

# UPTOWN

Town of Oakville **CORE REVIEW**  
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Figure 37: Heights



Figure 37b. Heights Subject to Bonusing

# UPTOWN

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### 3.0 Ground Floor Strategy

Proper treatment of ground floor frontages, building uses and programming is essential to provide an outstanding and animated public realm. Destination areas, such as the Main Street will be addressed through a combination of ground floor related institutional and cultural uses as well as restaurants, retail shops and office uses to ensure proper generation of public activity.

Seasonal weather protected colonnades, glazed atriums and sheltered courtyards are encouraged to help enhance the year-round appeal of the pedestrian environment.

This strategy will require new buildings within the Main Street and Centre Districts to not only provide for appropriate uses, but to include architectural elements that provide weather protection. Existing buildings will be required to address the street in an engaging manner through retrofitted uses and architectural elements.



Image 20. Legacy Village. Pedestrian weather protection



Image 21. State Street, Chicago, IL. Pedestrian weather protection

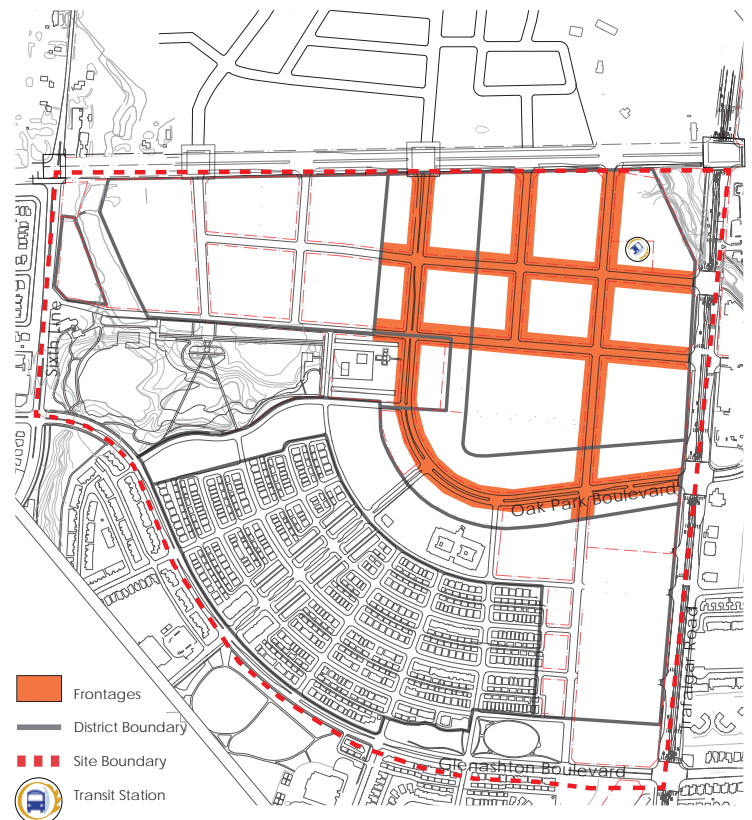


Figure 38. Ground Floor Strategy

## 4.0 Landmark Features

Vistas and gateways are enhanced by unique architectural buildings and amenities. Landmarks are strategically located to create and terminate views, enhance identity and add focus to the urban spaces of each District. Landmarks occur at the local district scale and at the Uptown Core level and each would require a different approach.

### Local District Landmarks

Local landmarks are those special sites within each district that have a prominence because of their location at important intersections or highly visible locations adjacent to significant open spaces. Local landmarks can be created through special architectural and landscape architectural treatments as well as public art.

### Uptown Core Landmarks

The Uptown Core landmarks are site specific locations at key gateway points to the community. These landmarks will culminate important street vistas and herald, from a distance, key entry points to the Uptown Core from Dundas Street West and Trafalgar Road. These sites are places where additional height is encouraged in relation to the immediately surrounding buildings in addition to a high level of urban design and architectural quality. Gateways can be further strengthened with special landscape and public art treatments.

Location opportunities for landmarks are identified in the following diagram.

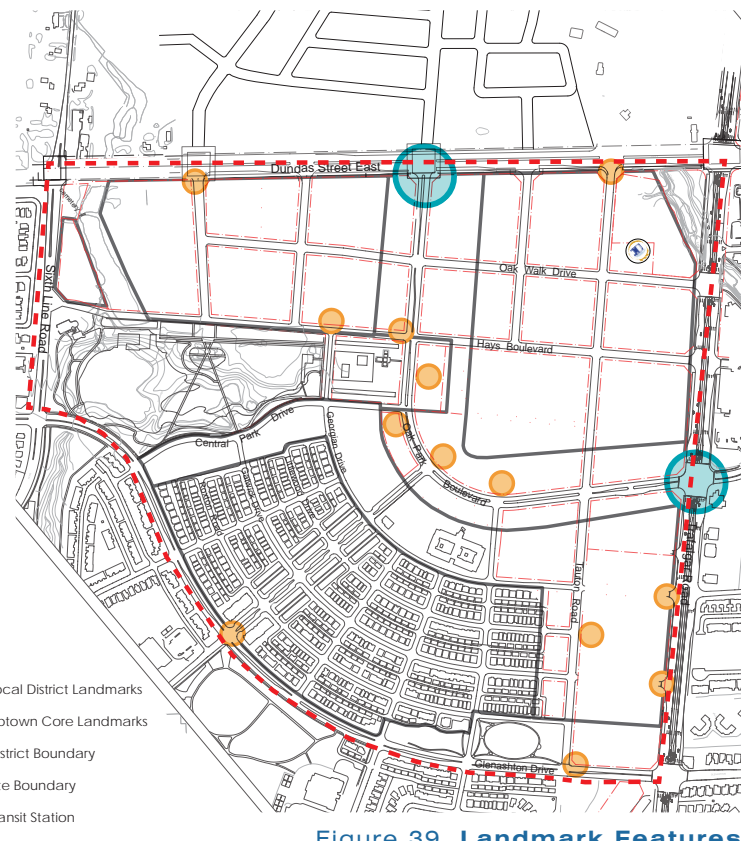


Figure 39. Landmark Features

## 5.0 Open Space

The Uptown Core network of open spaces is made up of a variety of elements ranging from parks, squares and semi-public and private spaces associated with residential uses linked by pedestrian oriented streets.

A wide range of open space, was an important component on which the original Uptown Core's vision of a unique urban neighbourhood district was based. However, while recognizing that parkland is an important element in the composition of a healthy and balanced urban environment, appropriate parkland standards shall be used to encourage the type and diversity of open space amenities required in an urban setting. Further, opportunities for open space can be augmented through development requirements for publicly accessible private open spaces that provide an important urban amenity, while retaining private ownership.

The entire street and open space system is designed to be pedestrian friendly. Generous sidewalks, extensive planted boulevards, mid-block connections, and active frontages contribute to this objective.

Dedicated bicycle lanes in the Uptown Core are located along Oak Park Boulevard, Sixth Line, Dundas Street West and Trafalgar Road. A recreational bicycle route has been integrated into the central park to link all of informal street routes with the dedicated on-street routes.

### The Central Open Space Complex

**Memorial Park** is envisioned primarily as a formal and informal park and community-wide destination. The park shown is part of a Demonstration Plan for illustrative purposes only. The park program should promote cultural, educational and social activities.

**Town Centre Square** has the ability to become a private open space but is primarily envisioned as a destination at a town-wide level and as a gathering place for residents and

workers at the local level. The Town Centre Square may include an institutional building and a paved plaza to enhance its purpose as the civic and symbolic 'heart' of the Uptown Core.

### Public Open Space

In addition to the central open space complex there is a series of semi-public open spaces planned within the Uptown's Core privately owned parcels at inner-block locations. These spaces range from urban squares and patios to terraces and courtyard greens. The functional and spatial characteristics of the urban green will vary depending on building typology and size of the block. However, these spaces are more intimate and scaled down extensions of the public realm and act as transitional spaces within residential areas.

Private open spaces related to residential uses can be located at grade or above grade in the form of rooftop gardens that further enhance the residential environment. All forms of urban greens whether private, semi-public or public will be provided incrementally as development occurs. All development applications should identify potential locations for these amenities.

### Plazas

Plazas have been identified at key street intersections such as the Taunton Road and Hays Boulevard or the Taunton Road and Oak Park Boulevard intersections which are located at the confluence of two minor main streets within the Centre District where public events could take place.

### SWM Ponds

Storm water management ponds are essential components within the green space system and will be designed as special landscaped amenities that are publicly accessible.

### East branch of the Morrison Creek

This segment of the Morrison Creek is protected as an environmental area. Its important urban function is to serve as a natural buffer/transition between the Dundas Street West and Trafalgar Road intersection and adjacent development.



Figure 40. Open Space

## 6.0 Street and Block Pattern

A highly integrated and fine grained street network creates development blocks that are appropriate for higher density forms of development. This pattern of streets and blocks is typically found in traditional, historic town centres and promotes a fundamentally different type of development pattern than the large lot and large parking lot configuration that typifies suburban commercial districts creates.

The Urban Design Plan demonstrates a distinctly vibrant and urban district that relies on a fine grained street and block pattern with blocks that accommodate a variety of land uses and building types.

The street and block pattern illustrated on the proposed structure plan is based on the following principles:

1. It provides a well connected, integrated, and permeable transportation network connecting the Town Centre to the surrounding communities and the larger environs;
2. It preserves and completes the original grid pattern road network proposed in the current Official Plan;
3. It facilitates infill development where intensification can accommodate existing buildings and their uses;
4. It provides for appropriate development interface conditions;
5. It functions as multi-purpose urban streets which are both transportation corridors and pedestrian oriented places;
6. It balances the demands of pedestrians and cyclists, as well as vehicles, in the creation of attractive and comfortable public spaces; and,
7. It facilitates direct, year round transit use through an

enhanced streetscape design that includes a variety of passenger amenities.

8. It creates a beautiful streetscape design, with street trees as an essential component of their engineering.

The proposed street and block pattern introduces a complete network of mid-block connectors that further facilitate vehicular and pedestrian movement. These mid-block connectors can range from lanes to public roads.

The planned street and block system is intended to create an urban environment that stimulates high quality, ordered development and facilitates future development opportunities while preserving the Uptown Core's original vision.

## 7.0 Streets

Streets are the largest component of the public realm and attention to their aesthetic and functional design will ensure the achievement of the vision set out in this document. Throughout the process of developing the plan, the importance of each District and its streets has been central to generating an identity for the Uptown Core.

It is an objective of this Strategy to ensure beautiful and functional street design with trees, on-street parking and a multi-modal character (pedestrian, transit, vehicular and cycling) as essential components.

A relatively consistent building edge is important to provide spatial definition and containment to the street. Build-within zones are established to require buildings to locate their front and exterior side walls within a defined zone on the lot. In other words, the build-within zone essentially sets both a minimum and maximum setback.

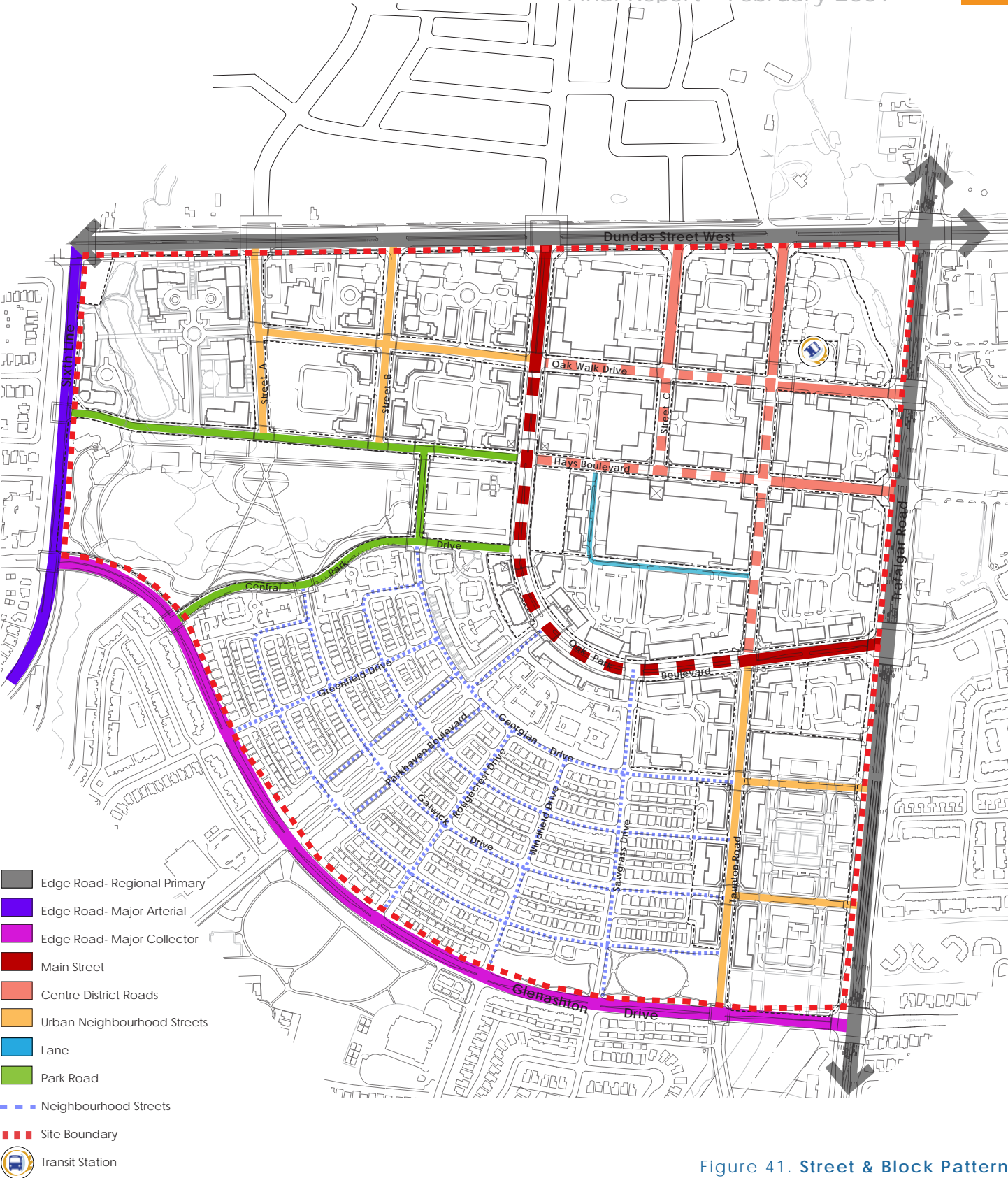



Figure 41. Street & Block Pattern





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Taking it a step further, the establishment of the build-within zone also provide the Town with the ability to require that a minimum amount of building wall be located within the built-within zone. Combined, the build-within zone and the requirement to locate a minimum amount of building wall within the built-within zone results in a more sophisticated and effective approach to ensure that new development results in a consistent building edge.

Moreover, consideration shall be given to the location of utilities within the public right of way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The Town encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining the appropriate location for large utility equipment and utility cluster sites.

This section describes the design of each type of street found within the Uptown Core. All cross sections identify the location for sidewalks, street trees and parking. The layout for utilities and services is also illustrated.

### The Urban Neighbourhood District Streets

Hays Boulevard and Oak Walk Boulevard west of Oak Park Boulevard and two new local streets are still to be built.

These streets are mainly residential in nature. They provide for a natural transition between the mainly retail oriented uses in the Centre District and the new residential areas characteristic of this District. Retail uses may be provided at the street level, where appropriate. Hays Boulevard along Memorial Park will be described in the Green District street section.

The streetscape character includes:

- ▣ two traveling lanes wide enough to accommodate transit;

- ▣ on-street parking on one side;
- ▣ an attractive and comfortable pedestrian zone;
- ▣ buildings set close to the street (build within zone);
- ▣ a diverse and sustainable landscaped boulevard; that will mature over time and,
- ▣ shade trees.



