

UPTOWN

Town of Oakville CORE REVIEW

Final Report - February 2009





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executive summary

The purpose of this Report is to revisit the vision, principles, objectives and policies of the existing Uptown Core plan that will result on two important implementation tools: a detailed Urban Design Plan and a statutory Secondary Plan. (In addition the report results in a fully developed Urban Design Plan.)

The study process started with a background analysis of the existing Uptown Core, interviews with stakeholders, working sessions with residents and landowners, and extensive collaboration with the Town of Oakville staff. This review included observations about the existing conditions in the Uptown Core, new directions for future development and recommendations to achieve them.

Section I. Overview

The first part of the Report examines the existing site character, transportation and servicing conditions and policy initiatives for the Uptown Core. It identifies urban design areas that need further attention.

Planning Policy

While current policy clearly articulates the vision for the area and describes the urban design principles to achieve it, the majority of the development located in the centre of the study area is inconsistent with the existing Official Plan and Urban Design Guidelines.

Urban Design

An analysis of the existing conditions was conducted in light of the Uptown's Core urban elements: the edges (along Dundas Street and Trafalgar Road), the general area and the centre (Oak Park Boulevard). The analysis concluded that while built form and building placement response to context and the streetscape is appropriate in the existing residential areas, it is not in the general and centre retail area. The analysis concluded as well that the community amenity areas such as Oak Park, the Memorial Park and the Town Centre Square are important elements that need to be completed to encourage the type and quality of private development that is envisioned. Sidewalks

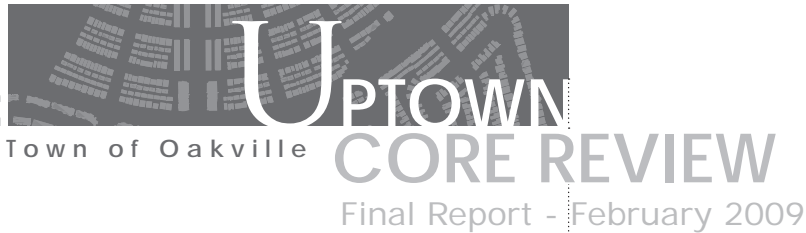
along a segment of Oak Park Boulevard next to Taunton Road are well developed. However, the quality of the pedestrian realm diminishes as one moves north along main street or the interior retail roads. For example, amenities such as pedestrian level lighting, wide sidewalks, trash receptacles and street trees are missing for a large part of the retail core.

Transportation

Trafalgar Road and Dundas Street are the two main arterial roads bounding Oakville's Uptown Core area. Trafalgar Road is a four-lane north-south road and Dundas Street is a four-lane east-west road. In the period from 2009 to 2015, these roads will be widened to six lanes throughout the study area. The widening is also anticipated to include HOV lanes (which will ultimately be replaced with Bus Rapid Transit lanes) on Dundas Street and high-order transit services on Trafalgar Road.

The configuration of the road network within the Uptown Core accommodates alternative travel modes, including transit, a bikeway network and pedestrian provisions to improve transportation conditions within this area. Local transit routes provide coverage such that most residences, schools, neighborhood centres and public facilities will be within a reasonable walking distance of a bus stop. A transit hub is already in place which is supported with transit routing complimented with a comprehensive network of sidewalks and sidewalk connections throughout the community to facilitate walking to transit stops. Providing convenient street-side bicycle lockup/locker facilities throughout the Central Retail area, as well as at the transit hub, will amend the safety and attractiveness of alternative travel modes.

It is envisioned that high non-auto mode splits for the Uptown Core lands can be achieved as there is a comprehensive network of sidewalks and bikeways, transit services, a transit hub, HOV and/or Bus Rapid Transit lanes on the arterial corridors, and to some extent since there will be auto congestion on the primary Dundas Street and Trafalgar Road corridors which would promote other travel modes. Also, there are plan-

The title graphic features the word "UPTOWN" in large, white, serif capital letters, with the "U" being significantly larger than the other letters. Below it, "CORE REVIEW" is written in a smaller, white, sans-serif font. To the left of "UPTOWN", the words "Town of Oakville" are written in a smaller, white, sans-serif font. The background is a dark, textured map of the Uptown Core area with white lines representing streets.

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ning related attributes of the Uptown Core lands that promote non-auto travel, such as consolidated mixed-use development, creation of a “main street” community, and potentially reduced and maximum parking supply rates.

The collector and local roads through the Uptown Core will have good operations and levels of service. Due to prominent background traffic growth in the area, analyses of the total traffic conditions at the assessed intersections in the study indicate heavy utilization on the primary arterials (Dundas Street and Trafalgar Road), particularly at the intersection of Dundas Street and Trafalgar Road. Several potential intersection improvements have been identified.

As additional development proceeds in the Uptown Core, the following should be considered:

- > The future traffic volumes should be monitored to confirm operating conditions and the necessity for additional road/intersection improvements;
- > Implement additional road/intersection improvements;
- > Development applications with a yield that exceeds the as-of-right provisions should be supported with a transportation study to document the impacts and infrastructure needs; and
- > Potential interim development caps until road/intersection improvements are in-place to ensure that development levels do not result in extremely poor operating conditions.

Market Overview

Cushman & Wakefield LePage Inc. was engaged to provide commercial real estate market analysis to complement the planning and policy analysis pertaining to the Oakville Uptown Core study. The purpose of this examination is to bring a “market reality check” to the process to ensure that the vision created through this exercise may be ultimately supportable by investment market conditions. The office, condominium and retail market segments have been analyzed, and highlights are presented below.

Office market – Oakville’s vacancy rate is current low in historical terms, at just over 5.0% for All Classes of space. The Town’s office inventory of some 2 million sf is concentrated along the QEW corridor, which offers good accessibility as well as signage potential for firms placing logos on building facades. Current asking rental rates are in the range of \$14.00 psf (Class A), which represents a discount compared to other GTA West office concentrations.

Given the propensity for corporate users towards locations along the QEW corridor in Oakville that offer visibility and signage potential, the Uptown Core is unlikely to attract significant, large-scale new office development. It is more likely that tenants considering an office location in the Uptown Core would be smaller space users. Nonetheless, it would be advisable for the Town of Oakville to protect a portion of the undeveloped lands in the Uptown Core to enable future mid- and large-scale office development, should market dynamics evolve, as well as smaller projects (50,000 to 150,000 sf) that would be in the form of medical-professional-type buildings, either freestanding or part of a mixed use block development.

Condominium market – As of year-end 2007, there were six condominium projects being actively marketed across Oakville, totaling some 551 suites, of which 57% are sold. The present asking prices on unsold units range from \$350 to \$870 psf, which reflects two markets – three projects are geared towards the entry level market while three are oriented towards the more upscale market featuring greater amenities in smaller scale buildings.

In addition to active projects, there are four condominium projects currently approved totaling some 880 units across the Town of Oakville. There are some 19 additional projects in various stages of the planning process totaling approximately 8,600 units. Of course, there is neither a guarantee that all of these proposals will come to fruition, nor any assurance that the initial proposals will not be modified and re-submitted for consideration.

The success of recently developed condominium projects in Oakville has given developers confidence that the local market will support this form of housing. The Uptown Core is positioned to attract continued interest from condominium developers, with recent projects demonstrating relatively strong sales. Proximity to shopping and amenities in the developing Uptown Core area, as well as access to transit, would enhance marketability of future high density residential developments.

Retail market – The present Uptown Core is a mix of land extensive big box users (Wal-Mart, Loblaws Superstore) and small box, power centre ancillary commercial retail units. Wal-Mart will reportedly be expanding to a Supercentre format. In the local retail environment, Trafalgar Road has a highway commercial orientation with strip retail developments, but also has residential neighbourhoods backing directly onto it, encumbering future commercial development along the arterial. The north side of Dundas Street is poised for significant development in the near future, which will increase demand for retail and service offerings at the Uptown Core.

In particular, two broad retail trends may impact future retail development of the Uptown Core:

Continued delivery of power centre format retail on suburban periphery – The power centre building format continues to be the dominant form of new retail development, particularly in areas with extensive land available for development, such as the edges of urbanized areas.

Emergence of “lifestyle centres” – These developments integrate some or all of the following elements: open-air format; big box retail; streetfront retail; upscale shops and services; medium and high density residential buildings; entertainment offerings; cultural and/or institutional uses; small or medium scale commercial/office uses. Importantly, these districts are pedestrian oriented. These schemes have developed and have been successfully marketed in various U.S. cities, beginning in the U.S. southwest, and there are some 100 centres nationwide. However, the format is relatively new to Canada.

Section II. Urban Design

Based on the original 2005 Town of Oakville Official Plan vision for the Uptown Core and sustainable Urban Design Principles of achieving a social, economic and environmentally sustainable community, a demonstration plan was developed for the entire community that demonstrates the scale and nature of the development that might take place.

A land use district strategy is planned for the integration of new forms of development including a number of different conditions that are reflected in specific land use, built form and streetscape design guidelines aimed at creating distinctive neighbourhoods. The concept inherent in each land use district is the provision of an appropriate transition to existing uses and built forms within and around the Uptown Core while maintaining the development flexibility to allow the private sector to be market responsive.


The design guidelines found in the Structuring Element and Development Analysis sections of this report are intended to eventually form the basis of the Town's new planning regime for the Uptown Core. The guidelines correspond with the Land Use Districts and provide a series of requirements, performance standards and optional guidelines for the design of the pedestrian realm and built form. The districts are as follow:

The Neighbourhood District

This district includes the existing residential community located south of Oak Park Boulevard. This low to medium density lane-based residential area is to be preserved in its current form.

The Urban Neighbourhood District

This district is located on the north side of Oak Park from Oak Park Boulevard to Sixth Line and on the east side of Tauton Road between Oak Park Boulevard and Glenashton Boulevard. It contains a number of vacant parcels in various states of development approval that are suited for high density mixed use development. This District is identified as the crucial residential hinterland necessary to support transit as well as the retail oriented Centre and the Main Street Districts.



