.

11.10 DEFINING THE HEART OF UPTOWN CORE AND MAKING HAYS BOULEVARD A DESTINATION STREET

One of Uptown Core’s greatest attributes is that it offers a diverse range of places—tall buildings and leafy neighbourhoods; playgrounds and public art, and creeks and ravines; big-box retail and intimate cafes; grand urban streets and narrow laneways. However, Uptown Core lacks a true heart—a central destination for the community. Hays Boulevard is uniquely positioned as a route to extend the Park District eastward into the commercial core, creating an animated spine that connects the community to transit, retail, recreational space, and other amenities. The Consultant Team will explore opportunities to leverage the potential of Hays Boulevard as a destination street that fulfills a unique civic function within Uptown Core.

-  Site Boundary
-  Study Area
-  Destination Streets (Hays & North-South Street)
-  Primary Roads
-  Secondary Roads
-  Natural Heritage Open Space
-  Open Space Connection
-  Storm Water Management Ponds
-  Hay Street Urban Edges
-  Trafalgar Street Urban Edges
-  Community Edges



11.11 DEVELOPING A RESILIENT COMMUNITY WITH SUSTAINABILITY AT ITS HEART

Uptown Core has an opportunity to incorporate sustainability and climate resiliency into the next phase of its development at the outset. By setting clear standards and guiding principles for the design of buildings, streets, and open spaces, the Uptown Core can be a significant contributor to meeting Oakville’s goal of a 50% reduction in carbon emissions by 2041 and a 40% improvement in energy efficiency.

Concepts to be explored through the Uptown Core Growth Area Review will include the feasibility of district energy, biophilic design, and further defining the floodplain spill areas from a climate resiliency perspective. Every “move” contemplated as part of the Project will be taken through a sustainability lens, including promoting more sustainable modes of travel, mixed-use development, and new/improved open spaces.

11.12 CELEBRATING A DIVERSE COMMUNITY AND FOSTERING INCLUSION AND CONNECTION

Uptown Core is a demographically diverse community and this diversity should be reflected in the physical fabric of the area. Opportunities to support community gathering, cultural celebration, and other customs, traditions and events will help to foster social cohesion and a strong and resilient community. This requires flexible, publicly-accessible spaces that can be adapted for a range of different uses and purposes at multiple scales. This also includes planning for accessibility for all abilities and creating meaningful places at many scales and key locations across Uptown Core that are welcoming and encourage social interaction.

INTENTIONALLY LEFT BLANK

12.0

CONCLUSION

This Background Facts Review has provided a summary of existing conditions for Uptown Core and the larger Study Area, including a review of the current policy and regulatory framework and emerging issues and trends impacting the area. The information documented in this report will form the basis of subsequent phases of work including scenarios development and technical studies that will inform the study process and future recommendations around land use and policy directions.

INTENTIONALLY LEFT BLANK

**URBAN
STRATEGIES
INC .**