Image 22. Baldwin Park, Orlando, Florida



Image 23. Vancouver, British Columbia

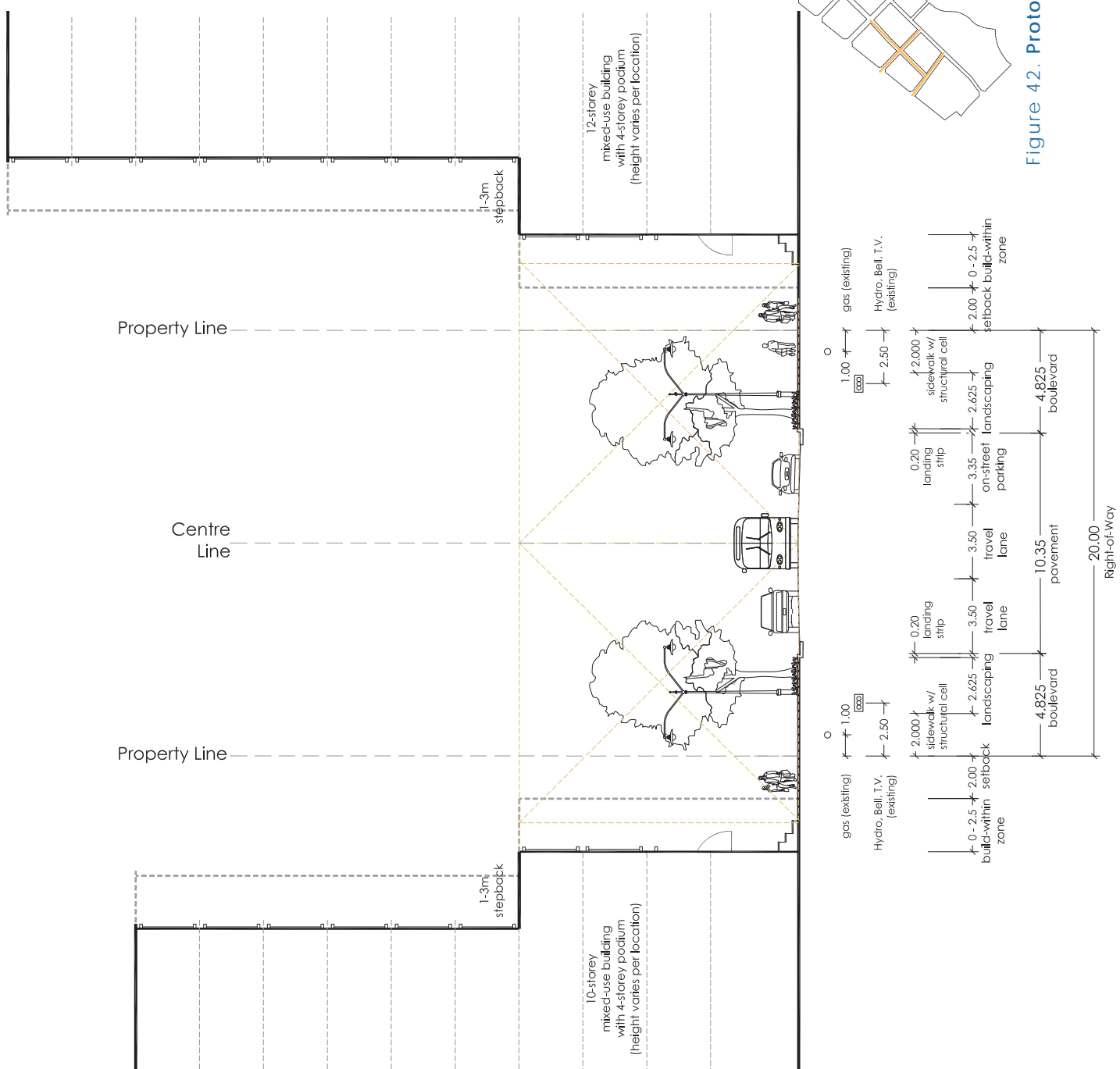


Figure 42. Prototypical Urban Neighbourhood District Street

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### Main Street

Oak Park Boulevard has been identified as a key route through the core of the Uptown community. It is envisioned as the spine for residents and visitors as well as a destination place. It has Memorial Park and the Town Centre Square amongst its highlights. In its role it should not function as a high speed vehicular through road.

To create the most appropriate and desired environment, the streetscape character between Oak Walk Drive and Dundas Street and Tauton and Trafalgar Road includes:

- four traveling lanes wide enough to accommodate transit, off-peak parking on both sides and bicycle lanes;
- a mix of uses at the street edge;
- sidewalks wide enough for comfortable walking, and outdoor cafes;
- diverse landscaped boulevards and a centre median; and,
- woody vegetation (trees) species that will mature to full canopy trees to provide shade in the summer and solar gain in the winter.

To create the most appropriate and desired environment, the main street character between Oak Walk Drive and Tauton Road includes:

- two traveling lanes wide enough to accommodate transit;
- shared on-street parking and bicycle lanes on both sides;
- a mix of uses at the street edge;
- sidewalks wide enough for comfortable walking, and outdoor cafes;
- diverse landscaped boulevards and a centre median; and,
- woody vegetation (trees) species that will mature to full canopy trees to provide shade in the summer and solar gain in the winter.



Image 24. Bethesda, Maryland



Image 25. Minneapolis, Minnesota



Image 26. Pentagon Row, Washington D.C.

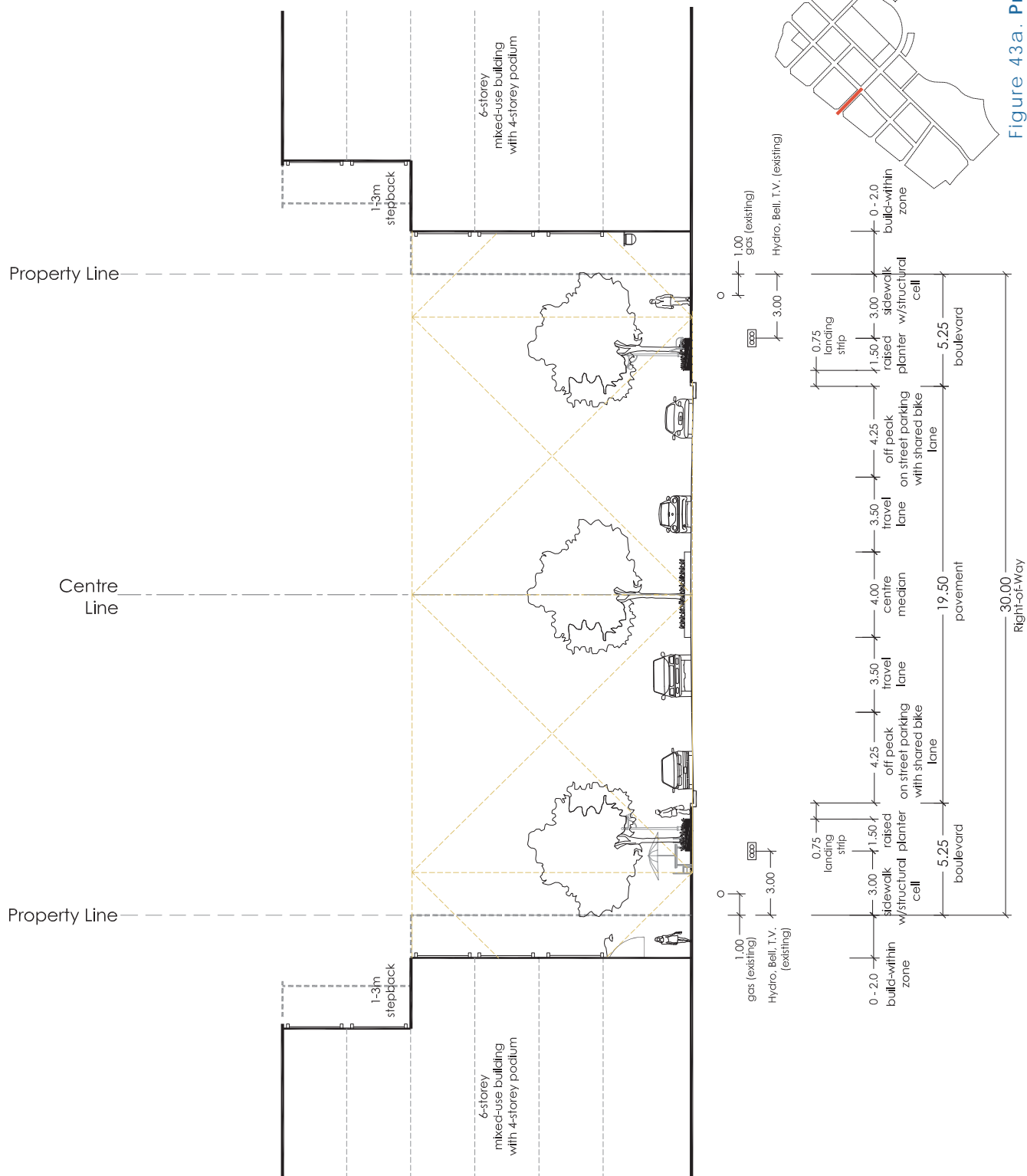


Figure 43a. Prototypical Main Street

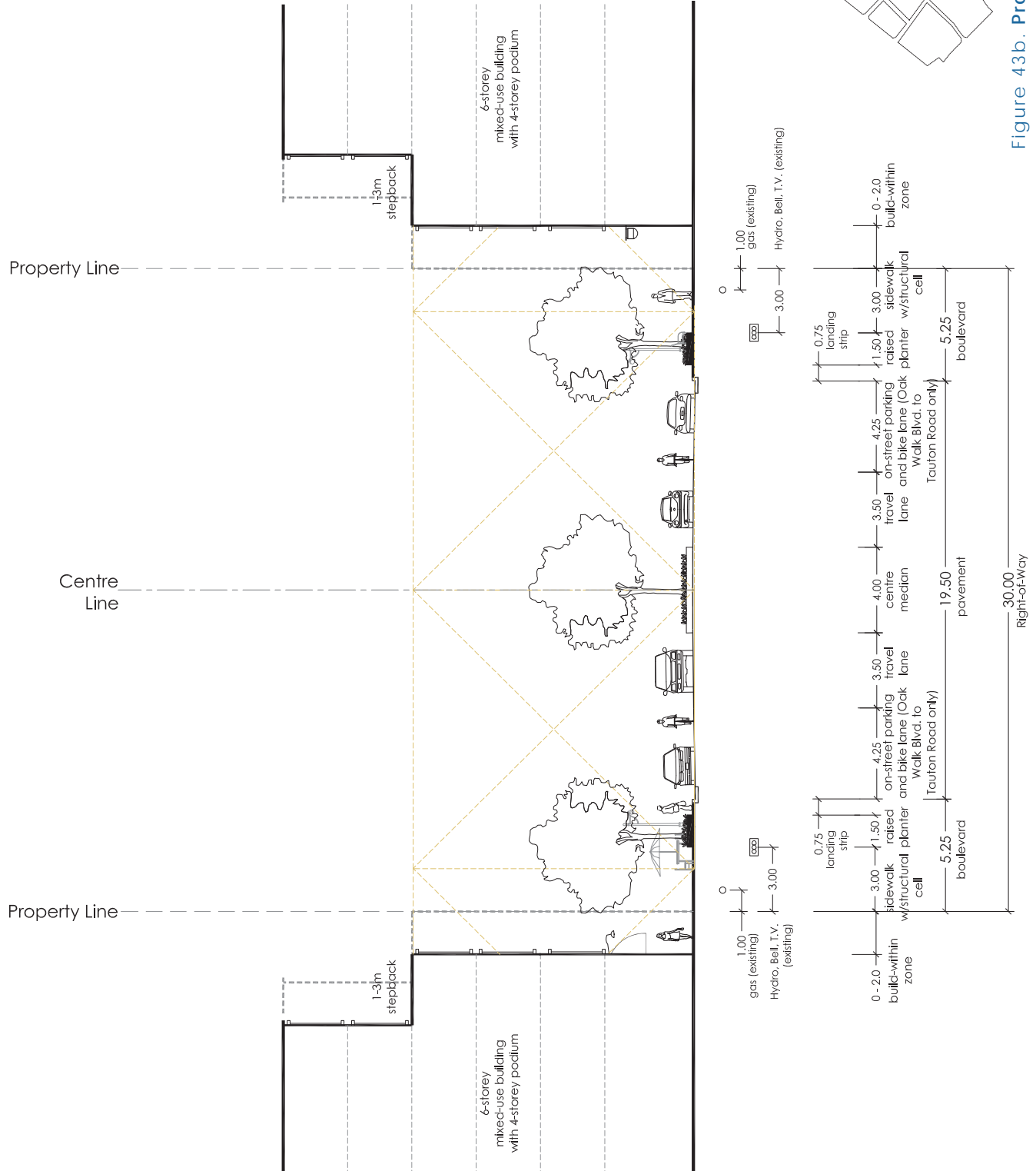
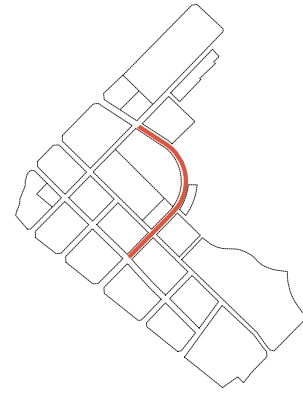


Figure 43b. Prototypical Main Street

## Centre District Road

Hays Boulevard and Oak Walk Boulevard east of Oak Park Boulevard. Taunton Road north of Oak Park Boulevard and, a new local road (between Oak Park Boulevard and Taunton Road) are still to be built.

The Centre District road network is envisioned as a highly active vehicular, transit, pedestrian and cycling environment.

The streetscape character includes:

- four travel lanes wide enough for transit and off-peak on-street parking on both sides;
- a mix of uses at the street edge;
- sidewalks wide enough for comfortable walking, outdoor cafes;
- diverse landscaped boulevards that include street trees that will mature over time; and
- shade trees

Internal Centre District roads streetscape character includes:

- two travel lanes wide enough for transit;
- on-street parking on one side only;
- a mix of uses at the street edge;
- sidewalks wide enough for comfortable walking, outdoor cafes;
- diverse landscaped boulevards that include street trees that will mature over time; and
- shade trees



Image 27. Michigan Ave, Chicago



Image 28. On Street parking



Image 29. Legacy Village, Cleveland; Ohio

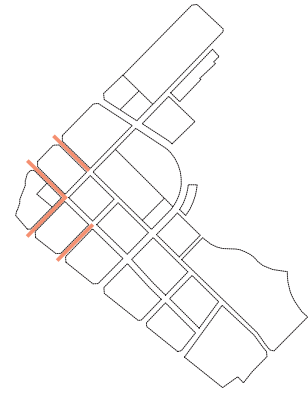
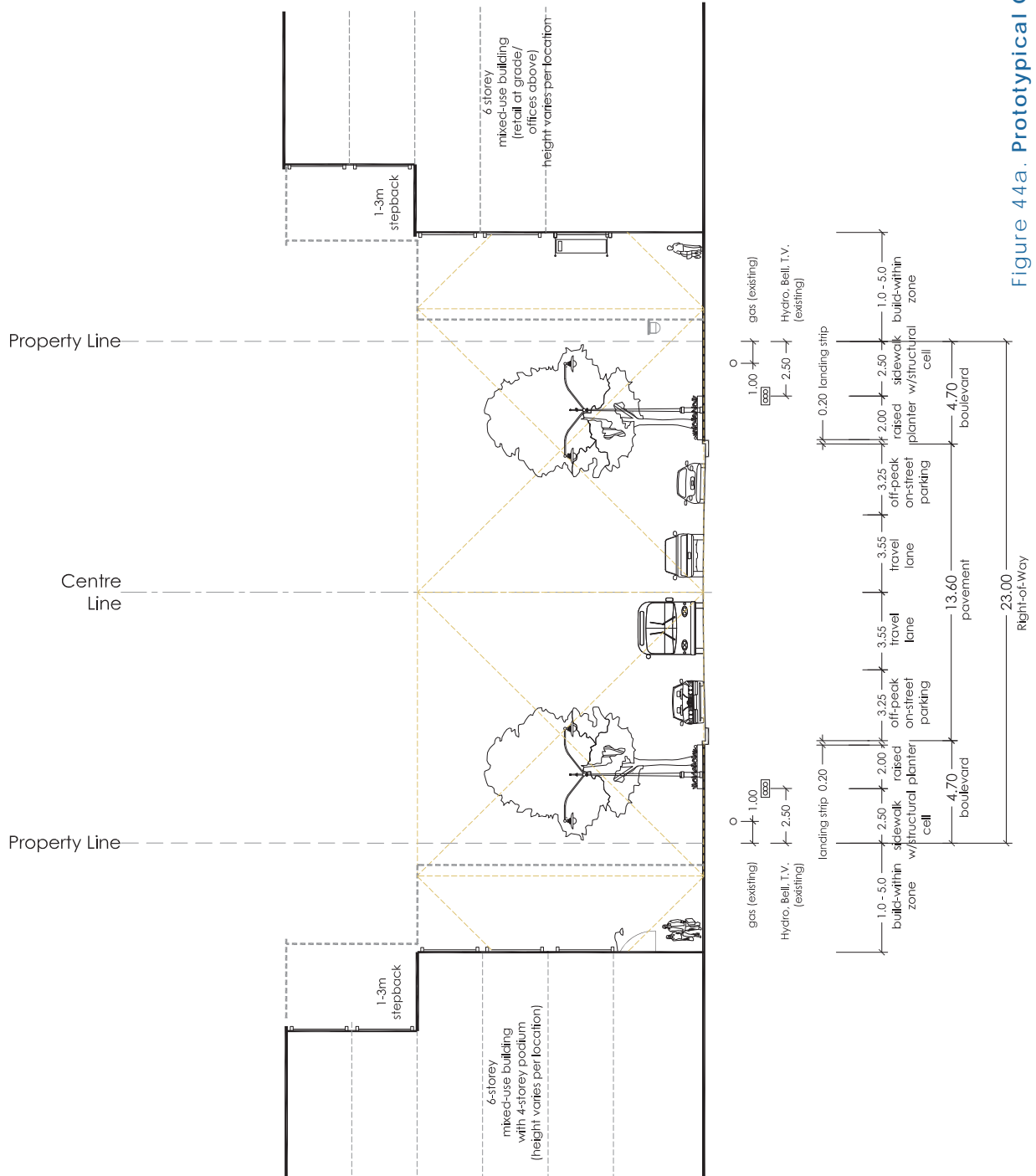