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The Centre District

This District represents the majority of the existing retail development within the Uptown Core and is planned to change over time from its large format retail focus into a pedestrian-oriented mixed use shopping district. This transition primarily hinges on the creation of an enhanced network of finer grain public streets that result in smaller development parcels. The resulting smaller parcels lend themselves to higher density forms of development that support transit ridership and takes full advantage of the transit station located in this District.

The Main Street District

This District is located along Oak Park Boulevard, from Trafalgar Road to Dundas Street West. It is to be the primary destination within the Uptown Core and it has been planned as a mixed use, mid-rise pedestrian oriented district.

Office and employment uses are highly encouraged throughout all districts in a mixed use form to further promote the creation of a 24 hour district where people can live, work and play.

Section III - Implementation

The final component of this Report is a series of recommended planning tools and financial initiatives that will facilitate the achievement of the Uptown Core vision.

Overview

I





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Overview

Purpose

The purpose of the Uptown Core Review is to reconfirm/re-articulate the vision, principles, objectives and policies of the existing plan and, if appropriate, to enhance the Plan to ensure future implementation success. The implementation component will include two key deliverables - first, to prepare a detailed tertiary level plan (the Urban Centre Design Plan); and, second, to codify that Plan into a statutory Secondary Plan, including advice for zoning by-law and site plan approval processes.

Urban Centre Design Plan

Key to the design-based planning approach in the Uptown Core is the preparation of a tertiary level Urban Centre Design Plan. The Urban Design Plan will identify the street and block development pattern, the design vision and land use direction for subsequent zoning by-law, subdivision and site planning processes. Urban design guidelines for the community's open space, streetscapes and built form will be then recommended consisting of the following structuring elements:

- > *Land Use* – To provide an appropriate transition to existing uses and built form through the outline of distinctive land use districts;
- > *Building Height and Density*;
- > *Ground Floor Strategy* – To ensure the appropriate treatment of ground floor frontages, building uses and programming;
- > *Landmark Features* – To outline the treatment of areas of significant character;
- > *Open Space* – To identify the proposed urban squares, parks, storm water management features, open space



system and the network of pedestrian and cycling linkages;

- > *Street and Block Pattern* – To ensure the creation of a “fine-grained” street network appropriate for the envisioned higher density form of development;
- > *Streescapes* – To outline the location of sidewalks, landscaping, bicycle routes and on-street parking;
- > *Transit* – To ensure the development and configuration of the road network of the Uptown Core is supportive of alternative travel modes;
- > *Parking* – To setup the strategy on parking provision in the short and long term;
- > *Phasing* – To ensure that the implementation of public realm improvements and infrastructure is done at an early stage as an example of future development standard and quality; and,
- > *Development Analysis* – To address the level of architectural detail and quality required throughout the Uptown Core.

The Secondary Plan

The new Uptown Core Secondary Plan must set the stage for Oakville’s approach to good community design within the Uptown Core. The Secondary Plan will articulate the Town’s expectations for the design of the Uptown Core, establishing a clear set of urban design principles that provide direction for the development. Further, the Official Plan should provide guidance to implement the design principles/concepts.

The purpose of the new Secondary Plan is to provide statutory planning policies that articulate and implement the more detailed Urban Centre Design Plan, including the land use distribution and road pattern, and policies for the regulation of the use of land and the development of the centre in accordance

with the principles, objectives and policies of the Town.

The Secondary Plan will also establish the general urban design principles and policies, and identify a variety of more detailed studies required to ensure the development of an attractive urban centre. The historic pattern of development in the Uptown Core suggests that the Secondary Plan must be more explicit with respect to articulating the design vision of the Town, and must provide clear policy direction on key issues of urban structure, urban design and architecture.

In addition to the Secondary Plan, the Town may utilize a full array of planning tools, both statutory, and non-statutory, to guide the design and development process. This multi-layered, multi-tool strategy provides incremental approvals throughout the development process, providing an appropriate balance between the control of development and the flexibility to adjust to shifting demographic, fiscal and market conditions over time.

It is the intent of this Uptown Core Secondary Plan Review process to reinforce the Town’s application of sound design principles as part of the process of development approval. This approach is intended to ensure that the appearance and function of the public realm and adjoining development are of consistently high quality and appropriate design. To achieve success in the Uptown Core, a comprehensive approach to implementing urban design principles and policies needs to be considered. The Uptown Core Secondary Plan should continue to include (although updated) specific direction on typical planning regulations for height and density, as well as permitted and prohibited land uses. In addition, the Secondary Plan should include much more detailed policies and principles for issues of urban design and architecture.

A. Summary of findings

1. Overview of Planning Policy

- 1.0** Official Plan Amendment Number 14
(Town of Oakville, 1987)
- 1.1** Uptown Core - Urban Design Study
(Berridge, Lewinberg, Greenberg Ltd. 1995)
- 1.2** Uptown Core Community
Streetscape Masterplan (MBTW, 1996)
- 1.3** Uptown Core Main Street Buildings
Architectural Review
(Turner Fleischer Architects Inc. 1998)
- 1.4** Official Plan - Town of Oakville 2005
Part E - Community, District and
Special Study Area Plans
(Town of Oakville)
- 1.5** Official plan Amendment No. 272
North Oakville East secondary Plan
(Town of Oakville, Draft 2007)

1.0 Official Plan Amendment Number 14

To the Official Plan of the Town of Oakville- Uptown Business Core

May 5, 1987

The Official Plan amendment provides broad overall direction on matters related to land use planning and development for the Phase 2 area south of Highway 5 and centred on Trafalgar Road known as the Uptown Business Core.

Three development areas are identified as part of the Uptown Business Core:

1. Inner Core – Located at the south west corner of Highway 5 and Trafalgar Road defined by a collector road running south of Highway 5 and west of Trafalgar Road (currently Oak Park Boulevard)
2. Outer Core – larger area south and west of Highway 5 and Trafalgar Road. Commercial, residential and public uses will occur in this area.
3. Peripheral Core – located east of Trafalgar Road “composed of commercial uses that compliment the core but which are either space extensive or mainly service commercial in nature. Residential uses are also located in the Peripheral Core area.”

Notwithstanding the three identified development areas within the Uptown Business Core area, OPA 14 sets out the following general objectives for all areas:

OPA 14, Section 3. b) Objectives

- > *To be the commercial, cultural, institutional, and recreation heart of the Town of Oakville, north of the Queen Elizabeth Way;*
- > *To provide locations for high density and medium density residential development;*
- > *To provide a focus and sense of identification for the residential communities located primarily in the northerly part of the Oakville urban area;*
- > *To create a design which reflects the economic basis of the uses which also creates a physical form with a strong coherent urban image, a highly developed civic streetscape appearance and with a human scale. In this regard the following specific points will be followed:*
 - ▣ *create a year round, day and night, active Town Centre;*
 - ▣ *create a strong, identifiable civic image;*
 - ▣ *create pedestrian and vehicular connections between surrounding communities and the Town Centre;*
 - ▣ *create a staged growth pattern;*
 - ▣ *create an integrated and expandable commercial component;*
 - ▣ *create an enclosure for the Town Centre Square in the early years of development;*
 - ▣ *create a continuous and accessible park network integrated with all other Town Centre uses;*
 - ▣ *create an attractive and varied housing environment within the Town Centre site;*
 - ▣ *create a street oriented, pedestrian commercial area being conscious of the winter weather conditions.*

1.1 The Uptown Core- Urban Design Study

Prepared by Berridge, Lewinberg, Greenberg Ltd. 1995

While adhering to the design philosophy and guidelines set out in OPA 14, the Urban Design Study identifies four crucial refinement areas required to achieve effectively the Town's goals and objectives:

1. The geometry of the blocks and their relationship to the proposed built form;
2. The distribution of land uses;
3. The provision of parking; and,
4. The search for special features.

The modifications to OPA 14 are as follows:

- > The proposed OPA 14 road pattern was modified in order to create a more compatible relationship between the internal road structure and the surrounding external street pattern. The block pattern was elongated to provide for a diversity of block sizes and shapes which could be subdivided by major streets. As a consequence, the modified street pattern was deemed to be more conducive to proposed land uses (Figure 1).
- > The new land use structure locates the 'Business District' blocks along Dundas Street and Trafalgar Road. The 'Central Retail Area' is located in the geographic Core of the core surrounded by high density residential. Medium density residential has been located to the south of the Uptown Core area. Business district land uses along Trafalgar Road transition to high density residential to the west followed by medium density residential (Figure 3).
- > A greatly expanded central open space system was proposed extending along Sixth Line into the centre of the core. The size of the system allows for a variety of

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uses ranging from a natural green park to a formal square. This central open space is an extremely important and recognizable component of the Uptown Core.

- > Heights and intensity of development was adjusted. Commercial and institutional uses have been designated at a density suitable to create urban scale street-related buildings with structured parking. Residential densities were modified to locate higher densities on the blocks adjacent to the park and the central retail area while lower densities are sited closer to the single family neighbourhood to the south.
- > Surface parking would be permitted on vacant abutting land and, where possible, would be limited to the interior of the blocks in the initial phase of the central retail area. Ultimately, all parking should be located within parking structures, either integrated within the retail or separately located on a limited number of abutting blocks. On-street parking is encouraged throughout the Uptown Core.



Figure 1 - Proposed Concept Plan: Road System

The Urban Design Study developed specific land use guidelines. Relevant guidelines are as follows:

1. Street 'D' Taunton Road from Glenashton to Oak Park Blvd., the entire length of Street 'A' Oak Walk Drive, and Street 'B' Oak Park Blvd. from Trafalgar Road to Oak Walk Drive are identified as commercial "Main Streets". These streets will have continuous retail at grade level (Figure 3).

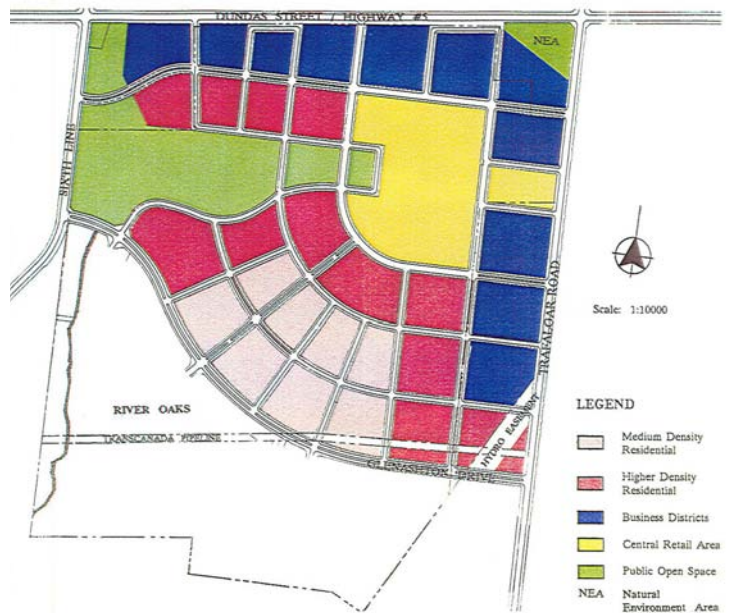


Figure 2 - Proposed Concept Plan: Streets, Blocks and Land Uses

2. Main Street Commercial - development will accommodate small scale retail. Specific streetscape guidelines are prescribed to create a pedestrian friendly environment (Figure 3).



Figure 3 - Main Street commercial Area

3. Large automobile-oriented stores 'New Format Stores' - will include a large merchandise store, a major food store and five to six stand-alone medium size single category stores catering to specific needs. Refer to figure 4 for location.

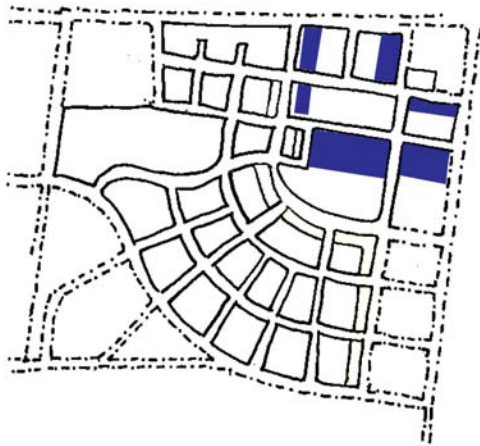


Figure 4 - New Format Stores

4. Civic Square - the square functions as a link between the park and the main retail area. A laneway will abut its eastern edge to provide for limited vehicular access around the square.
5. Park Precinct - the central park was the subject of a design competition held in 1993. The winning entry (by Milus Bollenberghe Topps Watchorn) depicts three main linear orders through the park: the watercourse, the agricultural promenade and the axial Oak Park.
6. Northern Park Edge Residential Neighbourhood - high density residential in mid-rise buildings with interior courtyards and below grade parking.



Figure 5 - Northern Park Edge Residential Neighbourhood

7. *Southern Park Edge Residential Neighbourhood* – higher to medium density residential. The higher landmark buildings will front onto the park with grade-related retail and restaurant uses being encouraged to animate the park.



Figure 6 - Southern Park Edge Residential Neighbourhood

8. *Inner Core Residential Neighbourhood* – will accommodate mixed-use buildings containing grade related retail and service uses, office uses on the first two floors and residential uses above.



Figure 7 - Inner Core Residential Neighbourhood

9. *Central Residential Neighbourhood* – medium density residential. Development has been completed.

10. *Institutional and Public Uses blocks* – these blocks are adjacent or within the Central Retail Area. A transit terminal was proposed at the corner of Oak Park Blvd. and Taunton Road.



Figure 8 - Institutional and Public Uses Blocks

11. A phasing plan of the main retail area was then included for further understanding.

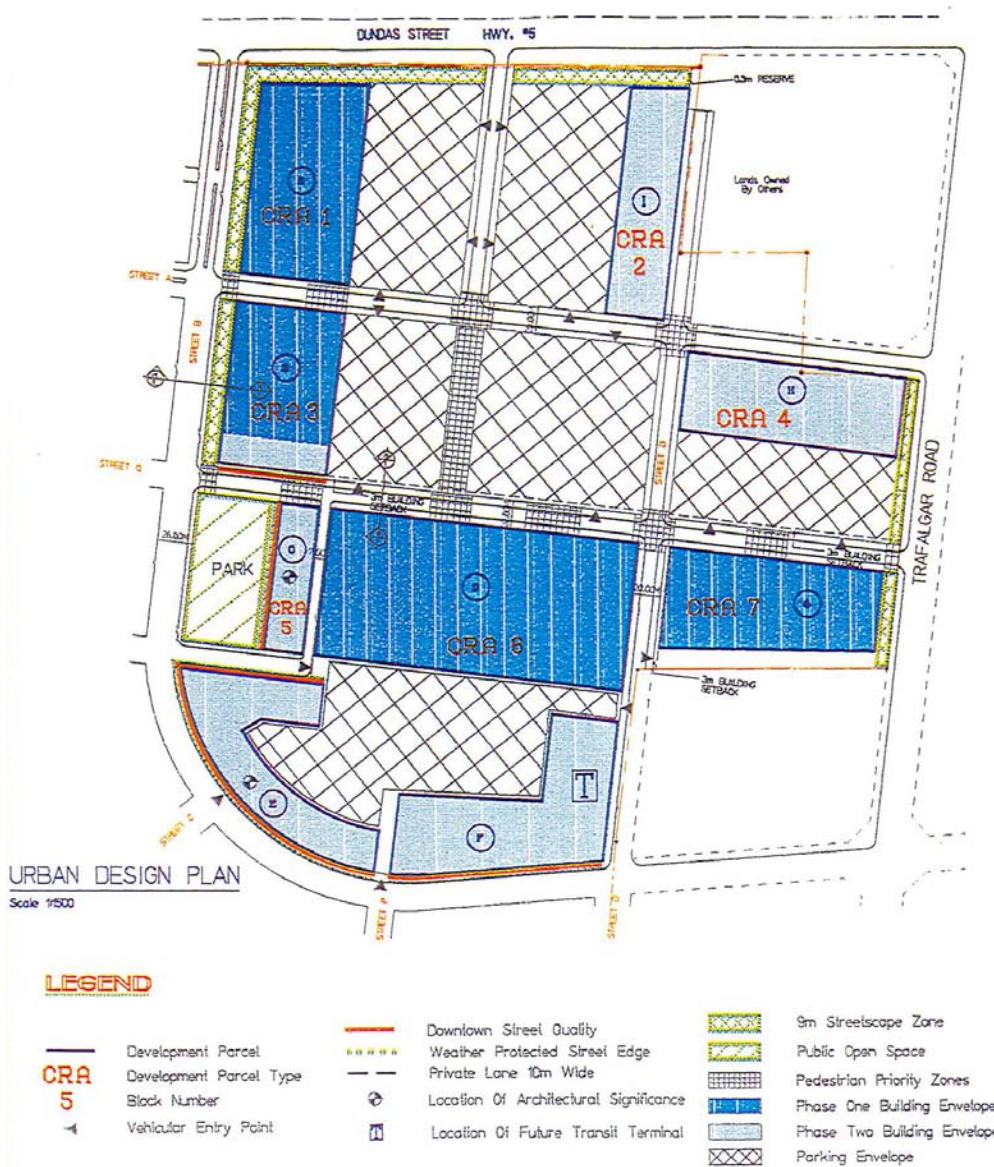


Figure 9 - Central Retail Area Concept



1.2 Uptown Core Community Streetscape Masterplan

Prepared by MBTW, July 1996

This document provides cross sections for each street type within the Uptown Core and informs all of the proposed cross-sections found in this review.

1.3 Uptown Core Main Street Buildings Architectural Review

Prepared by Turner Fleischer Architects Inc. July 15, 1998

This document strictly deals with the architectural massing along Uptown's Main Street as an example of how existing policies are translated onto a viable physical design.

The following aspects, found as well in OPA 14, the current OP and the Urban Design, are reflected in this document:

- > Building massing and placement define the street through the use of reduced setbacks along Oak Park Blvd. as well as the 'market' square;
- > Surface parking is located behind buildings;
- > A visual terminus is provided for at the end of Parkhaven Blvd.;
- > A pedestrian friendly environment has been provided through the use of arcades, colonnades, special paving at crossing points, breeze ways or passages through buildings, street planting and street furniture.

1.4 Official Plan

Town of Oakville 2005

Part E – Community, District and Special Study Area Plans

Section E of Oakville's Official Plan positions the Uptown Core development framework as a regional centre with emphasis on commercial development (both retail and office) and a strong civic and public presence (government, institutional, cultural, recreational and public open space uses). Mixed use development is encouraged in the Core. Residential uses will range from high to medium although a full range of residential forms will be permitted. The planned population is for 6,000 people west of Trafalgar Road and approximately 1,000 people east of Trafalgar Road.

"Section 1.9.2 Planning and Design

Objectives

Builds on OPA 14 by adding the following objectives:

- f) *the encouragement of social integration through the integration of various daily activities within the Uptown Core that are inter-related spatially in such a way as to encourage human encounters;*
- g) *the creation of a comprehensive transit strategy for the Uptown Core in order to encourage and promote the use of public transit."*

"Design objectives:

- vi) *creation of a clearly defined "Main Street" concept with commercial development clearly oriented to Street "b" (Oak Park Boulevard);*
- vii) *creation of a major retail area that is integrated into the pattern of streets and blocks that define the Uptown Core. The structures shall generally be built out to the street edge and contain urban uses that relate to the surrounding area;*
- xi) *creation of streets and public spaces that have been defined into recognizable spaces by surrounding buildings; and,*

xi) elimination of permanent large areas of surface parking in the ultimate built-out phase of development.”