Figure 44a. Prototypical Centre District Road - Option 1

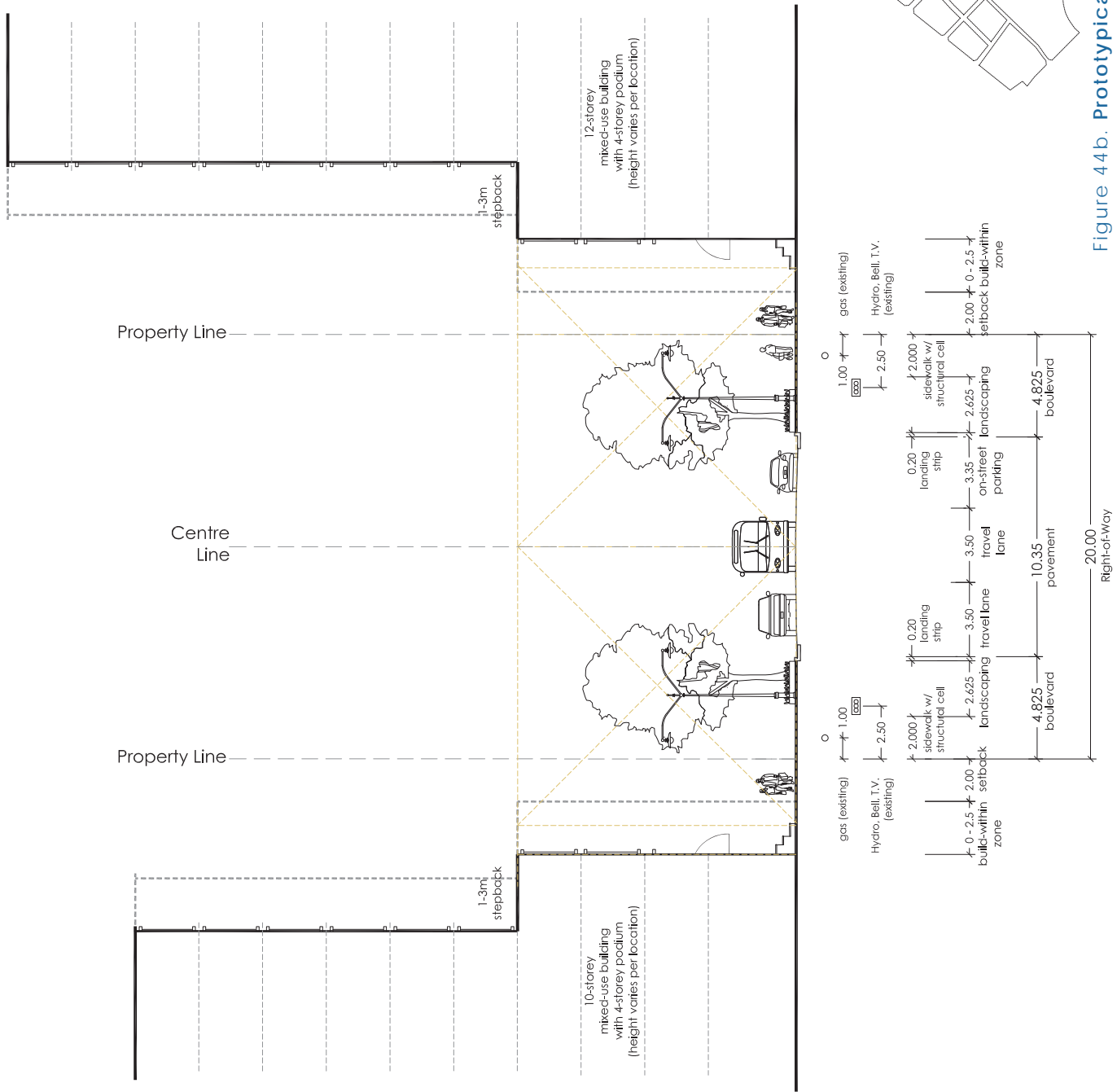


Figure 44b. Prototypical Centre District Road - Option 2



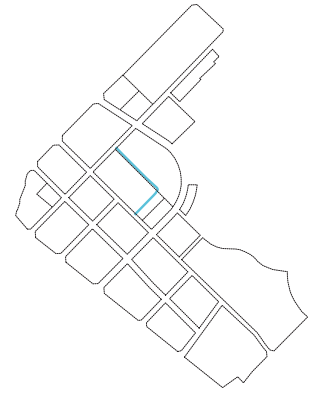
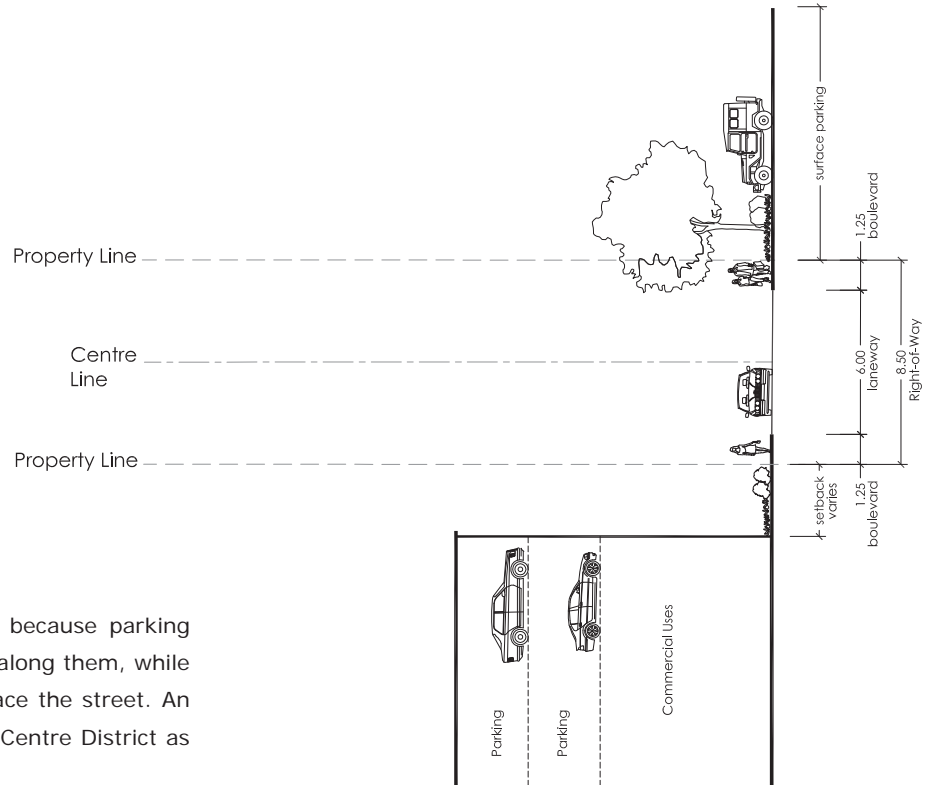


Figure 45. Prototypical Lane



**Lanes**

Rear lanes help to create beautiful streets because parking driveways and service areas can be located along them, while permitting full-front-elevation buildings to face the street. An 8.50 metre private lane is proposed for the Centre District as illustrated in the following cross-section.



Image 30. Yorkville, Toronto

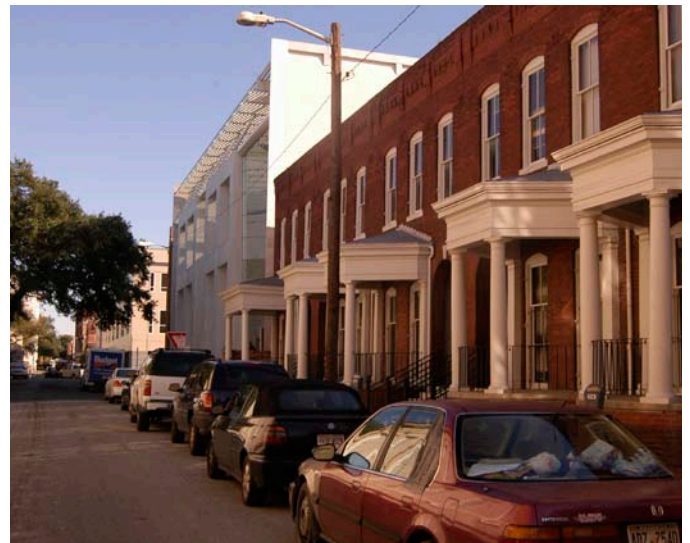


Image 31. Savannah, Georgia

### Green District Road

The roads located within this District are Hays Boulevard (west of Oak Park Boulevard), Central Park Drive and the Park Road. These roads are envisioned as local park roads where the grid comes into contact with open space and offers visual relief as development is located on one side of the road.

The Hays Boulevard parkside character includes:

- two travel lanes wide enough to accommodate transit; and,
- on-street parking on both sides.

To produce the most appropriate and desired environment, the street includes:

- well defined public and private spaces along the developable side of the street;
- sidewalks wide enough for comfortable walking, and outdoor cafes; and,
- multi-purpose paths on the side of the open space to walk and cycle;
- diverse landscaped boulevards that include street trees that mature over time; and
- shade trees.



Image 32. Savannah, Georgia



Image 33. Winter Park, Florida

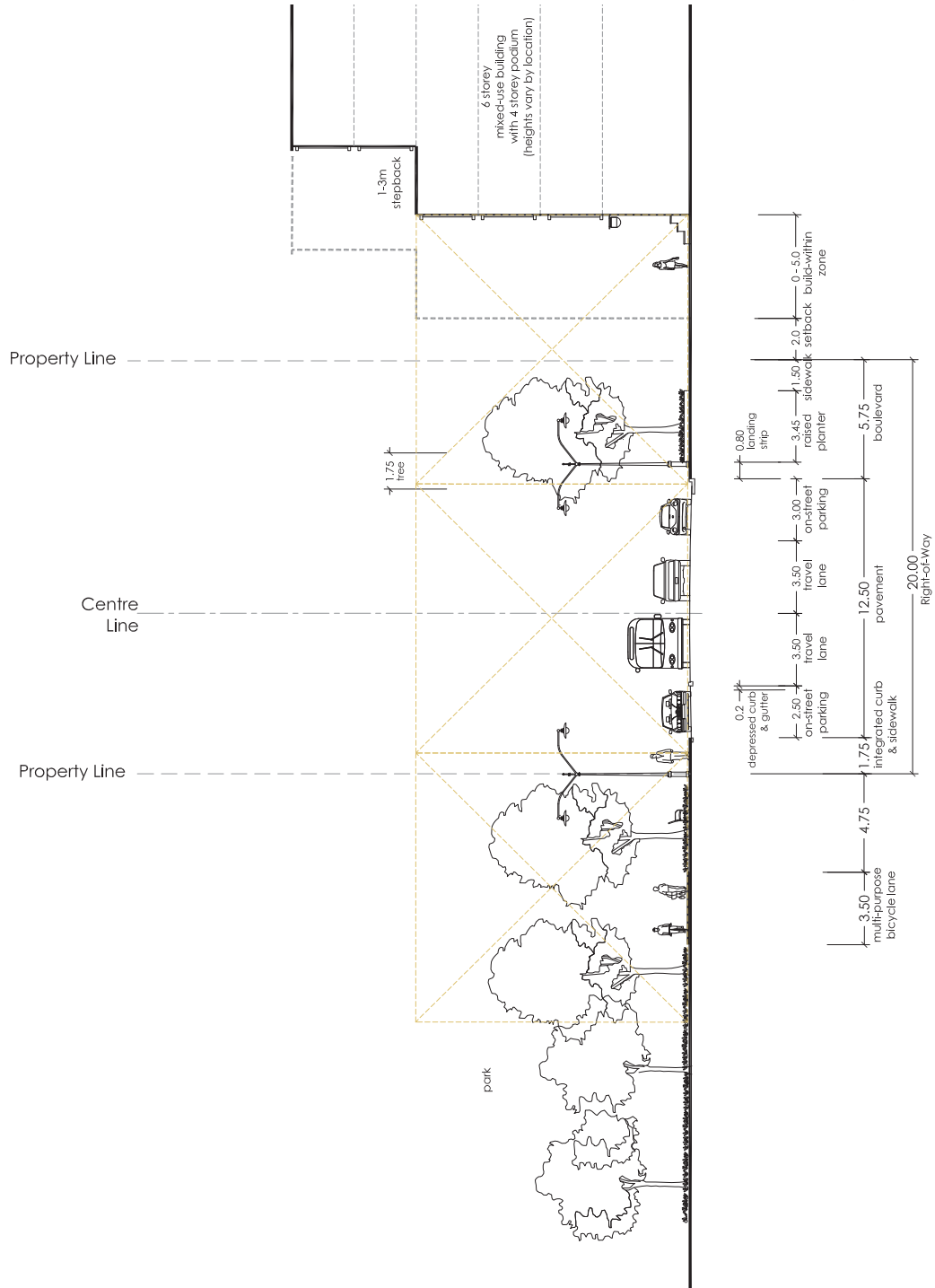
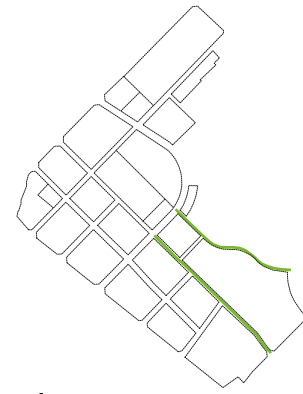


Figure 46. Prototypical Green District Road

### Georgian Drive

Georgian Drive is intended to be an unobtrusive road connection that interfaces between Oak Park Boulevard and the Memorial Park, and as such, will have two traveling lanes, no curbs and decorative paving.