Development Objectives for Lands West of Trafalgar Road

For detailed development standards please refer to appendix 2.

“1.9.3 a) Residential Component

i) Population

Projected population is expected to reach a minimum of 5,000 people and it is anticipated that the urban design plan for the Uptown Core has the capacity to generate a minimum population of 8,000.

iii) Housing Units

Approximately 4,600 units are estimated with 25% of them being affordable. Housing units will include:

- 925 multiple attached medium density units; and,
- 3,675 high density apartment units.”

“1.9.3 b) Commercial Component

i) General

The Uptown Core is intended to function as a regional commercial node, as well as a community and neighbourhood centre. An estimated 28,000 jobs are anticipated to be generated in all commercial and other land use categories. The commercial component described in this section includes the Central Retail Area and lands designated for office and other commercial uses.

ii) Permitted Uses

The specific uses, location and development regulations for the lands shall be established through an implementing zoning by-

law amendment, site plan control agreement(s), urban design guidelines, and land severances and consents, as required.

iv) Retail Commercial

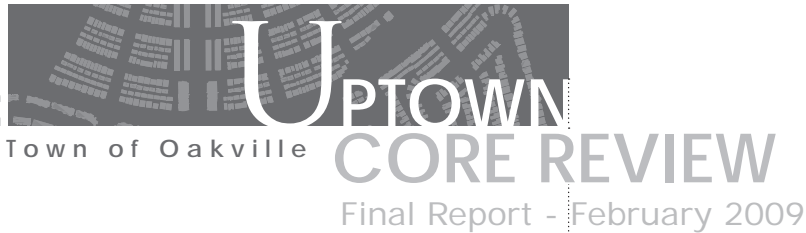
*The retail commercial component within the area shall consist of the Central Retail Area and ancillary commercial uses. The Central Retail Area may total **93,000 square metres of retail commercial area.***

The Central Retail Area will be the major retail component of the Uptown Core and shall be the major focal point for the area. In light of the importance of this area to the entire Uptown Core, special consideration must be given to its form and design. Prior to any development occurring within the Central Retail Area, a detailed tertiary study shall be conducted, and submitted on an individual basis by the proponent, to be approved by the Town of Oakville which will provide detailed plans for the area. The objective of the Tertiary Study is to create smaller blocks separated by streets.

v) Office and Other Commercial

*Approximately **276,000 square metres of commercial gross floor area** will be developed for office use and other commercial uses. The office development floor area will generally not exceed 2.0 times the lot area. However, for properties adversely affected by grade-separated intersections, consideration will be given to the development of floor areas higher than 2.0 times lot area on a proportionate basis.*

*An additional **124,000 square metres of commercial gross floor area** will be permitted in those areas designated Office and Other Commercial, or within the Central Retail Area. The development of such additional commercial gross floor area shall be contingent upon the submission of appropriate studies including a detailed Transportation Study illustrating that the additional commercial development can be absorbed by the transportation system existing at that time, to the satisfaction of the Town, but without amendment to this Plan.”*



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"1.9.3 c) Mixed Use Commercial/Residential
Development within this designation should be undertaken in such a way that creates a lively and attractive, pedestrian oriented streetscape. An attractive and safe pedestrian environment should be encouraged.

Zoning by-laws and urban design guidelines shall be implemented to regulate this land use development."

"1.9.3 d) Institutional / Government / Recreational / Public Uses

...the Uptown Core will encourage a comprehensive range of local and district community facilities to ensure a desirable level of amenities and promote social interaction. These may include Government uses, social and cultural facilities, institutional uses and welfare, health and recreation facilities."

A review of the social planning aspects of the Uptown Core shall be conducted to ensure that the Uptown Core includes the necessary elements to create a sustainable community.

"1.9.3 e) Greenland Policies

i) Parkland

The plan proposes a comprehensively linked park system. *"Generally, the park system will include a natural ravine-based setting along the Morrison Creek West Branch, and opportunities for passive recreational activities, such as strolling, running, and picnicking on a large uninterrupted land base."*

A separate land parcel has also been identified as part of a formal/civic plaza area located within the *Central Retail Area*.

ii) Natural Area

'Valley Lands/Watercourse' designation applies to the east and west branches of the Morrison Creek.

"The west branch of the Morrison Creek is to be integrated in the large central park block. The existing water feature in the

northwest corner of the Plan is to be retained and integrated as a feature of the central park."

The extent of the natural area will be determined by the existing stable top of bank, regional storm limits and a 7.5 metre allowance from the limit of the greatest hazard.

"Generally, the extra land required for ponds may be incorporated into the park area, and will be considered as parkland if the ponds are designed as aesthetically pleasing features and as a public use resource."

"1.9.3 f) Circulation System

i) Transportation

The Uptown Core road system shall provide an accessible and safe circulation system for vehicles and pedestrians as well as encourage transit usage. The use of grade separation at intersections for vehicles and pedestrians should be considered only as the last resort.

A major transit facility shall be provided within 'Arterial commercial, Office and Other Commercial, Institutional and Central Retail Area' land use designations.

ii) Roads

The Uptown Core will provide a network of major and minor collector roads and local roadways in a modified radial grid pattern connecting to the adjacent arterials.

iii) Parking

An integrated transportation policy has been identified as a vital part of the Uptown Core encouraging the Town to develop a public parking program. Parking is to be mainly provided in underground or deck structures. Street parking is permitted throughout the Uptown Core. Surface parking would be restricted to the following criteria: "Surface parking will be restricted within the Central Retail Area in its ultimate built-out form in order to assist in the creation of a lively and animated

urban environment. Zoning by-laws will restrict development potential of properties where surface parking is included on the site and may prohibit or regulate the location and screening of surface parking areas.”

iv) Cycling Policy

The OP encourages Council to formulate a cycling policy to encourage cycling as a mode of transportation, however, no other guiding criteria have been included.

v) Pedestrian

‘Major’ pedestrian circulation shall be encouraged on sidewalks along major streets within the Uptown Core. These streets have to be landscaped to high urban standards with street trees, paving and appropriate street furniture.

A strong pedestrian connection between the Central Retail area and the community park immediately south of the Uptown Core shall be established through Glenashton Drive. Utility corridors and the Trans-Canada Pipeline will function as pedestrian linkages.

Development Objectives for Lands East of Trafalgar Road

“The objectives of the development of the area east of Trafalgar Road are to allow for uses that are necessary to the Core function which may be space extensive, or which require ready access to the arterial road. These uses would generally not assist in achieving the urban form objectives for the main part of the Core. The uses in the area will, however, complement and reinforce the main commercial area west of Trafalgar Road. Strip development along the arterial road with individual access from buildings to the main road will be avoided by design controls, buffering, and campus type development.”

“The main objective in the development of these lands with the above-noted (refer to appendix 2) uses is to ensure an attrac-

tive streetscape appearance from the major boundary roads and to minimize any impact of the uses on the adjacent residential areas.”

The OP considers the intersection of Dundas Street and Trafalgar Road to be a prominent gateway location in Oakville. Notwithstanding the development objectives notes above, special design considerations shall be given to existing floodplains and the creation of an attractive streetscape appearance from the boundary roads. The development standards for this area shall be established through the implementing zoning by-law.

Frontages onto Postridge Drive shall be attractive by means of good architectural design, landscaping and control of parking locations.

1.9.5 Implementation

Relevant to this area, the following studies were outlined as conditions for development:

1. The Trafalgar Road Corridor Study – to examine locations of intersections, intersection spacings and signalization;
2. Detailed Economic Impact Study – required for any commercial development in accordance with the Regional OP;
3. Traffic and Transit Impact and Operations study;
4. Watershed Study for the Morrison Creek – both East and West branches;
5. Urban design study - prepared by the proponents and approved by the Town is recommended. This study is to show in detail a block-by-block development of the area and is to illustrate how the objectives of the Plan for the Core will be achieved.
6. Tertiary Study of the Central Retail Area – this study is to provide detailed plans for the area based on the following

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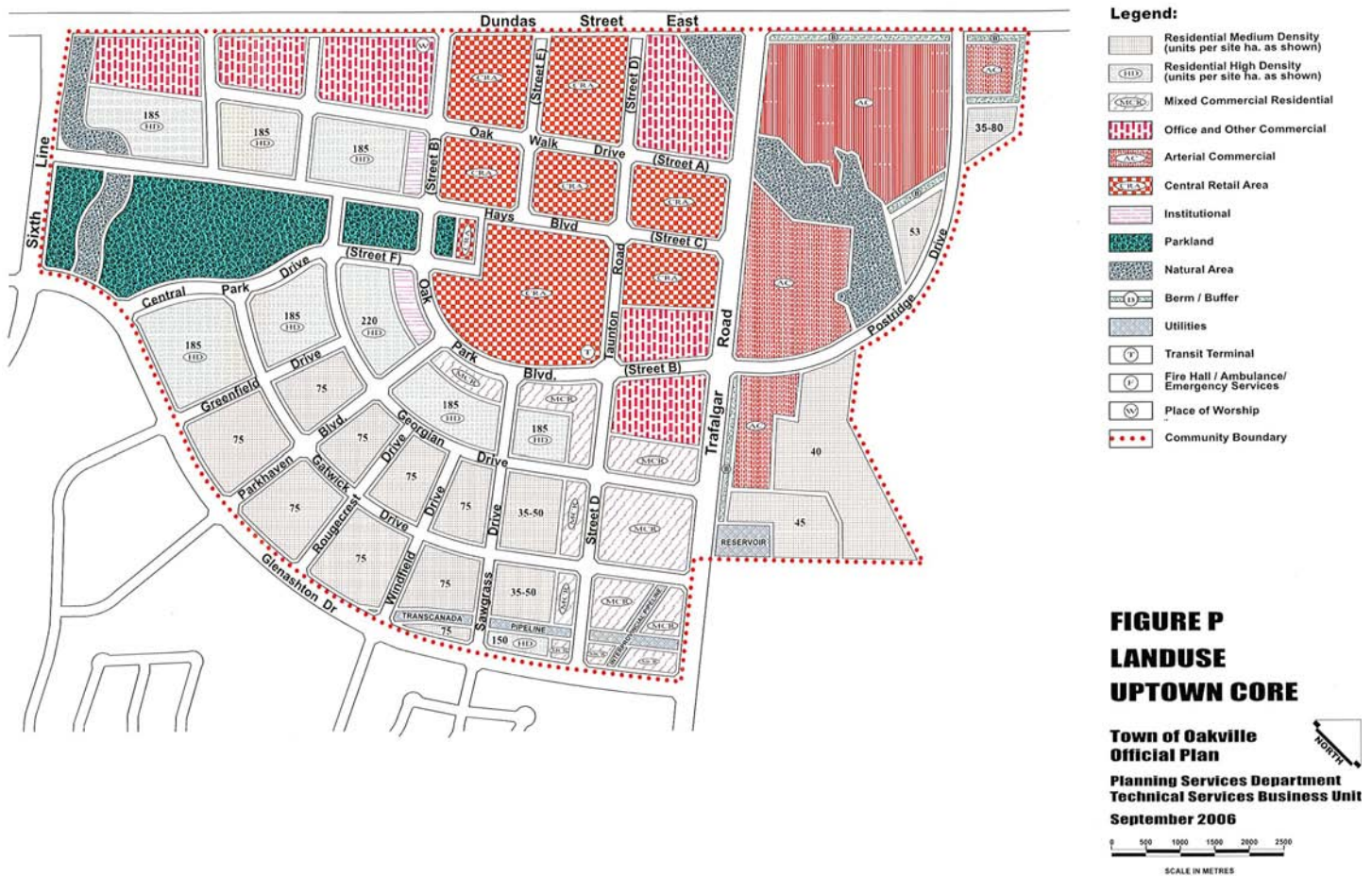


Figure 10 - Oakville Official Plan Land Use Uptown Core



design objectives: creation of a pedestrian oriented main street, the creation of public or private streets, incorporation of a major public square or civic plaza at least 0.5 ha in size within the Central Retail Area, the restriction of surface parking within the Central Retail Area in its ultimate built-out form, permission of street parking, and implementation schedule.

7. Lands east of Trafalgar Road north of Postridge Drive are exempted from carrying out the following studies: Trafalgar Road Corridor Study, Social Impact Study, and Transit Functional Study.

1.5 Official Plan Amendment No. 272
North Oakville East Secondary Plan
Draft for Review and Discussion
October 9, 2007

Lands immediately to the north of the Uptown Core area within the North Oakville Secondary are designated as the 'Trafalgar Road Urban Core Area', 'Natural Heritage System Area', and 'Storm Water Management Facility' (final location to be determined). The 'Urban Core Area' designation will provide for the most dense development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional.

1.6 Summary of Preliminary Conclusions
 (based on current Planning Policy analysis)

Existing big-box development is inconsistent of several OP and urban design guidelines. There is no comprehensive master plan to guide the large format commercial development within the Uptown Core which results in piecemeal development. Inconsistency with current planning policy resulted in the following observed physical planning issues:

1. Rear lotting along primary and secondary streets (i.e. Loblaws is backing onto Oak Park Blvd.). While not all streets can be categorized as frontage streets in a large format retail situation a frontage strategy can be implemented.
2. While no surface parking is permitted in the front yard of a building adjacent to a primary, secondary streets or private street as per Official Plan policies (Fig, 11) the Loblaws and the small retail plaza next to Trafalgar Road do back onto existing roads.
3. Existing big-box development is not pedestrian friendly as no clear pedestrian circulation has been planned for this area.

4. There seems to be no defined streetscape character as building massing is large and does not address the street.
5. A strong civic and public presence has not been fully developed as public amenities have not been completed such as Oak Park and the Town Centre Square.
6. Although some office use have been introduced to the area, it has struggled to prosper. Two mixed use retail and office buildings have been proposed on Oak Park Boulevard but further polices have to be implemented to encourage this land use to promote the creation of a 24 hour district where people can live, work and play.
7. A transit station has been constructed on the north-east corner of Taunton Road and Oak Walk Drive that is surrounded by mainly non transit supportive large format retail uses (with the exception the high density proposal for lands immediately to the north). Policies that encourage transit supportive development will be imbedded in the development of this report recommendations and accompanying guidelines.



Figure 11 - Private Streets

2. Urban Design

2.1 Introduction

Urban Design Overview



Figure 12 - Uptown Core key urban elements

As an identified regional centre with an emphasis on mixed use development, the Uptown Core is strategically located at the intersection of Dundas Street and Trafalgar Road. It is surrounded to the north by the most dense North Oakville area land use designation, to the south and west by existing stable residential communities such as the River Oaks Community and to the east by a combination of large format retail and residential communities.

The development framework set out by the Official Plan for the Uptown Core area includes retail and office development as well as various government, institutional, cultural, recreational and public open spaces uses it intends to generate “a design which reflects the economic basis of the uses [but] which also creates a physical form with a strong coherent urban image, a highly developed civic streetscape appearance and with a human scale.”

An understanding of the challenges faced by future development in the area and its regards to the original vision for the Uptown Core as “the commercial, cultural, institutional, and recreation heart of the Town of Oakville, north of the Queen Elizabeth Way” is needed for this purpose. An analysis of existing conditions has been conducted according to its key urban elements: the Uptown Core Edges, the Uptown Core General and the Uptown Core Centre.

2.2 Uptown Core Edges

The Uptown edges are Dundas Street East and Trafalgar Road.

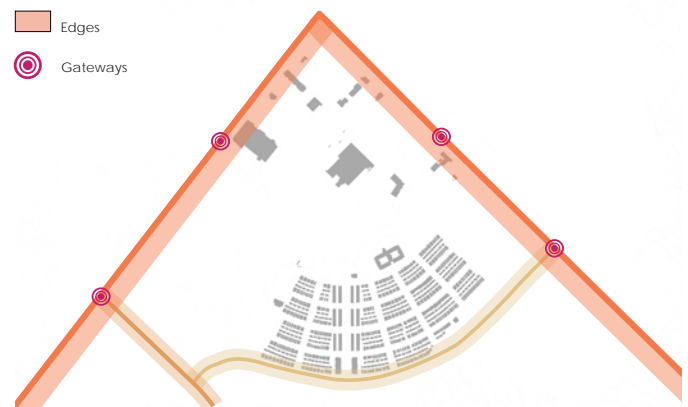


Figure 13 - Uptown Core edges

Dundas Street East, Trafalgar Road

Built Form and Placement

The existing built form along Dundas Street East and Trafalgar Road is comprised of one storey retail buildings and their corresponding parking lots. The buildings main entrances are oriented towards the parking lots and side-lot onto both regional roads. The current built form consists of low rise buildings, generous setbacks and parking lots. The resultant streetscape along Dundas Street East and Trafalgar Road is weak and has no continuity or regard for pedestrian scale.

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Response to Context

The land use provisions for lands north of Dundas Street East envision a highly dense urban area where mixed use development is encouraged. The current Dundas Street edge condition does not reflect this type of development.

Gateway Treatment

The intersection of Oak Park Blvd. and Dundas Street marks the entrance not only to the Uptown Core, but to its "Main Street". The opportunities to take advantage of this access point have been missed by framing the gateway with a commercial loading area that undermines the development options across the street and do not address their respective corners as important points of arrival.

Similarly, on the opposing end of "Main Street", at the intersection of Oak Park Boulevard with Trafalgar Road, the existing auto dealership massing and building height does not address the corner as an important point of arrival.

Street Wall and Building Heights

Urban corridors are typically characterized by a continuous building wall of mixed uses that helps to define the linear public spaces of the street; resulting in a lively, diverse and appealing pedestrian place. Neither Dundas Street nor Trafalgar Road exhibits this characteristic. On the contrary, significant 'gaps' in the streetscape are punctuated by occasional low and narrow building structures resulting in an unfriendly pedestrian environment.

Streetscape

With the exception of the Morrison Creek tributaries, there are few, if any, street trees or planting areas along both roads.



Image 1 - Oak Park Boulevard at Trafalgar Road



Image 2- Oak Park Boulevard facing toward Dundas Street East



Image 3 - Oak Park Boulevard



Image 4 - Wellspring House (Cancer Support Centre)

Glenashton Drive & Sixth Line

Built Form and Placement

The existing built form along Glenashton Drive is comprised of two storey lane-based residential buildings, a future high-density residential block and a central open space. Existing residential building form, its placement and main entrance locations, combined with the generous amount of open space and its central boulevard create a continuous, human-scaled, pedestrian friendly environment.

Response to Context

Existing development and gateway located at the intersection of Parkhaven Blvd. with Glenashton Drive has clearly responded to its context through the use of an accentuated height and built form.

Landmarks and View Corridors

Future gateway and landmark sites located at key vista points along Glenashton Drive should have regards for the existing context and capitalize on this potential opportunity through distinctive architectural elements and landscaping. Identified key future gateway and or landmark sites along Glenashton Drive include the intersections at Taunton Road, Central Park Drive and Hays Boulevard (refer to Urban Design Section: Landmark Features).

Street Wall and Building Heights

Urban streets are typically characterized by a continuous building wall that helps to define the linear public space of the street resulting in a lively, diverse and appealing pedestrian place. Glenashton Drive exhibits this characteristic resulting in a pedestrian friendly environment.

Sixth Line development has not taken place.

2.3 Uptown Core Neighbourhood General Areas

The Uptown Core has existing and future land use districts (i.e. retail, high density, main street) that should promote a strong sense of place and a defined urban structure that consists of an interconnected street network that reduces traffic congestion and promotes walkability.