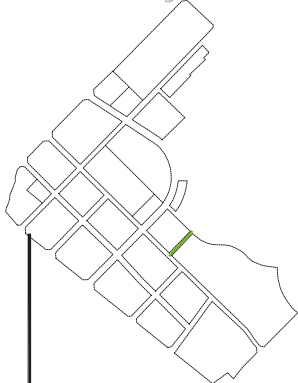
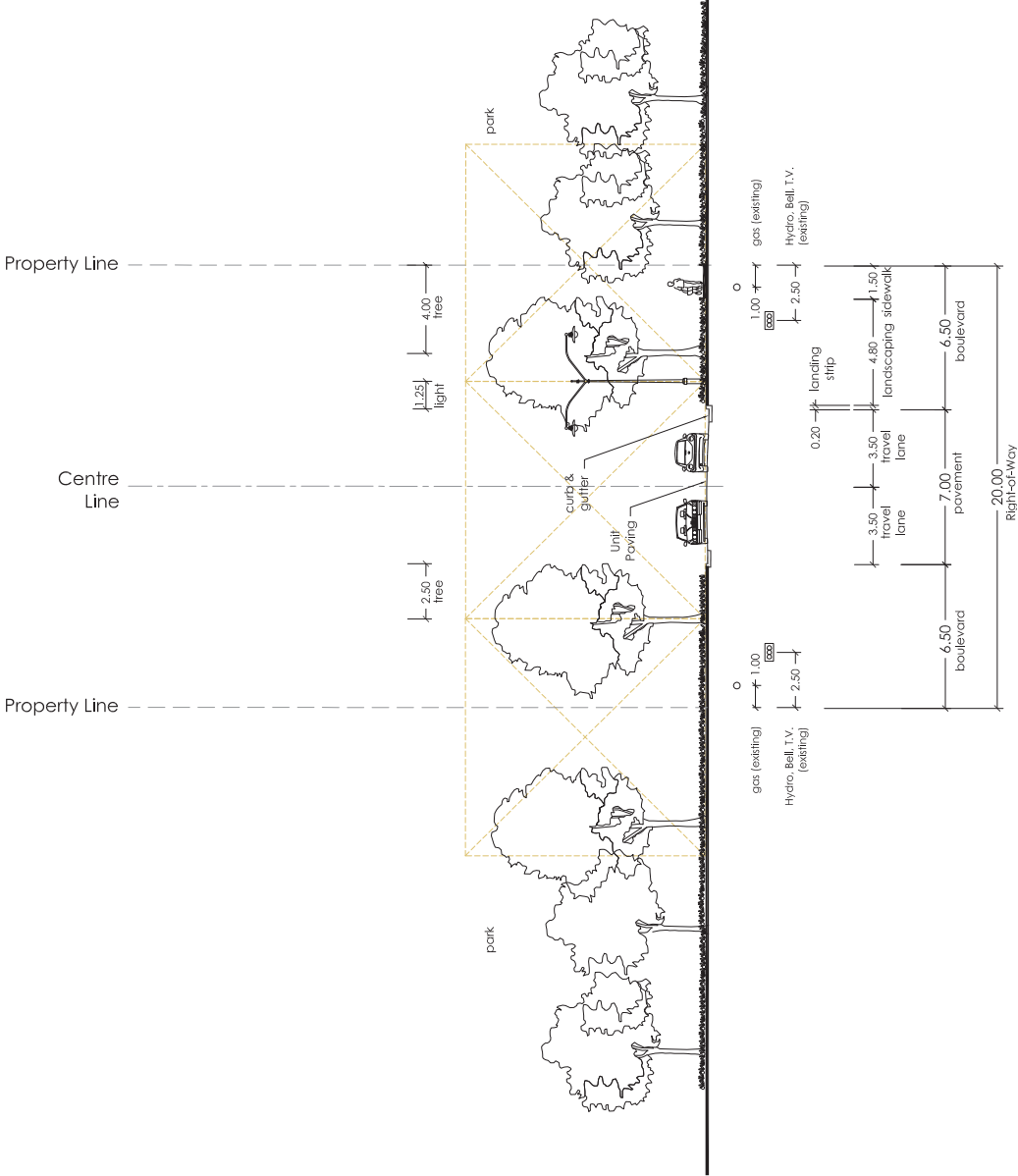



Figure 47. Prototypical Georgian Drive





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### The Edge Road

The edges of the Uptown Core are defined by two regional primary roads: Dundas Street West and Trafalgar Road and major collectors such as Sixth Line and Glenashton Drive.

The walking environment along streets with fast moving traffic will be buffered through the use of a double row of street tree planting.

### Dundas Street West

The Dundas Street Corridor environmental assessment has been approved and construction is set to begin in 2009. The study recommends a width of 47.0 metres. The intention being to clearly differentiate the Dundas Street Uptown Core section. A distinctive "Green Promenade" is recommended through the provision of generous landscaping within the right-of-way and an additional double row of street trees immediately adjacent to the public right-of-way. The 42.0 metre right-of-way can accommodate six travel lanes (with the potential for a dedicated transit lane), a centre median, a generous landscaped boulevard and a multi-purpose path.

The Dundas Street frontage includes a 6.0 metre setback and a 6.0 to 12.0 metre build within zone. A second option can accommodate a service lane with on-street parking, which may be considered in the future, in conjunction with a mixed-use frontage along Dundas St.

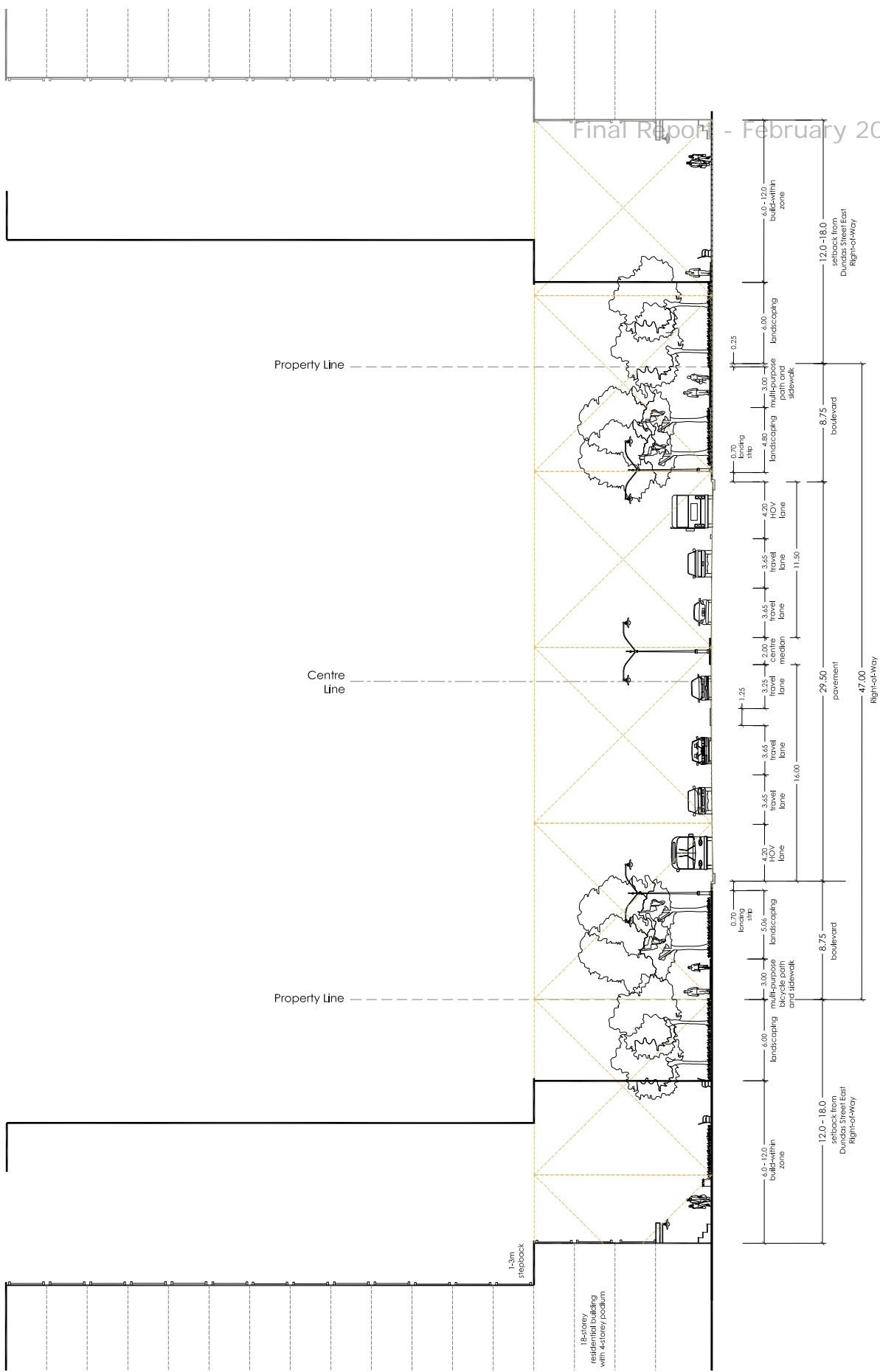


Figure 48a. Dundas Street - Option 1



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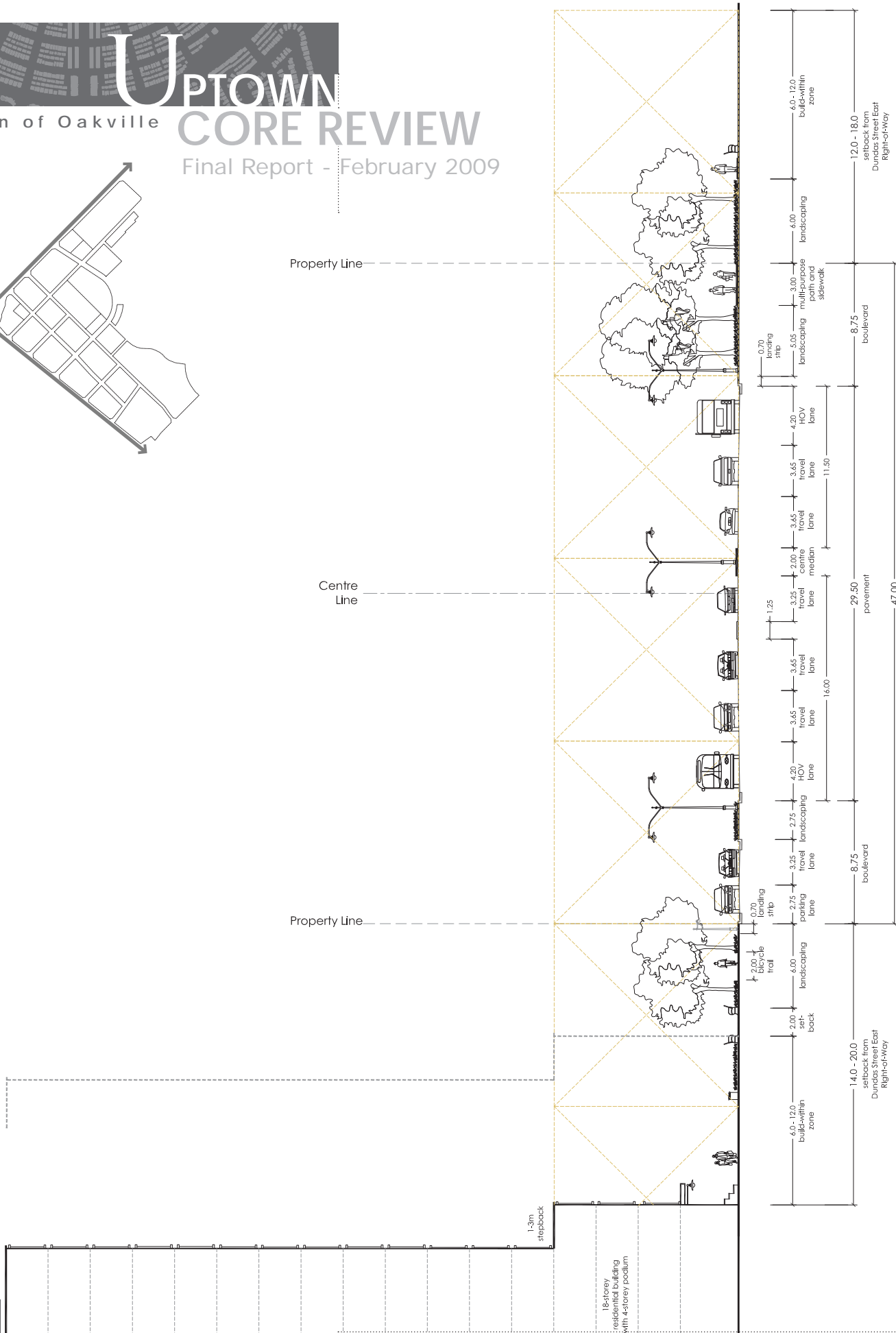
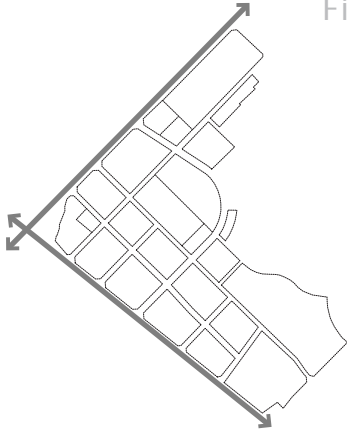


Figure 48b. Dundas Street - Option 2 with possible service lane



## Trafalgar Road

Trafalgar Road is of great importance to the Town of Oakville as a primary north-south connector which links all major east-west highways that serve the town. The current right-of-way includes eight travel lanes, two of which are dedicated transit lanes, and a multi-purpose bicycle path.

The Uptown Core Review report recognizes the challenge of creating an active streetscape along this regional road and required a reassessment of the type and feasibility of service and retail land uses and pedestrian activities along it.

The Uptown Core Review envisions Trafalgar Road as a green boulevarded 'tunnel' with a clearly demarcated traffic and transit realm and a protected and buffered passive pedestrian and cycling realm.

In addition, the proposed Trafalgar Road cross-section anticipates incorporating final Trafalgar Road EA recommendations and has regards for the draft recommendations put forward by the *Trafalgar Road (Regional Road 3) Preliminary Feasibility Study*.

The proposed cross-section can potentially accommodate for the widening of Trafalgar Road to 50.0 metres through the implementation of a 7.5 metre setback. This setback will accommodate for 1.5 metres of road widening and a 6.0 metre transition planted buffer.



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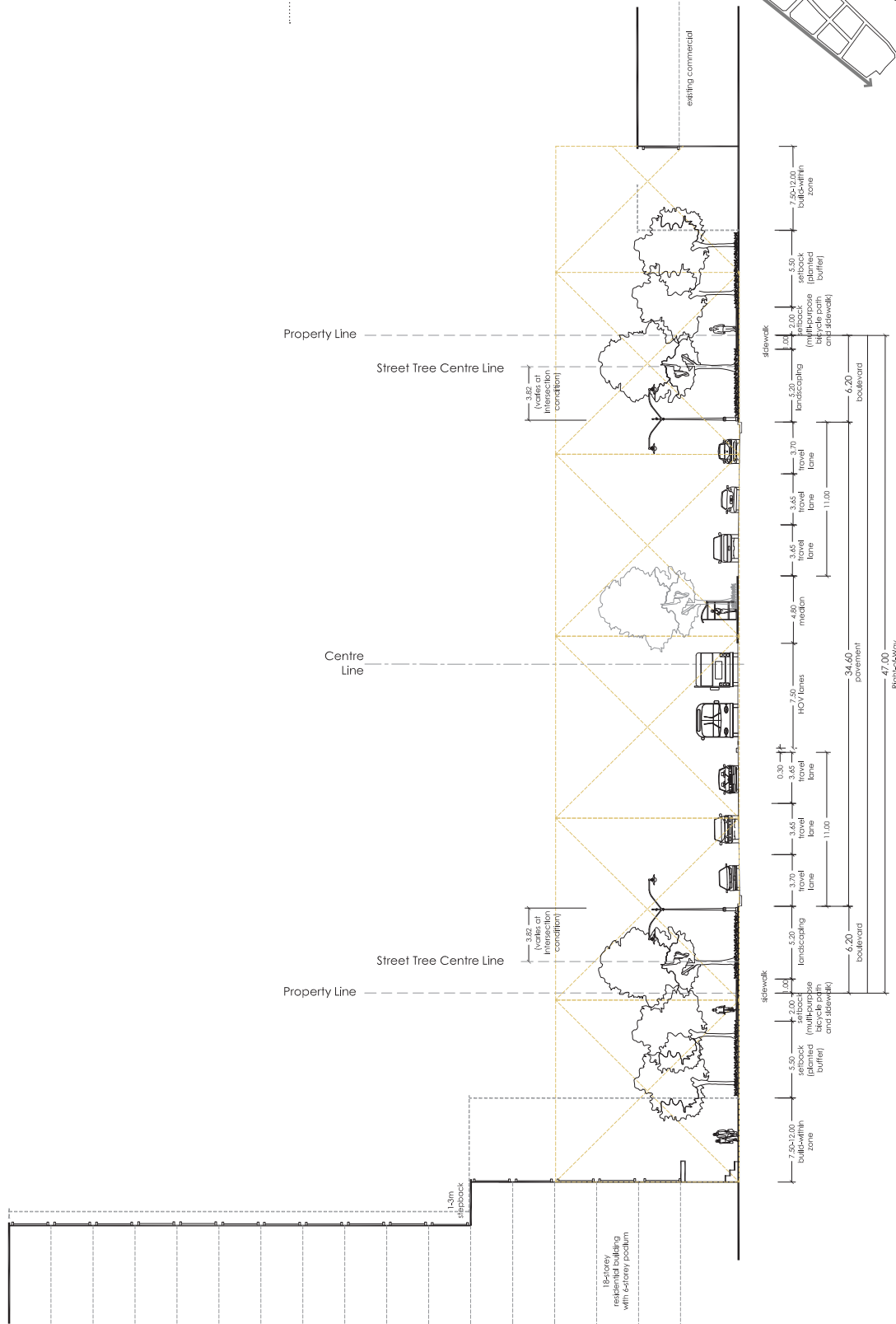


Figure 49. Trafalgar Road



## 8.0 Traffic

The Traffic section to the Uptown Core Review will be released at a later date.