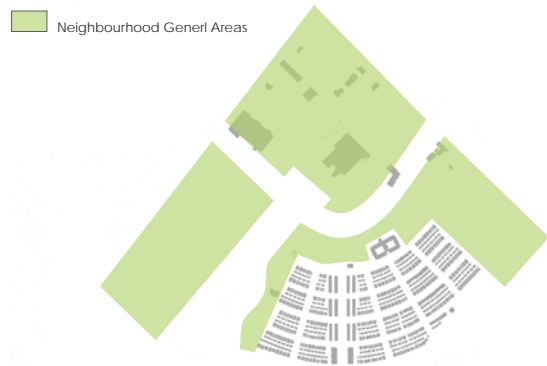


Figure 14 - Uptown Core Neighbourhood General Areas

Built Form and Placement

The current built form throughout the Uptown Core, with the exception of its stable residential neighborhoods, is sparse and often, inconsistent. Massing and density vary widely and incongruously. This unresolved building massing coupled with low rise built form, consistently generous setbacks and numerous parking lot voids, create an uninviting pedestrian environment.

Land Use and Response to Context

The inharmonious building mass, which lacks connectivity and appropriate accessibility only adds to the troubles created by the haphazard layout of a vast expanse of uninhabitable (parking) lots, which engulf the originally proposed heart and Core of the Town.

Although some buildings within the Uptown Core have regard for their context the large format retail buildings do not.



Image 5 - Example of Small Retail Development and Lots along Taunton Road



Image 6 - Example of Small Retail Development near Oak Walk Drive



Image 7 - Example of Big Box Development and Facing along Hays Boulevard



Image 8 - Oak Park Business Centre at Oak Park Boulevard and Taunton Road



Image 9 - Chartwell Senior Building Centre on Oak Park Boulevard



Image 10 -Trafalgar Memorial and park, located opposite of the Town Centre Square

Streetscape and Pedestrian Realm

Within the general areas there exist few, if any, street trees or planting areas along major pedestrian corridors. Moreover, there has not been enough attention placed on the development of the public realm in the form of public or private squares, parkettes and amenity areas throughout the Core.

2.4 Uptown Core Centre

This area is located along Oak Park Boulevard which is intended to function as the Uptown Core 'main street' and the central open space system. This two elements constitute the 'heart' of this community and their importance can not be overly emphasized.

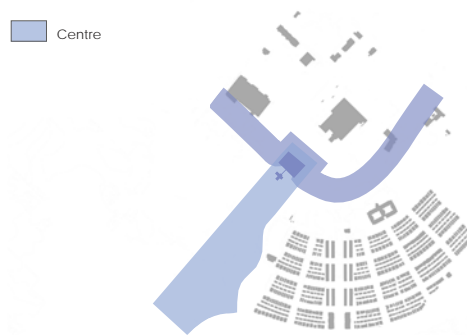



Figure 15 - Uptown Core Centre

Main Street Oak Park Boulevard

Built Form and Placement

The existing built form along Main Street Oak Park Boulevard fluctuates. The northwest intersection with Taunton Road consists of a mixed-use, medium density, four storey massing which responds to its "Main Street" nature by providing setbacks at an appropriate pedestrian scale. However, at the southernmost bend of the road, as well as at either of its ending intersections, existing conditions are not as favourable.



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A centrally located institutional building, Chartwell Senior Building Centre, abuts the Main Street, yet creates little interaction with the Main Street. As a result, this street edge condition has not realized its full potential as a pleasant and vibrant urban environment.

The remaining lands along Main Street Oak Park Boulevard have not been developed and remain vacant.

Land Use and Response to Context

The land use provisions for Main Street Oak Park Boulevard anticipate mixed use, retail and institutional areas ranging from four to ten storeys. The existing development along the Main Street has only partially responded to this policy.

Streetscape and Pedestrian Realm

Main Street Oak Park Boulevard is met at several points by local streets and operates as a main collector within the Uptown Core. It also houses the Core's Town Centre Square and Memorial Park. To date, little streetscape has been developed along this street and does not exhibit characteristics of an active, diverse and pedestrian friendly environment.

Mixed Use Areas

Built Form and Placement

The existing built form within this area is minimal. It consists of two high-rise residential buildings which have been situated to look over the nearby parkland. Lands adjacent to the Town Centre Square are vacant and the square has not been built. In consequence, this site is not clearly defined and it is not certain whether it will provide the accessibility and public interface that is intended for the Town's future Core.

Land Use and Response to Context

The central parkland is intended to be bound to the east and west by high density residential blocks ranging anywhere from six to twelve storeys. This mixed use area has begun to prop-

erly respond to its context with two (12 storey) high-rise residences, situated to overlook the parkland. The proposed Town Centre has not been fully developed.

Streetscape and Pedestrian Realm

The parkland area is currently in transition; nevertheless, this generous open space provides ample possibilities for healthy public interaction and recreation. However, because development of the Town Centre Square has not been initiated the resultant site does not currently act as the animated, unique and memorable central meeting place it is intended to become.

3. Transportation

The draft Transportation Plan is found in Appendix VI of this Report.

4. Servicing- Infrastructure

4.1 Introduction

Introduction

URS Canada has conducted a review of available documentation containing existing servicing network to the subject development lands in the Uptown Core community of Oakville. The purpose of this exercise was to highlight some of the existing servicing network based on existing Town of Oakville's as-built drawings as supplied for the Uptown Core area.

Summary of Findings

Water Demand and Wastewater Flow for Uptown Core

Assessment of both the Region of Halton's and the Town of Oakville's as-built drawings as supplied for the Uptown Core area, indicates that there is a comprehensive existing servicing network (sanitary and watermain) throughout the Uptown Core area.

Based on the development options, overall servicing improvements may need to be investigated as they relate to the water and wastewater component. Both flow analysis of the sanitary system will need to be investigated to determine any surcharging constraints as well as watermain modelling analysis will need to be conducted to make certain supply is adequate.

The site area is bounded by Trafalgar Road, Dundas Street, Sixth Line and Glenashton Drive, and has a mix of residential and commercial development.

Water Demand:

The proposed water demand calculation for the development is based upon the Region of Halton design criteria. The average daily demand per capita is 275 L/c/day. Peaking factors of 2.25 for maximum daily demand and 4 for peak hourly demand were utilized.

The projected population is calculated as per total units in the residential area as 32,345 people and for the commercial area as 1,096 people. Peak daily water demand for the study area is 14,413.54 L/min. or 20,755.5 m3/day.

Based upon these requirements, the water system should be able to provide adequate flows for the proposed development. At no time did pressures within the system drop to below 420 kPa (60 psi)

Wastewater Flow:

Based on the Region of Halton design criteria, wastewater flow is calculated for the study area according to the formula:

Design Flow = Av. Dry Weather Flow X Peaking Factor + Infiltration Allowance

Peaking Factor can be calculated by using Harmon Formula and the unit sewage flow is 0.275 m3/c/day. Infiltration allowance is 0.286 L per sec/ha for all types of land use.

Total number of units the residential area is 12,752 units including 929 townhouses. It is assumed that the density of a townhouse is 3 person per unit and for an apartment is 2.5 person per unit. Therefore, the total population of the residential area is 32,345 people, and for the commercial area is 1,096 people.

The Peak Flow for Wastewater discharged from residential and commercial area is 23,021.94 m3/day or 0.267 m3/sec.

The inserted data sheets indicate existing water/wastewater requirements and future demands.

Population :		
The projected population for the development can be calculated as a function of the proposed number of residential units as follow:		
Town Houses (Existing)	929 units	
Apartments (Existing)	1837 units	
Apartments	9986 units	
Total Apartments	11823 Units	
Total Apartments & Townhouses	12752 Units	
Assume the density for Town H	3 person/unit	
The density for the Apartment	2.5 person/unit	
Population for the Town Houses	2787 people	
Population for the Apartments	29557.5 people	29558 people
Total Population (Res.)	32345 people	
Total Population (Comm.)	1096 people	
Total Population (Res. & Com.)	33441 people	

Figure 26 - Data Chart: Population

Pressure Requirements:		
Pressure System		
High	70 psi	161.7 ft of head
Low (MOE recommended min.)	50 psi	115.5 ft of head

Figure 27 - Data Chart: Pressure Requirements

Sanitary Drainage:

The proposed Wastewater Flow calculation for the development is based upon the Region of Halton design criteria as follows:

Design Flow= Av. Dry Weather Flow X Peaking Factor M + Infiltration Allowance

Unit Sewage Flow 0.275 m³/pcd 275 L/c/d

Peak Wastewater Flow Factor M= 1+(14/(4+(P)^{0.5})) Harmon Formula

Where :

M = ratio of peak flow average flow

P = population in thousands

Residential Dry Weather Flow:

Population :

The projected population for the development can be calculated as a function of the proposed number of residential units as follow:

Town Houses (Existing)	929 units	
Apartments (Existing)	1837 units	
Apartments	9986 units	
Total Apartments	11823 Units	
Total Apartments & Townhouse	12752 Units	
Assume the density for Town H	3 person/unit	
The density for the Apartment	2.5 person/unit	
Population for the Town Houses	2787 people	
Population for the Apartments	29557.5 people	29558 people
TOTAL POPULATION (Res.)	32345 people	

Total Population (Com.) 1096 people

Population of Uptown Core (Res. & Com) 33441 people

Design Wastewater Flow for Uptown Core-Oakville:

As per Halton design criteria

Wastewater flow calculated according to the following formula:

Qd =Qa * M +Ia

Where:

Qd = Design Flow

Qa = Average Dry Weather Flow

M = Ratio of Average flow to Peak Wastewater Flow

Ia = infiltration Allowance, and it is determined at 0.286*10⁻³ m³ s/ha

For Residential use Peak Wastewater Flow Factor M (Harmon Formula):

M = 1+(14/(4+P^{0.5}))

Where :

M =the ratio of peak flow to average flow

P = tributary population in thousands 32345 people

P 32.345 thousand C

Av. Daily Water demand per persc 0.275 m³/c

M **2.445196**

Qa 8894.875 m³/day

Design Flow (Res.) 21749.71 m³/day 0.251733 m³/day
21749714 L/day

Dry Weather Flow for the Commercial Area:

Equivalent Population Density 90 c/ha
Area 10.15 ha
Unit Sewage Flow 24.75 m³/ha/day

Population in Commercial Area 1 913.5 people 914 people
Dry Weather Flow **251.2125 m³/day** 251212.5 L/day

Dry Weather Flow for Comm. Office

Equivalent Population Density 40 c/ha
Area 4.54 ha
Unit Sewage Flow 11 m³/ha/day

Population in Commercial Area2 181.6 182 people
Dry Weather Flow **49.94 m³/day** 49940 L/day

Total population in com area1& Pr + Pc 1096 people
33441 people

Dry Weather Flow for A1& A2 301.1525 m³/day

Residential Dry weather Flow:

Town Houses 929 TH
Equivalent Population Density 135 c/ha
Area
Unit Sewage Flow 0.275 m³/c/d

Population in Residential Area
Dry Weather Flow
Apartment 1837 Apt
Equivalent Population Density 285 c/ha
Area
Unit Sewage Flow 0.275 m³/c/d

Population in Residential Area
Dry Weather Flow
Apartment 9986 Apt
Equivalent Population Density 285 c/ha
Area
Unit Sewage Flow 0.275 m³/c/d

Population in Residential Area
Dry Weather Flow

Me =0.8*(1+(14/(4+(Pe)^{0.5}))
Me = ratio of peak flow to average flow commercial

Me= 3.019184

Design flow Comm. 909.2348 m³/day

Design Flow for Res. & Com. = 22658.95 m³/day 0.262256 m³/sec

Mav=Kav*((1+14/(4+(Pr+Pc)^{0.5})))

Where :

Mav=Peaking Factor

Kav = (Ar+(0.8*(Ac)))/(Ar+Ac)

Ar= 146.99 ha

Ac= 14.69 ha

Kav= 0.981828

Mav= 2.386903

Figure 30 - Data Chart: Sanitary Drainage, Residential and Commercial

5. Market Overview

5.1 Introduction

Purpose of the Commercial Real Estate Market Overview

The purpose of this examination is to bring a “market reality check” to the process to ensure that the vision created through this exercise may be ultimately supportable by investment market conditions. The office, condominium and retail market segments have been analyzed, and are summarized in the following pages. Office market data is generated from Cushman & Wakefield LePage’s quarterly office market survey. Condominium market data is drawn from Urbanization, a third party market research company that tracks the GTA condo market. Retail commentary is supported by tracking of local trends, a local “on-the-ground commercial/retail market profile, as well as data from the Town of Oakville Retail and Service Policy Review (2006).

5.2 Office Market Overview

Oakville’s Office Market

The office research division of Cushman & Wakefield LePage undertakes a quarterly market survey across the Greater Toronto area. In Oakville, there were 33 buildings surveyed totaling just less than 2 million sf of leasable space. A significant building boom took place during the 1988-1992 era (15 buildings constructed representing over one-third of today’s inventory).

Oakville’s present vacancy rate is 5.4% for All Classes of space (7.2% for Class A), which is slightly below levels for all of GTA West (which includes Airport Corporate Centre, Mississauga City Centre, Meadowvale, other smaller Mississauga office nodes, and Burlington). The current average asking Class A net rental rate of \$14.20 in Oakville is a discount compared to other GTA West office concentrations; Airport Corporate Centre, Mississauga City Centre and Meadowvale are in the range of \$16.50 to \$17.50 psf, with additional rent (taxes and operating costs) roughly \$2.00 to \$4.00 psf higher than the Oakville average.

Oakville’s office inventory reflects a dominant orientation towards QEW proximity, which has the advantage of excellent accessibility and signage potential for firms placing corporate logos on building facades, or even in some cases offering building naming rights, which is a high profile marketing advantage. Figure 17 illustrates the location of Oakville’s office buildings and clusters. Notably, Oak Park Business Centre, situated in the heart of the Uptown Core, is a locational anomaly, given its distance from the QEW. In contrast, this North Oakville site offers walkable local amenities and proximity to alternate access routes (Highways 403 and 407). Many of the office properties along the QEW are situated on service roads with limited opportunities for tenants to walk to local amenities and business services.

There are several factors that are responsible for the Town of Oakville not having attracted a greater share of the Greater Toronto Area's office development, including the following:

- > The GTA office market historically emanated from Downtown Core of the City of Toronto. The Core remains the site of most of the region's office employment, and is home to Canada's financial headquarters, the Toronto Stock Exchange (TSX), and numerous national or international head office locations.
- > Commuting patterns are oriented towards Downtown Toronto's Union Station (TTC subway and GO Transit inter-regional rail and bus service). Oakville is on the GTA periphery, and not readily accessible to commuters in GTA north and east via transit. As a result, employers prefer to locate more centrally, despite higher occupancy costs of Downtown office space.
- > Rental rates in Oakville are driven by market demand; generally lower rents in Oakville compared to Mississauga's business parks, for example, reflects lesser demand. Although Oakville's vacancy rate is presently low, the same is true for the wider GTA suburbs in historical terms. However, Oakville's vacancy was 20% back at year-end 2004, while the overall GTA rate was 10%. Of course, elevated vacancy rates tend to depress achievable rental rates.
- > Historically, Oakville's generally lower achievable rental rates make new development uneconomic – prospective developers cannot attain required income yields to justify new construction. In addition, the large tenancies that are typically required to initiate new construction (securing a lead tenant for a building) are scarce in the local market. Most headquarters locations are situated more centrally within the GTA market.

- > All of the GTA's 400-series highways offer excellent visibility and ample office development sites exist – Oakville's QEW corridor is not unique in this regard. The QEW corridor is notable in local context in that the majority of Oakville's existing office inventory is located in proximity to or adjacent to the highway.

Despite the aforementioned, there are various factors that contribute to the Town of Oakville attracting and retaining office-type employment. These include:

- > The Town of Oakville acts as a regional hub for Halton Region. While Oakville and neighbouring Burlington have approximately the same population base (165,000, based on data from the 2006 Census), Oakville is growing more rapidly (14.4% growth since 2001 in Oakville, compared to just 9.0% for Burlington). This contributes to an increasing local labour force.
- > Oakville has considerable potential land remaining for new commercial office development. This land availability, and its relative affordability compared to other suburban GTA municipalities, is an important consideration for developers considering new construction.

The first exhibit presented in the following pages illustrates the present statistical summary for the Oakville office market compared to the wider GTA West market, and the total Greater Toronto office market. The second exhibit presented below conveys the results of the 2007 Q4 office market survey building by building across Oakville, and indicates the level of vacancy and current asking rental rates across the market.

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Figure 31 - Major Office Locations

Figure 32 - Market Survey at 2007 Year-End

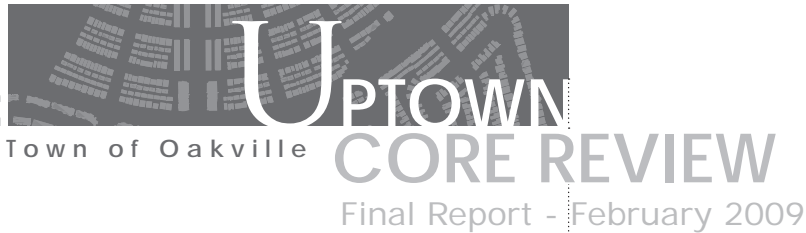
Office Statistical Summary – 2007 Q4

	# of Buildings	Inventory (sf)	Vacancy Rate (%) Current	Vacancy Rate (%) 1 Yr. Ago	Absorption YTD (sf)	New Supply YTD (sf)	Leasing Activity YTD (sf)	Average Asking Net Rent (\$psf)	Average Additional Rent (\$psf)	Average Asking Gross Rent (\$psf)
Oakville										
Class A	12	1,079,147	7.2%	3.7%	106,991	150,043	226,046	\$14.20	\$11.25	\$25.45
Class B	19	829,036	3.7%	5.6%	15,701	0	33,594	\$13.70	\$11.60	\$25.30
Class C	2	72,757	0.0%	0.0%	0	0	0	-	-	-
All Classes	33	1,980,940	5.4%	4.4%	122,692	150,043	259,640	\$15.80	\$11.30	\$27.10
GTA West										
All Classes	388	34,440,066	6.9%	6.8%	1,477,027	1,617,517	3,029,152	\$14.25	\$12.80	\$27.05
Total GTA										
All Classes	1333	162,705,839	6.2%	6.7%	3,058,822	1,617,517	12,211,561	\$17.50	\$18.40	\$35.90