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### 9.0 Parking

Appropriate parking standards are important for the success of the retail and office components of the Uptown Core. The challenge is to provide adequate parking while not generating a surplus that discourages walking to the Core or the use of transit.

This Strategy encourages the reduced of parking requirements which reflect the diminished automobile use and greater opportunities for shared parking resulting from increased transit opportunities and ridership. Given the current cost of building parking spaces, particularly structured parking, reducing parking requirements and ensuring that the parking supply reflects the true need of more transit supportive forms of development subsequently reduces the overall cost of development.

The Plan accommodates a variety of options including on-street parking on all local streets including Main Street as well as structured parking in order to respond to changing land values and commensurate use over time. Structured parking as illustrated on the Urban Design Plan is always located internal to the block with a frontage of residential or mixed use buildings and topped with sustainable common open space areas or green harvesting rooftops. This is of paramount importance to ensure that the streets are lined with uses that provide activity and interest at the sidewalk.

Alternative public-private partnerships are encouraged to provide for public parking structures such as cash-in-lieu options. For further parking standards and requirements refer to Appendix IX of this report.



Image 34. Public parking garage in a private condominium, Toronto, Canada



Image 35. Public parking garage, South Beach, FL



Image 36. Public parking garage. Charleston, South Carolina

## 10.0 Transitional Development

Development in the Uptown Core will occur over a long period of time on different land parcels at different times as a direct result of market realities.

Strategically, Oak Park Boulevard with its main street, Memorial Park and the Town Centre Square, is considered a priority development area. The early development of this area will enable the desired long-term transformation of Main Street in specific and the Uptown Core in general.

Adherence to the standards established by this strategy in association with the necessary public realm improvements and infrastructure along Main Street is intrinsic to the realization of the Uptown Core vision.

Development shall be phased to provide for the orderly development of the Uptown Core Area and to ensure the most efficient and economical use of existing and proposed infrastructure.

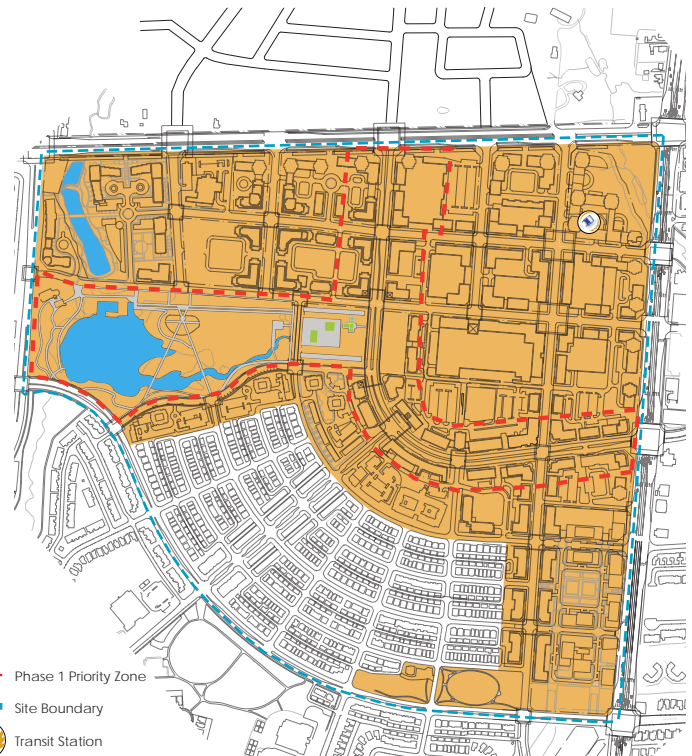


Figure 52. Priority Development Zone

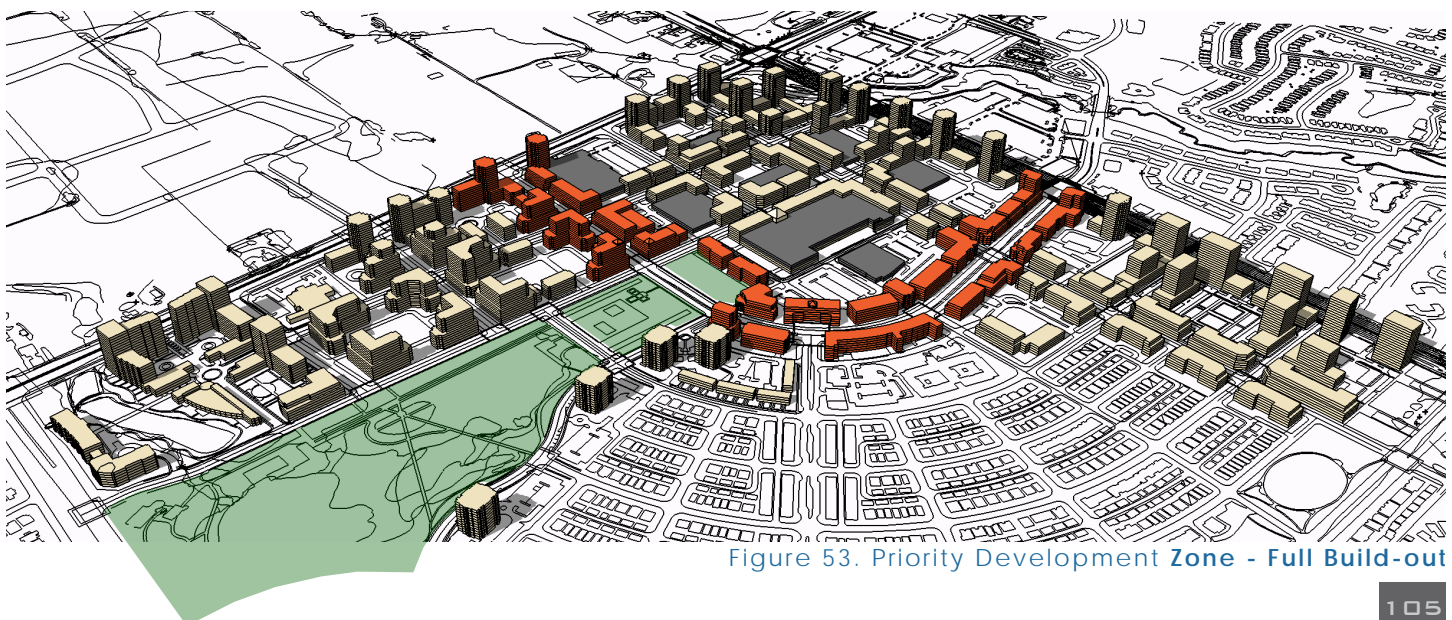


Figure 53. Priority Development Zone - Full Build-out

## 11.0 Sustainable Community

The Uptown Core intensification is to achieve social, economic and environmental sustainability.

### Social Sustainability

A socially diverse community that offers a wide range of accommodation to a wide range of people with different backgrounds, age, lifestyles and economic status.

### Economic Sustainability

An economically active community requires a balanced mixed of uses including commercial, recreational and employment uses, the Uptown Core has the potential to accommodate for 2,000 jobs accessed by public transit. This range of land uses ensures a day-long activity within the Uptown Core community.

### Environmental Sustainability

An environmentally sound community takes a comprehensive approach to the impacts of construction and occupation inherent to all development. Furthermore by intensifying the Uptown Core the community achieves smart growth goals.

The following is a sustainable checklist to be used to ensure the sustainability of development within the Uptown Core:

#### 1. **Compact, complete and connected:**

- Mixed densities;
- Mixed land uses;
- Opportunities for future transit;
- Live/work proximity;
- Permeable and linked street and trail system;
- Lifecycle housing options - ageing in place;
- Conformity with Provincial policies (i.e. Places to Grow);
- Mix of housing types and tenure.

#### 2. **Healthy and sustainable neighbourhoods:**

- Cardiovascular health - enhanced public realm (streets, parks, etc.) to encourage walking/cycling/recreational opportunities;
- Respiratory health - improve air quality by reducing car dependence (via home/job/school/shopping proximity) and use of alternative energy sources;
- Mental health - provide opportunities for social interaction by creating formal and informal public meeting places and reducing long distance commuting;
- Ageing population - address accessibility needs and lifecycle housing at all levels.

#### 3. **Scale and function to complement adjacent residential areas, natural features, agricultural lands and roads/streets:**

- Acknowledge existing built form context, character and built form vernacular;
- Complement new and existing needs for schools, parks and community services and facilities (hard and soft);
- Recognize cultural and natural amenities through design.

#### 4. **Neighbourhoods and Districts defined by centres and edges:**

- Definable centres (i.e. parks/landmark buildings/heritage landscape and buildings, etc.);
- Defined boundary edges to create and support five minute walk to centre;
- Provision of pedestrian destinations in reasonable distance of cultural/institutional buildings, shops, parks, squares, etc.

**5. High-quality enhanced streetscapes, accommodating natural habitat where appropriate:**

- High quality architectural presence to the streets (i.e. doors, windows, building design);
- Close proximity of building front wall to sidewalks;
- Choice of appropriate planting materials (indigenous and xeriscaping) and street furniture;
- Define appropriate street-building proximity by road type and function;
- Identify high priority linkage routes and treatments;
- Provide appropriate planting materials to address summer/winter conditions, canopy closure on local roads, etc. (heat island reduction in summer/ solar gain in winter)
- Integrate building/garage setbacks and locations to enhance comprehensive streetscape design.
- Night sky lighting (lower light emission street lights)

**6. Linked parks and open space system:**

- Provide a hierarchy of open space uses to address community needs (i.e. natural areas, parks, parkettes, trails, sidewalks and urban squares);
- Provide Open Space strategy that sets out how all components are linked together (continuous linkages) at the local and regional scale.

**7. Integration of natural features as part of the neighbourhood's character and open space system:**

- Locate natural environment character areas in key visual locations;
- Preserve/enhance/rehabilitate natural environ-

mental features and areas;

- Coordinate with Open Space strategy.

**8. High degree of regional accessibility (transit-supportive alignment):**


- Identify present and future automobile, transit and bicycle routes;
- Provide for present and future infrastructure locations;
- Provide for future transit supportive land uses and design;
- Identify potential transit stops, local catchment areas and access.

**9. Diversity of experiences in the public domain, provided through a variety of scales, changing views and natural and built elements:**

- Identify and define memorable character areas on-site and adjacent to the community;
- Place landmark buildings in high visibility locations;
- Terminate key axial views at significant natural and built features.

**10. Permeable (grid) street system that enhances neighbourhood character and supports pedestrian, bicycle, utility vehicles and automobiles:**

- Linked road system that disperses traffic volumes and reduces bottlenecks;
- Road design that defines individual neighbourhood characteristics (i.e. linkages, central features, topography, etc.);
- Block lengths designed to encourage permeability;



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- Appropriately sized roads to reflect the built form scale and context (i.e. local/neighbourhood roads vs. active transit corridors);
- Integrate passive traffic calming measures (i.e. limit length of straight streets, permit on-street parking, narrow roads in neighbourhood areas);
- Utilize comprehensive streetscape elements (i.e. trees, road crossings, pavement patterns, bump puts, etc).
- Examine 'Green Roof' opportunities on all the various building scales.

**11. Environmentally appropriate design reflecting the site's natural features and position in the region's broader environmental context:**

- Identify key natural features and functions (i.e. habitat sensitivity and ability to adapt and change);
- Reference Open Space Master strategy for local and regional connectivity;
- Preserve/enhance/rehabilitate natural environment features;
- Determine sensitivity of human access to natural environment areas (i.e. exclusion, controlled access, buffers, etc).

**12. Energy conservation:**

- Prepare comprehensive policy on sustainability;
- Review all LEED and Energy Star initiatives;
- Encourage energy saving appliances and utilities (i.e. new home purchase packages/programs such as EnergyStar 'Green');
- Explore sustainability opportunities for community-based initiatives (i.e. car pooling, community composting, waste reduction, education and stewardship programs).
- Explore opportunity to provide a 'District Energy' plant to service Uptown Core District.
- Examine alternative energy sources: geothermal, solar and wind.



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# Development Analysis

C



## C. Existing and Future Development Analysis

### 1.0 Development Program

A block-by-block analysis based on permitted as-of-right development requirements and existing development was completed to ensure that a maximum optimal development program of uses could be achieved, that transit could act as a catalyst to development and that traffic and parking could be accommodated within a pedestrian friendly environment. A second analysis was also completed to study the impact of higher built form on the existing and allowed as-of-right development structure and infrastructure and to establish the maximum acceptable height standard for the Uptown Core subject to bonusing policies. Bonused potential development will be assessed through the Livable Oakville Transportation Overview Study. The bonusing analysis is included in appendix VIII of this report.

Both block-by-block analyses are intended to generate an approximate development program and numbers. Actual proposed development numbers might be different and will be subject to the standard Town of Oakville Site Plan development approval process.

Assumptions used in the as-of-right block-by-block analysis are the following:

- as-of-right OP heights;
- average high density residential unit of 95 sq.m.;
- 1.75 parking spaces per residential unit inclusive of visitor parking;
- 3.0 parking spaces per 100 sq.m. of gross leasable office floor area;
- 3.5 parking spaces per 100 sq.m. of gross leasable

small scale retail floor area; and,

- 4 parking spaces per 100 sq.m. of gross leasable large scale retail floor area.

The initial program for development illustrated in the Plan includes:

- 99,033 sm. of retail;
- 7,623 new residential units;
- 50,530 sm. of office;
- an inter modal transit facility;
- residential and office parking in underground or above ground structures;
- at full built out, retail parking is primarily accommodated in above ground structures(70%) and off-peak on-street parking (22%); and,
- off-peak on-street parking throughout the Core.



ANALYSIS						
Block Number	Residential		Retail		Office	
	Residential Units	Parking at 1.75 spaces/unit	Total Retail Floor Area (sq.m)	Parking at 1/28 sq.m (Main street retail) & 1/25sq.m (large scale retail)	Total Office Floor Area (sq.m)	Parking at 1/33 sq.m (3/100sq.m.)
Block 1	766	1,340	500	18		
Block 2	173	302				
Block 3	349	611	2,170	78		
Block 4	481	842	2,090	75		
Block 5	475	832	2,200	79		
Block 6	124	217	2,640	94		
Block 7	303	530	2,640	94	5,880	178
Block 8	237	415	2,325	83		
Block 9	1,909	3,341	1,963	70		
Block 10	148	259	1,540	55		
Block 11	69	121	880	31	8,860	268
Block 12	97	170	8,960	320	17,640	535
Block 13	279	488	8,080	289	12,650	383
Block 14	69	122	22,200	879	5,500	167
Block 15	182	318	7,920	283		
Block 16	106	185	4,620	165		
Block 17	487	852	3,960	141		
Block 18	579	1,013	5,085	182		
Block 19	471	825	5,080	181		
Block 20	317	556	14,180	567		
<b>Total</b>	<b>7,623</b>	<b>13,340</b>	<b>99,033</b>	<b>3,683</b>	<b>50,530</b>	<b>1,531</b>

Existing Development	Block 21	Single Detached	204
		Semi Detached	297
		Townhouse	411
		Apartments	351
		Life Style Apartments	375
	<b>Total</b>		<b>1,638</b>
<b>Gran Total Residential Units</b>		<b>9,261</b>	

Figure 54. Analysis Chart

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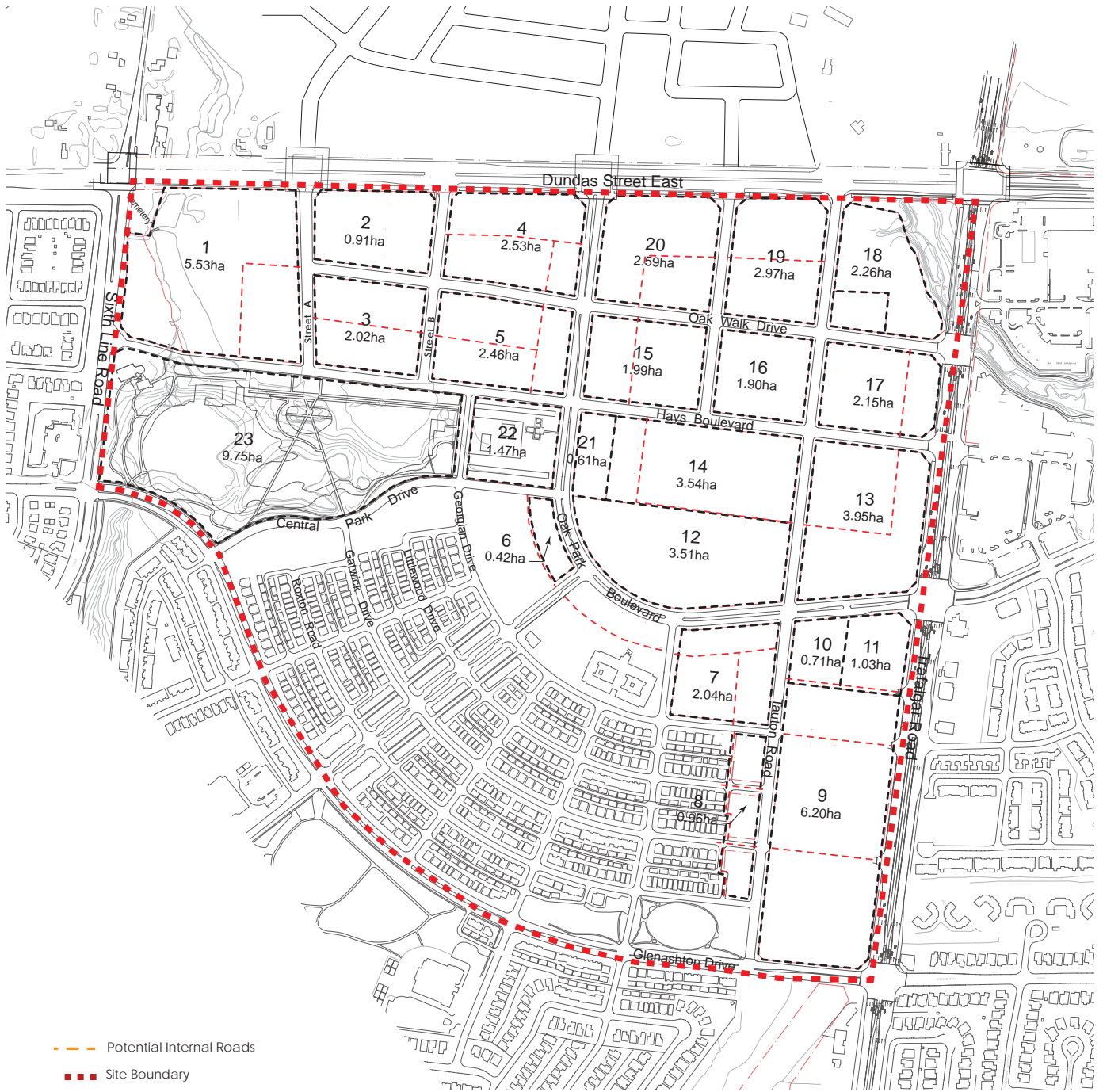


Figure 55. Development Block

## 2.0 Building Typologies

As within all vibrant urban centres, a diversity of built form is desired for the Oakville Uptown Core. Parcel dimensions have been established to provide a high degree of flexibility and variation of building types, size and assortment of particular development options. The following is a typology of possible building alternatives.


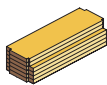

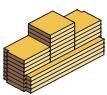


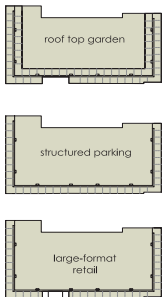
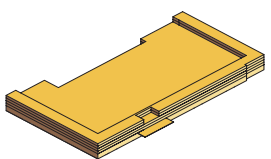
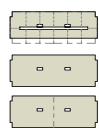
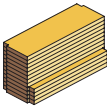
Building Type	Description	Typical Plan	Axonometric View
<b>1 Low- and Mid-rise Corridor Buildings</b> <ul style="list-style-type: none"> <li>&gt; Residential</li> <li>&gt; Employment</li> <li>&gt; Institutional</li> <li>&gt; Retail (at grade)</li> </ul>	20-25m building width 5th-top floor: step-back from street 1st-4th floor: podium	 <p>5th-top fl 1st-4th fl</p>	
<b>2 Low- and Mid-rise Multi-Core Buildings</b> <ul style="list-style-type: none"> <li>&gt; Residential</li> <li>&gt; Employment</li> <li>&gt; Institutional</li> <li>&gt; Retail (at grade)</li> </ul>	Maximum 22m building width 5th-top floor: step-back from street 1st-4th floor: podium	 <p>5th-top fl 1st-4th fl</p>	
<b>3 Small Floor-plate Point Towers</b> <ul style="list-style-type: none"> <li>&gt; Residential</li> <li>&gt; Retail (at grade)</li> </ul>	Maximum 800 sq.m. up to 8th storey Maximum of 600 sq.m. above 8th storey		
<b>4 Mixed-Use Large-Scale Retail (16,000 - 20,000 sq.ft.)</b> <ul style="list-style-type: none"> <li>&gt; Residential</li> <li>&gt; Employment</li> <li>&gt; Retail (at grade)</li> </ul>	4th-5th floor: office/residential uses with roof-top garden 2nd-3rd floor: office/residential fronting street; parking structure in behind Lower level: retail uses	 <p>4th-5th fl 2nd-3rd fl Lower level</p>	
<b>5 Mixed-Use Small-Scale Retail (&lt; 16,000 sq.ft.)</b> <ul style="list-style-type: none"> <li>&gt; Residential</li> <li>&gt; Employment</li> <li>&gt; Institutional</li> <li>&gt; Retail (at grade)</li> </ul>	4th-5th floor: office/residential 2nd-3rd floor: parking Lower level: retail uses	 <p>4th-5th fl 2nd-3rd fl Lower level</p>	

Figure 56. Building Typologies

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### 3.0 Prototypical Development Scenarios

Each district was analyzed with respect to the potential built form that might be achieved. The following three prototypes describe the characteristics of a typical site and the most appropriate built form.

#### Urban Neighbourhood District Sites

This District Prototype is characterized by vacant and underutilized land with street frontages on all sides. Their large size presents opportunities to create mixed use clusters.

These sites include building prototypes 1 to 3 which are characterized by multi-level primarily residential use form with mixed-use office uses and retails at key locations

#### Urban Neighbourhood District development principles:

- ▣ address all streets through carefully designed facades and entrances to enhance pedestrian amenity and transit accessibility
- ▣ create (if the market conditions exist) animated street frontages by locating active uses along Taunton Road and Hays Boulevard such as ground floor cafes or retail uses
- ▣ provide for internal road connections that subdivide and spatially organize the larger site into a fine grain urban



Figure 57. Urban Neighbourhood District

grid network. This internal road network is to create an environment which is both accessible and pedestrian and bike friendly through a pedestrian scale with a maximum 1:2 podium height to width ratio and improved streetscape treatments such as pavings and lighting

- ▣ accommodate majority of residential parking in below grade structures and allow for on-street parking
- ▣ create a vehicular access free streetscape locating access to below grade parking structures of pedestrian view along bounding streets
- ▣ address context by locating higher buildings along regional roads gradually transitioning to lower buildings to meet internal site conditions
- ▣ address the streetscape through a combination of podium and angular planes that create an intimate streetscape scale
- ▣ create a diverse and attractive skyline that highlights key gateway locations
- ▣ provide open spaces to act as a focus for new development, create mid-block connections and increase pedestrian amenity
- ▣ provide a range of housing opportunities that will cater to both new and existing members of the community.



Image 37. Liberty Village, Toronto, ON



Image 38. Bethesda, Maryland



Image 39. Toronto, Ontario



Image 40. Reston, Fairfax



Image 41.

### Main Street District Sites

The shapes of these sites are important because they dictate the scale and form of development that can occur. However the key element of these sites is that they front onto Oak Park Boulevard resulting in the need for main street supportive forms of development. These sites are often vacant or form part of a continuing redevelopment of a block. The Main Street sites provide a transition between the Neighbourhood areas and the centre district and screens the open parking and large format boxes from the residential areas.

The Town Centre Square is an important element along Oak Park Boulevard and will be the heart of the Uptown Core. Its development, either as a public square or as a combination of public square and state of the art institutional building, will provide for year-round programmed activities that may also include the use of the Oak Park Boulevard right of way, on special occasions, as a natural extension of the Town Centre Square public realm linking it to the Memorial Park.

These sites are Building Prototype 5: This Building Prototype is characterized by mid-rise buildings with a combination of mixed use retail, office commercial, institutional and cultural uses at ground level and residential/office uses above.



Figure 58. Urban Neighbourhood District

### Main Street District development principles:

- ▣ address all streets through carefully designed facades and entrances to enhance pedestrian amenity and transit accessibility
- ▣ create a contiguous facades with mid-block breaks to create walkable clusters of activity and screen central area parking options.
- ▣ accommodate majority of residential parking in below grade structures and allow for on-street parking with some visitors at-grade parking options.
- ▣ create a vehicular access free streetscape with no access to below grade parking structures which should be located along Oak Park Boulevard
- ▣ establish a consistent building and mass and height to be carefully planned in relationship to existing development to provide for an intimate pedestrian scale along main street
- ▣ provide for pedestrian weather protection through the use of architectural elements such as seasonal colonnades, atriums or awnings
- ▣ create small public open-spaces along landmark buildings main frontage.
- ▣ provide a wide range of housing, allowing for a variety of households as well as employment opportunities.



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### Centre District Sites

This District is currently characterized by large parcels of land in various states of development with street frontages on all sides, "Big Box" retail buildings, smaller retail buildings and vast areas of surface parking with buildings backing onto street frontages. However, the vision is to transform this district into a pedestrian friendly environment that becomes a destination within the Uptown Core.

The development of these sites is expected to occur over a period of time with a strategy that will require parking to be phased from the current at-grade parking to a combined structure and surface parking strategy in final phases.

Intensification of these sites provides an opportunity to strengthen the retail, improve pedestrian connections, introduce a greater mix of uses and to support the transit terminal located within this district.

New development will close the gaps in between buildings, conceal the parking and encourage pedestrians to walk.

These sites are characterized by Building Prototypes 1 to 5: mid to high rise buildings with a combination of mixed use retail, office commercial, institutional and cultural uses at ground level.

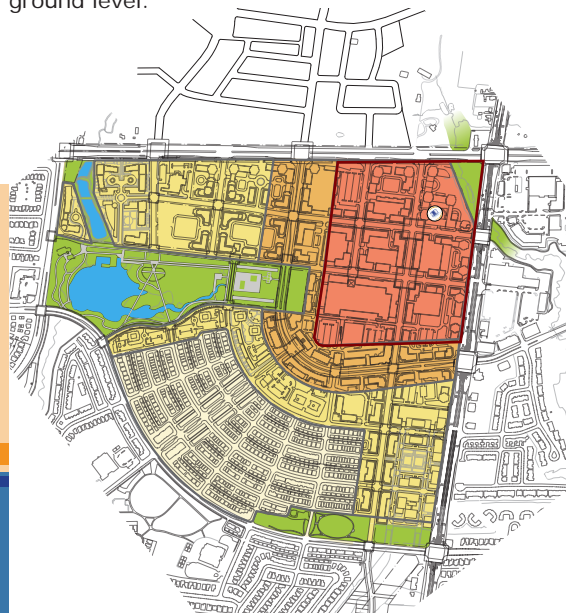


Figure 59. Main Street District

### Centre District development principles:

- ▣ address all streets through carefully designed facades and entrances to enhance pedestrian amenity and transit accessibility
- ▣ provide for internal road connections that subdivide and spatially organize larger sites into a fine grain urban grid network. This internal road network is to create an environment which is both accessible, pedestrian and bike friendly
- ▣ a maximum 1:1 height to width ratio is envisioned
- ▣ accommodate majority of residential parking in below grade structures and allow for on-street parking
- ▣ create a vehicular access free streetscape locating access to below grade parking structures of pedestrian view along bounding streets
- ▣ address regional roads context by locating higher buildings along them
- ▣ address the streetscape through a combination of podium and angular planes that create a more intimate streetscape scale
- ▣ create a diverse and attractive skyline that highlights key gateway locations
- ▣ provide open spaces to act as a focus for new development, create mid-block connections and increase pedestrian amenity
- ▣ provide a range of housing and employment opportunities



Image 48. Legacy Village, Cleveland, Ohio



Image 49. Bethesda, Maryland



Image 50. Toronto, Ontario



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# Conclusions **D**



## E. Conclusions

### 1.0 Introduction

Ongoing change is a positive sign of a healthy community. In order for the Town of Oakville to continue to be successful in the long term - economically, aesthetically and in terms of quality of life - an urban structure that includes and supports centres and corridors, with a renewed focus on enhancing transit, must be promoted, and more importantly, achieved. The preceding statement is strongly supported by 'Places to Grow', the Growth Plan for the Greater Golden Horseshoe, the Official Plan for Halton Region, and the evolving Town of Oakville Official Plan.

The Uptown Core has been planned as a mixed use urban centre since the 1960s. It has been evolving slowly. In today's planning context, the Uptown Core provides a substantial opportunity to accommodate intensified development. The Uptown Core is considered a key component of an urban structure focused on anticipated transit investment. Its ongoing evolution is also an opportunity for catalytic economic development and the creation of a more rich and diverse urban environment that offers multiple lifestyle choices, and an array of options in terms of places to live, places to work, and places to shop.

It is therefore the goal of the Town of Oakville to re-commit to the urban vision of the Uptown Core so that it evolves with a physical form that is higher in density, human in scale, and designed to be pedestrian-friendly and transit-supportive. The vision must eventually result in the development of a truly urban centre that balances economic, market and design objectives.

### 2.0 Five General Observations

It is the purpose of the Uptown Core Implementation Strategy to establish a comprehensive set of planning tools and financial

incentives that will facilitate the achievement of the Uptown Core vision. The five important observations articulated throughout this Report are as follows:

#### 2.1 The Planned Urban Structure Must be Realized

The majority of politicians, planners and other interested people are saying the same thing about the need to achieve a new, better balanced, urban structure that is based on a system of centres and corridors, served by higher order transit. Many observers across many disciplines stress that a continuation of suburban sprawl as the only lifestyle choice is neither sustainable nor financially viable. There must be a more balanced approach, where attractive lifestyle alternatives are provided within the Town's urban centres, including the Uptown Core, and that this urban lifestyle must be supported by urban amenities, including higher order transit.

There is both a public interest and a business case for the implementation of a new urban structure throughout the Greater Golden Horseshoe. Its implementation, or, more correctly, its faster implementation, requires a focused effort, political will and a complementary package of planning policy, building programs and financial tools.

#### 2.2 There are Success Stories from Across North America

There have been success stories in other jurisdictions throughout North America. They are vibrant and successful and typically include a broad mix of uses developed at higher densities. A review of several urban centre projects identifies several common elements in achieving success, including:

- Establish an identifiable and marketable image/ character;
- Build/incorporate a high order transit system;
- Establish a fine-grained street and block pattern;
- Build a great public realm – streetscapes, urban squares and parks;
- Build public buildings – parking garages, government offices, library, art gallery, theatres;
- Get the parking strategy correct;
- Concentrate the retail activity; and,
- Ensure a supportive residential neighbourhood (higher density).

**2.3 There are a Variety of Tools Needed to Achieve Success**

A variety of tools have been used to help stimulate urban centre development and redevelopment. Across North America, various levels of government have used a vast array of planning, financial and other tools to facilitate the desired higher density, pedestrian friendly environments. Success is, however, usually a result of a combination of tools and circumstances, as opposed to one critical action. Typically, government intervention beyond infrastructure investment and enhanced transit facilities (through building programs, incentives and permissive planning policy regimes, for example), is seen as a key development catalyst that can influence private sector investment decisions.

**2.4 Change Takes Time**

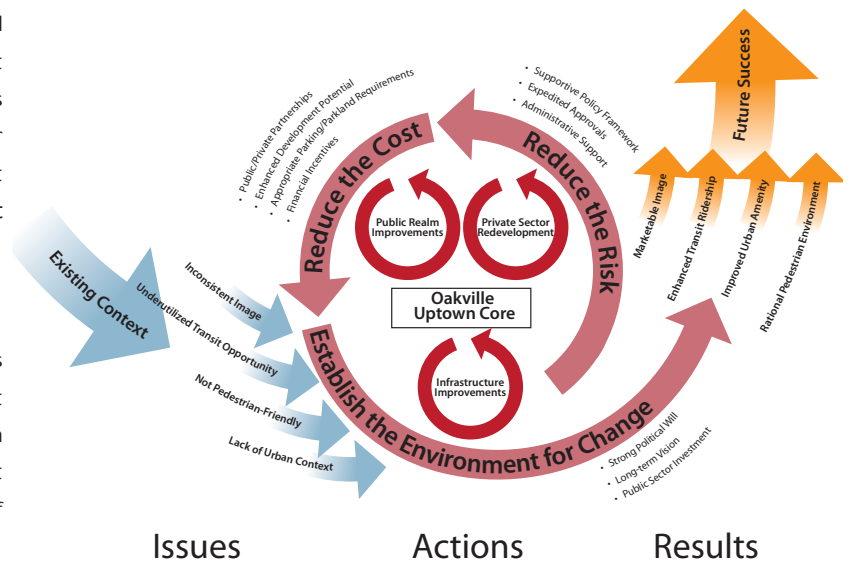
Changing an established urban structure takes time, and will occur incrementally. It is not anticipated that wholesale changes to the urban fabric and consumer lifestyles can occur overnight in the Uptown Core. Rather, the introduction of

higher density and mixed use development can provide much greater choices for transportation, living and working in the Town of Oakville for a sizeable and growing portion of residents over time, even while the predominant lifestyle choice remains substantially suburban.

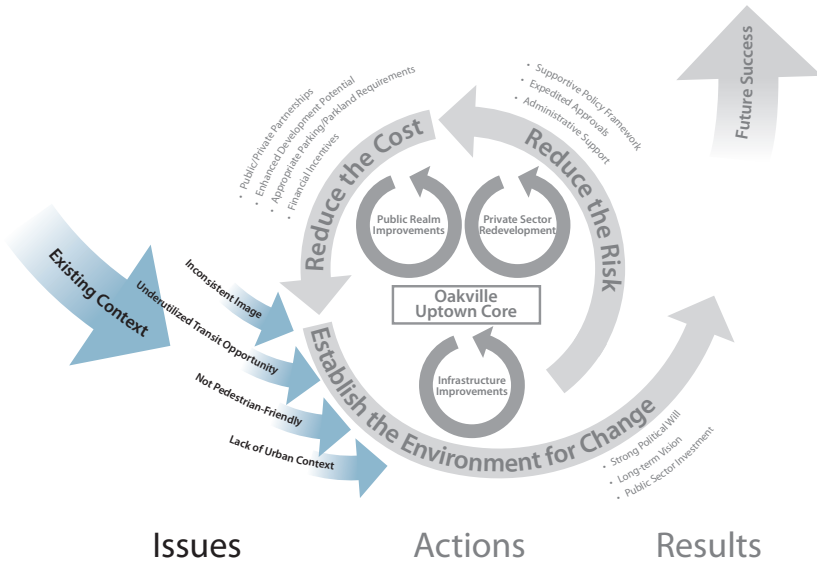
**2.5 Cooperation and Commitment are Required**

Lastly, it is critical that all appropriate private sector initiatives within the Uptown Core be supported by a reciprocal commitment by the Town and other public agencies to create the components of the road pattern, the pedestrian realm, public buildings and infrastructure. The improvements to the pedestrian realm and public infrastructure must be developed in concert with private sector investment.

The adjacent graphic represents the engine of transformation for achieving success in the Uptown Core. The graphic promotes a program focused on ISSUES - ACTIONS - RESULTS, and it forms the basis and structure for the implementation strategy.



### 3.0 Three Issues to Overcome



There are a number of interconnected variables that will determine the success of the Uptown Core's future development. Based on the observations made over the course of this study, three key issues have been identified in the Uptown Core that must be overcome if the plan is to be achieved. These issues are as follows:

#### 3.1 Inconsistent Image/Lack of Urban Context

Despite stated development and design objectives, the achievement of the expected urban design and urban structure for the Uptown Core has not materialized, resulting in the area's inconsistent image and lack of an urban context. While the Town has had successes in the development of residential neighbourhoods that meet its planning and design expectations, the same cannot be said of the Uptown Core's non-residential component in their current condition. The predominant built form within the Uptown Core is characterized by suburban large format retail uses surrounded by expansive surface parking areas. Further, the other critical components that give a place

its urban context/image are either missing or insufficiently developed within the Uptown Core, such as a clearly defined main street, consistent public realm and array of active uses. Should this development pattern continue, the full development potential of the Uptown Core will not be realized and the vibrant urban centre that is envisioned will not be attained.

#### 3.2 Underutilized Transit Opportunity

While major transit facilities and corridors are planned to serve the Uptown Core, the existing development conditions within the Uptown Core represents a significantly underutilized transit opportunity from both a local and regional perspective. This underutilization is partly a function of the Uptown Core's inconsistent image, but also due to the lack of a comprehensive vision for Transit Oriented Development forms along the planned transit corridors and in proximity to future transit facilities.

Furthermore, as a result of the current design and structure of the Uptown Core, accessibility to the planned and existing transit facilities are less than optimal, particularly for pedestrians, and the density achieved to date does not enhance the viability of transit at any scale.

Undoubtedly, increased development within the Uptown Core will exacerbate already high traffic volumes along Dundas and Trafalgar. While the Town of Oakville has actively planned for future transit enhancements, it needs to ensure that objectives for development within the Uptown Core match with objectives for planned transit facilities and service improvements. Only then will the symbiotic relationship between increased transit ridership and the higher density mixed use

form of development envisioned for the Uptown Core be achieved.

### 3.3 Not Pedestrian-friendly

In its present form and due to a number of factors, the Uptown Core is simply not pedestrian friendly. This is a result of two primary factors. First, the existing suburban built form and the predominance of large format retail uses do not generate the dynamics or critical mass of active uses that typically induce pedestrian activity. Rather, this form of development and land use encourages automobile use over other modes of transportation, including walking and cycling. Second, and closely related, the existing pedestrian realm is highly inconsistent and does not provide the level of pedestrian amenity or comfort required to stimulate a high degree of pedestrian use.

Previous chapters in this Report have identified the overall vision for the Uptown Core, and have provided the details as to 'what' should be done to facilitate development in terms of:

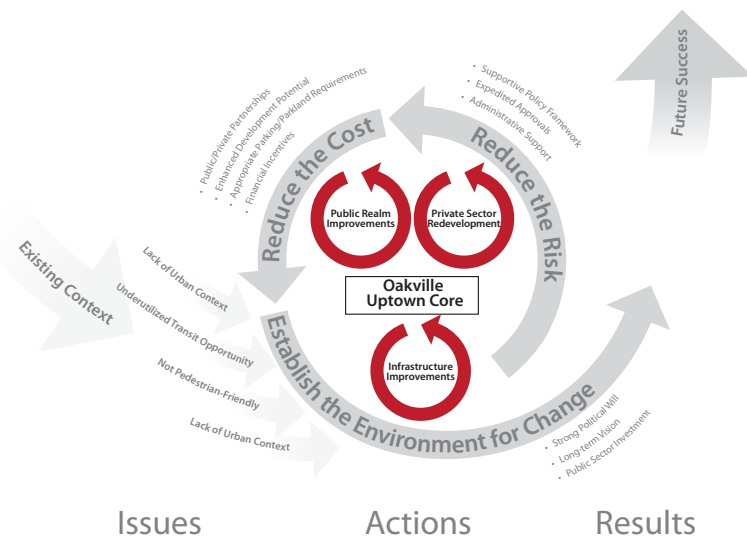
- Private sector development;
- Planning policy and urban design measures; and,
- Infrastructure improvements.

The following text identifies the 'how' the vision can be achieved.

Experience in other jurisdictions across North America, combined with the observations and obstacles identified in the Town of Oakville context suggest that a strategy for the successful implementation of the vision for the Uptown Core requires that the Town focus their activities into three basic categories. The Town must:

- Establish the environment for change;
- Reduce the cost of development; and,
- Reduce the risk of the approvals process.

## 4.0 Three Actions to Stimulate Change



All three of these actions are completely interrelated and are required, in collaboration, to establish a comprehensive, and ultimately, a successful transformation of the Uptown Core from its existing suburban retail focus to a vibrant mixed use urban centre. The following text provides additional details with respect to each of the three actions.

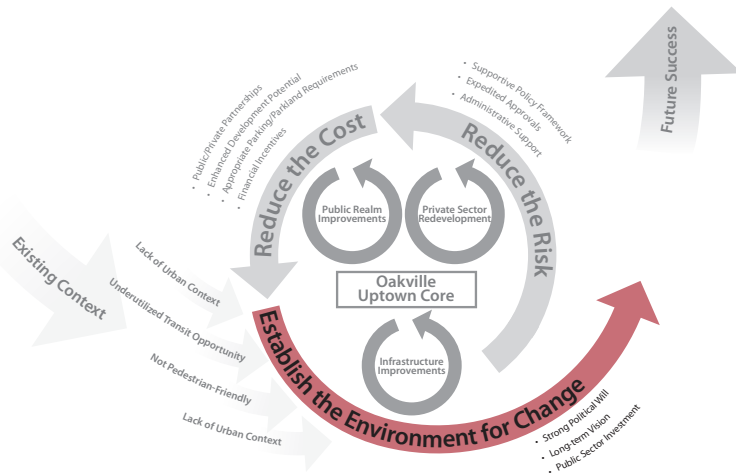
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### 4.1 Establish the Environment for Change



Issues

Actions

Results

Tools in this category come in different scales and at different costs. The amount of the public investment typically has a corresponding scale of impact on demand enhancement for new development. While there is a large capital cost to infrastructure building, it can potentially have considerable positive impacts on market demand for higher density urban development in proximity to that infrastructure.

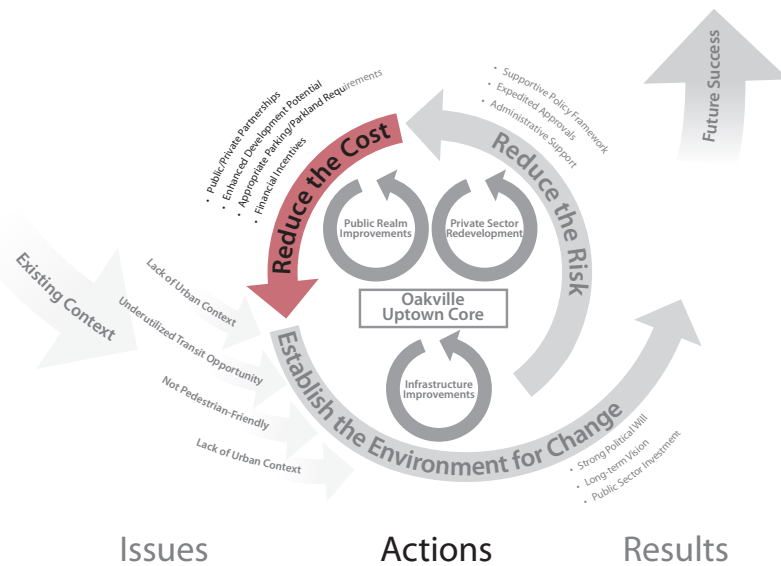
The experience across North America suggests that achievable rents and sales prices for properties closer to major public infrastructure, particularly high order transit, are substantially higher than elsewhere, making higher density development more feasible, and thus, more attractive to the private sector. Key priority actions include:

- Strong Political Will** - Strong political will to ensure a coordinated long-term commitment by the Town on a number of fronts will create a favourable private sector investment climate. This includes the development and implementation of a long-term planning and development strategy, actively pursuing private sector partners to invest in and develop higher density forms

of development and seeking partnerships with Regional and Provincial partners to fund infrastructure and transit improvements.

- Long-Term Vision** - In many respects, the Town has already established a long-term vision for the Uptown Core. It is the implementation of that vision that, to date, has been lacking. The vision for the future should be based on strong policies and should provide the ability for the Town to provide an array of financial incentives, specifically aimed at promoting the development of a vibrant urban centre.
- Public Sector Investment** - Invest in infrastructure and the public realm, including upgrades to the road pattern, public utilities, streetscape enhancements, parks, new public buildings and transit related infrastructure such as the transit hub and transit stations. Public sector investment is not limited to the Town of Oakville. There is an important case to be made that Regional and Provincial levels of government also have a role to play in achieving a new urban structure within the Uptown Core, particularly in terms of public transit infrastructure and operations.

4.2 Reduce the Cost of Development



Higher density, urban forms of development in general, costs more than typical suburban development forms. The Town has tools that can also be used to reduce the development costs to private developers and owners, which will increase the likelihood of the achievement of these higher density urban development. Some of these key tools the Town can use to reduce the costs of development include:

- Foster Public Private Partnerships** - As the name suggests, Public Private Partnerships can result in a number of mutual benefits for both the public and private sectors. Projects that might otherwise present too great a financial risk to private sector investors are made feasible through cost-sharing agreements and the leveraging of public funds. As well, Public Private Partnerships can result in increased development efficiencies that combine private sector development expertise with public sector administrative abilities to streamline development approvals and in some instances provide innovative tax abatement and debt financing options.

- Enhanced Development Potential** - With a comprehensive planning and development strategy for the Uptown Core and corresponding Official Plan and Zoning By-law amendments designed to facilitate higher density urban development, the Uptown Core's development potential will be significantly enhanced and development costs reduced. In particular, provisions for increased density will drive down development costs on a per square metre basis as the economies of scale for higher density development are realized. At the same time, the added certainties with respect to the approvals process generated by new planning and zoning provisions will not only mitigate the level of development risk but also effectively reduce development costs associated with approval timing.

- Appropriate Parking/Parkland Standards** Appropriate parking requirements that reflect the mixed use urban nature of the Uptown Core shall be implemented. The Uptown Core's existing and future transit opportunities and ridership allow for a diminished automobile use and greater opportunities for shared parking. Given the current cost of building parking spaces, particularly structured parking, reducing parking requirements and ensuring that the parking supply reflects the true need of more transit supportive forms of development subsequently reduces the overall cost of development.

Similarly, appropriate parkland standards that reflect the mixed use urban nature of the Uptown Core shall be implemented. Further more, opportunities for open space can be augmented through development requirements for publicly accessible private open spaces that provide an important urban amenity, while retaining private ownership.

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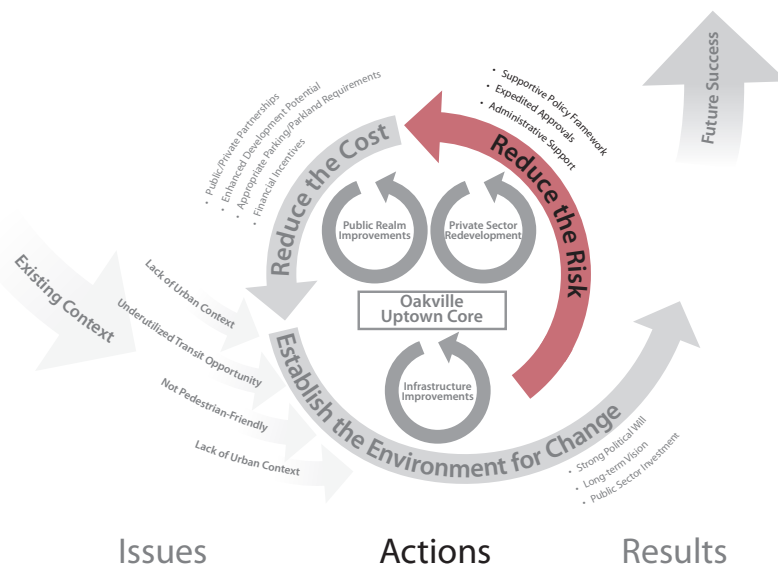
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Combined, appropriate parking and parkland standards can facilitate more urban forms of higher density development that might otherwise be regarded by the private development community as cost prohibitive.

- Provide Financial Incentives** - The reduction of development costs can also be achieved through the provision of financial incentives through the establishment of a Community Improvement Plan (CIP) and/or through tax incentives/reduced development charges. Incentives, either direct or indirect, can be used to entice the development industry to build higher density mixed use developments and ensure that it is developed in appropriate locations.

### 4.3 Reduce the Risk of the Approval Process



A third set of tools relate to the reduction of risk for private developers. In other words, a private developer wishing to build the type of development envisioned for the Uptown

Core may be more likely to develop if there is more certainty surrounding the planned vision and more certainty surrounding the approval process.

- Simplify Planning Policy** - A simplified planning policy outlining permitted building heights, urban form and potential incentives for the Uptown Core could, in effect, reduce some non-market risk associated with development and redevelopment.
- Coordinate/Streamline Approvals Process** - Speeding up approvals through coordinated administrative process (and established planning framework) can also effectively mitigate development risks, and costs. Enhanced coordination among various Town's departments to develop comprehensive development and design standards and subsequently speed up approvals would provide additional certainty to development consistent with the desired vision for the Uptown Core.
- Establish a Planning Framework to Facilitate Urban Development** - One obvious way to diminish the risks associated with the approvals process is to establish a planning framework that permits and facilitates the form of higher density development envisioned for the Uptown Core. The establishment of clear zoning regulations, built form codes and urban design guidelines would provide the regulatory basis to facilitate the Town's vision for the Uptown Core and at the same time provide greater certainty as to the Town's development expectations.
- Pre-Zone for Appropriate Development** - Pre-zoning for the desired types/forms of development transfers the risk of the development approvals

process to the municipality, in concert with the development industry. The pre-zoning exercise should be land use and built form based and should clarify municipal development objectives.

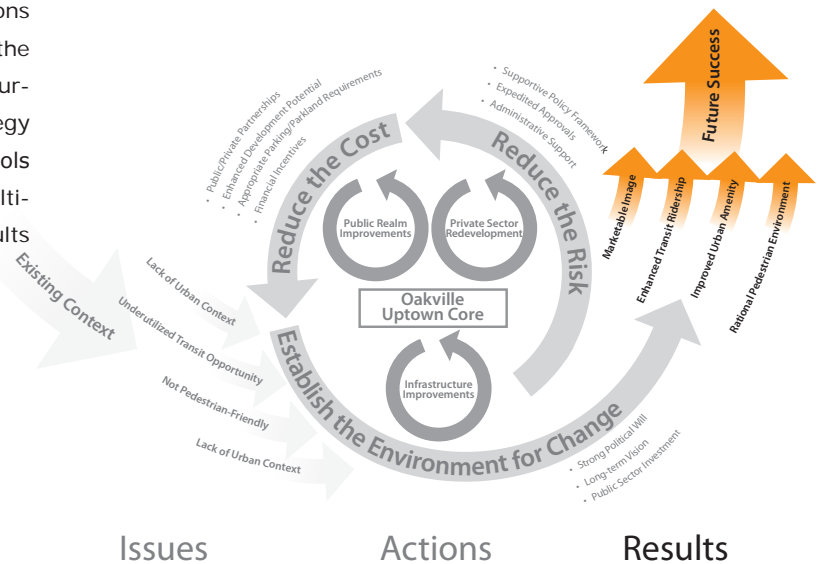
Further site plan approval would deal with the details of development, but all of the major issues would have already been dealt with through the Secondary Plan and pre-zoning process. This approach would dramatically reduce the private sector risk factor.

### 5.0 Four Intended Results - Future Success

The Uptown Core is at a crucial point in its evolution. Decisions made today will drive how it develops overtime. Ensuring the long-term success and vibrancy of this important planned urban centre, will require a comprehensive vision and a strategy that maximizes the full array of planning and financial tools available. The future success of the Uptown Core will ultimately be measured against the following four intended results of the vision:

- 1. Marketable Image** – To be achieved through the establishment of a long-term development vision that stimulates both public and private sector investment and consequently transforms the image of Uptown Core from a suburban retail centre to a vibrant transit supportive urban center.
- 2. Enhanced Transit Ridership** – To be achieved through new higher density, mixed use development, public realm enhancements, transit enhancements and long-term efforts to establish a strong urban structure of connected urban centres and corridors.

- 3. Improved Urban Amenity** - To be achieved through a combination of public sector capital investments and the establishment of clear urban design development regulations. A predictable approvals process and financial incentives will spur new development and private sector investment opportunities that conform with the urban vision for the Uptown Core.
- 4. Rational Pedestrian Environment** - To be achieved through public investments in infrastructure enhancements designed to enhance vehicular, transit and pedestrian circulation and safety, as well as investments in the development of a consistent and high quality public realm that ensures pedestrian comfort.







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# Recommendations for Implementation



## D. Recommendations for Implementation

### 1.0 Introduction

The following eleven implementation recommendations are crucial actions the Town should consider in order to ensure the achievement of the urban vision for the Uptown Core. These interrelated recommendations provide concrete directives designed to facilitate public realm and infrastructure improvements and to foster private sector development. While the application of individual recommendations may achieve some of the intended results, the long-term success of the Uptown Core will require the application of all of these recommendations.

The implementation recommendations include administrative changes and suggestions for amendments to planning procedures and statutory planning policies for the Uptown Core. The implementation recommendations include direction for both public sector investment and private sector development.

### 2.0 Eleven Recommendations

1. **Establish/reinforce the urban vision for the Uptown Core** to ensure a clear understanding of the Town's intent for the design and development of the Uptown Core over the next 20 years, the revised Secondary Plan must establish and reinforce its urban vision for the Uptown Core.

Experience from other jurisdictions indicates that a well-defined, and highly supported vision for the

future is a fundamental requirement for success. It is the vision that establishes the environment for change, and becomes the focus for political will and administrative support over the long-term planning horizon. All decisions about planning, designing and ultimately developing the Uptown Core must aim to facilitate rather than frustrate the vision.

2. **Clarify land use permissions and prohibitions**

The Town should revise and update its current land use permissions/prohibitions through its Secondary Plan and Zoning By-law to ensure that the Uptown Core continues to evolve as a well balanced urban centre, with an appropriate range and mix of urban land uses.

3. **Include requirements for the preparation of a Community Improvement Plan**

The establishment of planning and design requirements should coincide with fiscal incentives that function collaboratively to advance development objectives, facilitate appropriate development and also foster economic development opportunities within the Uptown Core.

As part of a comprehensive development strategy for the Uptown Core, the Town should prepare a Community Improvement Plan as an opportunity to explore a package of development incentives. Recognizing that capital investment is critical to the Uptown Core, business promotion, job creation and other economic development initiatives are also an essential element to the long-term vibrancy of the Uptown Core and the Town as a whole and therefore must be part of a comprehensive redevelopment strategy.



It is considered particularly important in today's market environment to provide incentives for office space development within the Uptown Core. Residential and retail commercial development appears to be well supported from a market perspective, and both appear financially feasible. Office development, especially small scale offices, appears to require additional support in order to become an attractive development option.

**4. Establish a Business Improvement Area**

A BIA is required to coordinate long-term improvement (including investment in capital projects) and maintenance of the retail core and main street. In addition, joint marketing activities will enhance the success of the non-residential component of the area.

It is considered appropriate that, if the Town is willing to provide financial incentives to the area through a Community Improvement Plan process, then an administrative structure, like the BIA, should be required to be in place to coordinate and facilitate funding for marketing, maintenance and capital improvements that reciprocate the municipal investment.

**5. Identify key public sector responsibilities**

As an initial step in achieving its urban vision for the Uptown Core, the Town must identify and communicate key public sector responsibilities. In addition to providing the administrative framework, identifying public sector responsibilities in the development of the Uptown Core will ensure that the Town is setting the stage for change and providing a clear statement to the private sector that it will continue to invest in the Uptown Core over the long term. The Town, and all its departments, must understand and support the long-term vision in order to achieve success.

**6. Revise development potential strategy**

The Town should revise and update its development potential strategy within the Uptown Core in order to ensure its market responsiveness, to recognize appropriate higher density built form objectives and to ensure its ability to capture a reasonable component of the 'uplift' in development potential.

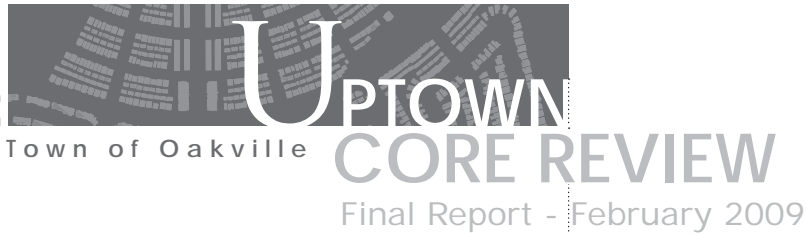
The new approach utilizes Section 37 of the Planning Act, which permits increased height and/or density (bonusing) in exchange for the achievement of specified public benefits. This approach is intended to establish clear opportunities for developers to achieve significant development as-of-right, but to allow further negotiations to occur between the Town and developers based on the achievement of mutual benefits.

This tool is also used as an incentive for the development of office space within the Uptown Core, which is seen, today, as the most difficult land use to achieve from a market perspective.

When discussing development potential it is also appropriate to consider minimum development expectations with respect to height and density. Development that is too small in scale is at least as pernicious to the achievement of a high quality urban centre as development that is too large in scale. Further, when one objective is to support transit system investment, minimum density expectations are a fundamental requirement.

**7. Establish specific urban design policies**

Consistent with its urban vision and in tandem its efforts to update land use regulations and development potential strategy, the Town must

The title graphic features a large, stylized letter 'U' on the left, with the word 'UPTOWN' in a bold, sans-serif font to its right. Below 'UPTOWN' is the word 'CORE' in a smaller, lighter font, followed by 'REVIEW' in a large, bold, sans-serif font. Underneath 'REVIEW' is the subtitle 'Final Report - February 2009'. The background of the graphic is a dark, textured pattern of overlapping lines and shapes, resembling a map or architectural plan. The text 'Town of Oakville' is positioned to the left of the 'UPTOWN' text.

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establish specific urban design policies for the Uptown Core. The establishment of urban design policies specific to the Uptown Core will ascertain a clear statement of the Town's desire to achieve good urban design throughout the Uptown Core and serve as a critical tool in the development approvals process.

As part of its design strategy to ensure that new development is consistent with its vision for the Uptown Core, the Town should establish policies within its Official Plan to facilitate architectural design control through its Site Plan Control process. In addition to providing the Town with an added tool to regulate design within the Uptown Core, architectural design control policies will also function to establish a clear statement of the Town's desire to achieve high quality architecture throughout the Uptown Core.

#### 8. Provide appropriate parking standards and design policies

As part of an overall development strategy for the Uptown Core, the Town must provide appropriate parking standards and related design policies that are consistent with increased transit ridership, greater pedestrian activity and diminished automobile use. Parking standards for the Uptown Core must ensure that parking is neither under, nor over-supplied, and to provide an opportunity to reduce the cost to the private sector.

Parking, especially in structure, is expensive to build and maintain. The Town, in considering incentives to promote office space development should consider dramatically reducing , or waiving parking requirements for small scale office development, and potentially small scale retail development along the defined " Main Street".

#### 9. Provide appropriate parkland standards and design standards

As part of an overall development strategy for the Uptown Core, the Town must establish parkland and design standards to ensure that the existing public parkland is appropriately augmented by well designed urban open spaces.

It is understood that the existing as-of-right development permissions were established to be compatible with the Town's objectives for securing and enhancing the defined park system within the Uptown Core and this relationship should be maintained.

With respect to any additional height bonus established under *Section 37 of The Planning Act*, it is proposed that only the traditional parkland dedication requirements (5 percent of land area for residential and 2 percent of land area for non-residential development) be imposed. In other words, that the alternative parkland standard of 1 hectare for every 300 dwelling units not be imposed on residential development that is in excess of the existing as-of-right development permissions.

In addition, in order to promote office development, the Town may also wish to waive parkland dedication requirements for office development.

#### 10. Include Sustainability and Green Building Policies

Responsible planning for the future includes consideration of policies that promote sustainability and green building technologies. While higher density, transit-supportive development offer substantial environmental benefits in themselves, evolving building technologies that provide



additional benefits must be recognized and supported. (Refer to Sustainable Community checklist).

In the Uptown Core, the approach will be to provide incentives to the private sector to achieve sustainable building objectives. Part of this objective may be achieved through the application of *Section 37 of The Planning Act*.

#### 11. Prepare Implementing Zoning By-law

Pre-zoning for the desired types/forms of development transfers the risk of the development approvals process to the municipality, in concert with the development industry. The pre-zoning exercise should include land use and built form controls and should clarify municipal development objectives.

Further, site plan approval would deal with the details of development, but all of the major issues would have already been dealt with through the Secondary Plan and pre-zoning process. This approach would dramatically reduce the private sector risk factor.

Again, it is important to remember that site plan and architectural design control (including colour, materials and architectural details) can be exercised through the site plan approval process.



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# Appendices





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Appendix

March 4th 2008  
Workshop Proceedings

I



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# 1 overview

A workshop was held for the Uptown Core Review on March 4, 2008. The workshop was set up with sequential working sessions with senior staff, the Technical Advisory Committee, developers and their representatives and the residents. Each session began with a presentation to summarize our understanding of the existing policy and physical context of the Uptown Core. The presentation slides are included in Appendix II.

This report provides a summary of the input received in each session.

## 2 working sessions

### 2.1 senior staff (10:00am)

- > Ray Green  
*CAO*
- > Barb Koopmans  
*Acting Director, Planning Services*
- > Jane Clohecyc  
*Commissioner of Planning*
- > Allan Ramsay  
*Manager, Long Range Planning*
- > Janis Olbina  
*Manager, Park Planning and Development*
- > Ramona Boddington  
*Planner, Long Range Planning*
- > Ita Waghay  
*Planner, Long Range Planning*

### Office Space

Need to confirm whether office use is still viable in the Core and if so how much can be supported and how is to be protected through policy.

Need to determine whether the Official Plan Review should include incentives to encourage office space.

### Parkland and Parking Requirements

Council will need to see the development economics associated with providing typical parkland and parking in development proposals.

### Communications

Senior staff will meet with the counseling team to develop a communications strategy for council, the developers and the public.

### Summary

Being strategic is most important. There is a need to examine development applications in detail as well to learn more about the densities, market, and land use which will be identified for the Uptown Core.

### The Vision

Need to confirm that the vision is still relevant. Identify why the town is not getting there.

Analyze opportunities to facilitate the appropriate type of development.

Identify level of potential intensification for the Uptown Core.

## 2.2 town staff & the technical advisory committee (1:00pm)

- > Allan Ramsay  
*Manager, Long Range Planning*
- > Darnell Lambert  
*Director of Engineering and Construction*
- > Jose Menendez  
*General Manager, Oakville Hydro*
- > Heinz Hecht  
*Manager, Development Engineering*
- > Joanne Phoenix  
*Manager, Transit Planning*
- > Doug Corbett  
*Senior Planner, Region of Halton*
- > Leah Smith  
*Environmental Planner, Conservation Halton*
- > Gabe Charles  
*Planner, Current Planning*
- > Rob Thun  
*Planner, Current, North Oakville*
- > David de Groot  
*Planner, Current, North Oakville*
- > Lin Rogers  
*Traffic Engineer, Development Services*
- > Christina Tizzard  
*Planner, Urban Design*
- > Ramona Boddington  
*Planner, Long Range*
- > Ita Waghray  
*Planner, Long Range*