Oakville Office Vacancy and Rental Rate Table - 2007 Q4

Address	Building Name	Size (sf)	Class	Year Built	# of Floors	Asking Net Rent (\$psf)	Additional Rent (\$psf)	Asking Gross Rent (\$psf)	Vacant Space (sf)
2275 Upper Middle Road E	Westbury Corporate Centre - Phase 1	150,043	A	2007	7	\$20.95	\$11.15	\$32.10	38,065
2265 Upper Middle Road E	Westbury Corporate Centre - Phase 2	150,043	A	2008	7	\$20.95	\$11.15	\$32.10	107,259
1275 North Service Road	Ennisclare Corporate Centre - 1	138,623	A	1992	8	\$15.00	\$12.69	\$27.69	0
1235 North Service Road W	Ennisclare Corporate Centre - 2	78,963	A	1999	5	\$15.00	\$11.97	\$26.97	12,000
2020 Winston Park Drive	Westbury Office Park - Phase 1	129,160	A	2000	7	\$16.50	\$10.50	\$27.00	0
2060 Winston Park Drive	Westbury Office Park - Phase 2	81,130	A	2004	4	\$17.50	\$10.50	\$28.00	0
690 Dorval Drive	Oakville Corporate Centre - Phase 3	102,000	A	1989	7	\$15.50	\$11.44	\$26.94	9,734
1540 Cornwall Road	Cornwall Business Centre	80,000	A	2000	2	\$16.50	\$8.60	\$25.10	2,496
231 Oak Park Boulevard	Oak Park Business Centre	80,000	A	2004	4	\$14.50	\$10.35	\$24.85	2,850
2010 Winston Park Drive	Winston Corporate Centre - 1	79,135	A	1989	5	\$18.50	\$11.69	\$30.19	4,159
178 South Service Road		78,000	A	1992	5	\$15.00	\$11.00	\$26.00	7,869
1660 North Service Road E		69,000	A	2007	2				0
435 North Service Road W		50,561	A	2004	3	\$16.50	\$10.93	\$27.43	0
2660 Sherwood Heights D		20,000	A	2003	2	\$16.00			0
710 Dorval Drive	Oakville Corporate Centre - Phase 2	102,000	B	1985	7	\$15.50	\$12.06	\$27.56	23,683
1151 Bronte Road	Administration Bldg. - Halton	100,000	B	1978	2				0
1075 North Service Road W	Ennisclare Corporate Centre	99,911	B	1988	2	\$14.00	\$11.33	\$25.33	1,368
700 Dorval Drive	Oakville Corporate Centre - 1	99,500	B	1983	7	\$15.50	\$12.06	\$27.56	3,557
277 Lakeshore Road E	Royal Life Centre	94,000	B	1980	4	\$16.00	\$11.58	\$27.58	0
461 North Service Road	Commercial Point - B	75,000	B	1988	1				0
481 North Service Road	Commercial Point - A	58,000	B	1988	1	\$6.50			0
1235 Trafalgar Road	Trafalgar Professional Centre	45,000	B	1985	4	\$12.50			0
2916 South Sheridan Way	Village Offices Of Oakville - 5	42,000	B	1988	3				0
2381 Bristol Circle	Winston Office Centre - Phase 1	40,000	B	1990	2	\$13.50			0
2421 Bristol Circle	Winston Office Centre - Phase 3	40,000	B	1998	2				0
2360 Bristol Circle	Winston Green Corporate Centre	38,671	B	1992	3				0
700 Kerr Street		37,500	B	1988	3	\$16.00			0
627 Lyons Lane		34,800	B	1976	4				0
465 Morde Road		30,448	B	1988	2	\$11.00			0
1226 White Oaks Boulevard		25,000	B	1973	2				0
358 Reynolds Road	Medical Arts Building	24,000	B	1978	4				0
331 Sheddon Avenue	Oakville Medical Centre	23,317	B	1978	3				0
243 North Service Road W	Birch Oak Centre	20,100	B	1990	3	\$13.50	\$11.94	\$25.44	1,009
247 North Service Road W	Birch Oak Centre	20,100	B	1990	3	\$11.50	\$11.94	\$23.44	2,091
251 North Service Road W	Birch Oak Centre	20,100	B	1990	3	\$11.50	\$11.94	\$23.44	0
345 Lakeshore Road E		50,000	C	1965	5				0
635 Fourth Line		33,581	C	1980	1	\$10.00			0

Source: Cushman & Wakefield LePage

The title graphic features the word 'UPTOWN' in a large, white, serif font, with the 'U' being significantly larger than the other letters. Below it, 'CORE REVIEW' is written in a smaller, white, sans-serif font. To the left of 'UPTOWN', the text 'Town of Oakville' is written in a smaller, white, sans-serif font. The background is a dark, textured grey with faint, repeating text and architectural lines.

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Current and Future Development of Oak Park Business Centre

Cushman & Wakefield LePage office listing brokers have the listing mandate for the Oak Park Business Centre, which is located at the northwest corner of Oak Park Boulevard and Taunton Road. The building is 80,000 sf, and presently there is some 5,000 sf available (6%) vacancy rate with asking net rent of \$16.50 psf increasing to \$18.50 psf during a 10-year lease. The additional rent (operating costs plus taxes) is just over \$10.00 psf

Phase II of this property is being contemplated, and would reportedly be designed as a LEED certified project – the initial plan was for 6 storeys, but the leasable area is currently unknown. Retail space is planned at-grade, to complement the offering at the existing building. A parking structure will offer space for both office buildings (existing and future) as well as adjacent retail developments. Likely asking rents are in the low \$20s psf net, with gross rents in the low \$30s psf, in order to be competitive in the local market.

Planning and Policy Implications

Given the propensity for corporate users towards locations along the QEW corridor in Oakville that offer visibility and signage potential, the Uptown Core is unlikely to attract significant, large-scale new office development. It is more likely that tenants considering an office location in the Uptown Core would be smaller space users. The majority of tenants at Oak Park Business Centre are between 1,000 to 5,000 sf.

It would be advisable for the Town of Oakville to protect a portion of the undeveloped lands in the Uptown Core to enable future mid- and large-scale office development, should market dynamics evolve, as well as smaller projects that would be in the form of medical-professional-type buildings, either free-standing or part of a mixed use block development. Particu-

larly as Uptown Core and North Oakville mature, there will be a significant increase in the local population base, and proximity to employment uses is a desirable urban planning objective. This expansion of the nearby workforce should increase demand for local commercial-office space, with small and medium sized business in particular having owners and executives seeking to work close to home.

It is recommended that Oakville set aside sufficient lands to approximately accommodate 500,000 sf of office space in the Uptown Core. This would enable multiple small and mid-sized office developments, in the range of 50,000 to 150,000 sf, which would be well suited to support anticipated future demand for commercial-office space in the northern part of the Town of Oakville and the western GTA market, more broadly speaking. Should major office development be attracted to this location, such as a large anchor tenant desiring to relocate to Oakville or expand its local presence, Uptown Core must have adequate provision of available lands for such a project. It is further recommended that this 500,000 sf provision be reviewed over time to ensure that it reflects prevailing and future anticipated office market conditions, as lands in Uptown Core are absorbed. While Uptown Core currently only has one office building measuring some 80,000 sf, future building additions would generate a critical mass that would encourage more tenants to locate there, proving the viability of the area as a secondary office node within Oakville and the GTA west marketplace, and provide developers with the confidence required to execute future commercial-office projects.

In order to launch a new office development, it is generally necessary to have a pre-leasing commitment for 50% to 75% to obtain financing, which is achievable if a large anchor tenant is identified, but difficult if a large number of small tenants need to be found. As a result, it is likely that office development is feasible in small scale projects within Uptown Core, particularly as provided in mixed use commercial-retail properties.

5.3 Condominium Market Overview

Active Condominium Market

Oakville has six condominium projects being actively marketed as of year-end 2007. These projects total some 551 suites, of which 57% are sold. The present asking prices on unsold units range from \$350 to \$870 psf, which reflects two markets – three projects are geared towards the entry level market while three are oriented towards the more upscale market featuring greater amenities in smaller scale buildings. These price points for new condominium projects are generally well above the \$299 psf average for resale units at year-end 2007 across the Oakville market.

Development Pipeline

There are four condominium projects currently approved totaling some 880 units across the Town of Oakville, though there are no projects scheduled for launch in 2008 Q1. There are some 19 additional projects in various stages of the planning process totaling approximately 8,600 units. Of course, there is neither a guarantee that all of these proposals will come to fruition, nor any assurance that the initial proposals will not be modified and re-submitted for consideration.

Rental Market

With any new condominium development, there is a likelihood that some of the units will be bought for investment purposes – the owner would rent out the unit to cover mortgage costs, taxes and condominium fees, plus some element of profit (hopefully). Industry analysts' estimates as to the percentage of units within new condominium buildings that are renter-occupied vary, and there is no definitive figure for the Oakville market.

The Canada Mortgage and Housing Corporation undertakes an annual condominium market survey tracking rental units within condominium apartment buildings. Data for Durham Region is shown, but the Oakville market is not profiled independently.

The Canada Mortgage and Housing Corporation's annual Rental Market Survey is the prevailing data source for residential rental market information. The survey tracks rental apartments (buildings with 3 or more units) as well as townhouses. However, the Oakville market is not divided into local submarkets. The latest survey (October 2007) indicated that the overall apartment vacancy rate was just 2.1% with the average rental rate for a 2-bedroom apartment just above \$1,100 per month. There is an inventory of some 4,400 apartment units across the Town of Oakville. Data for the townhouse segment is not reported ("data suppressed due to confidentiality or data is not statistically reliable") due to the small inventory of rental townhouse units in the Oakville market.

Planning and Policy Implications

The condominium market boom that has lasted since the year 2000 across the Toronto area continues unabated, and the development pipeline in suburban markets is growing, where at the outset of the current cycle activity was principally focused in the City of Toronto. The success of recently developed condominium projects in Oakville has given developers confidence that the local market will support this form of housing. The Uptown Core is positioned to attract continued interest from condominium developers, with Courtyard Residences Phases I and II, two buildings developed by Tribute Communities, demonstrating relatively strong sales (Phase I, launched Oct-06, is reportedly 75% sold; Phase II, launched July-07, is reportedly 50% sold). Proximity to shopping and amenities in the developing Uptown Core area, as well as access to transit, would enhance marketability of future high density residential developments.

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Active Condominium Market in Oakville

Project Name	Address	Open Date	Total Suites	Total Sales	% Sold	\$psf Opening	\$psf Unsold
Courtyard Residences - I	2391 Central Park Dr.	Oct-06	152	114	75%	\$303	\$384
Courtyard Residences - II	2379 Central Park Dr.	Jul-07	155	72	46%	\$300	\$365
North Morrison House	390 Upper Middle Rd.	Jan-06	15	12	80%	\$310	\$349
Ashford Terrace	3510 Lakeshore Rd. W.	Oct-07	148	44	30%	\$520	-
The Coventry	267 Church St.	Oct-07	12	7	58%	\$833	\$807
One Eleven Forsythe	111 Forsythe St.	Oct-05	69	64	93%	\$792	\$867
Total			551	313	57%		

Source: Urbanation

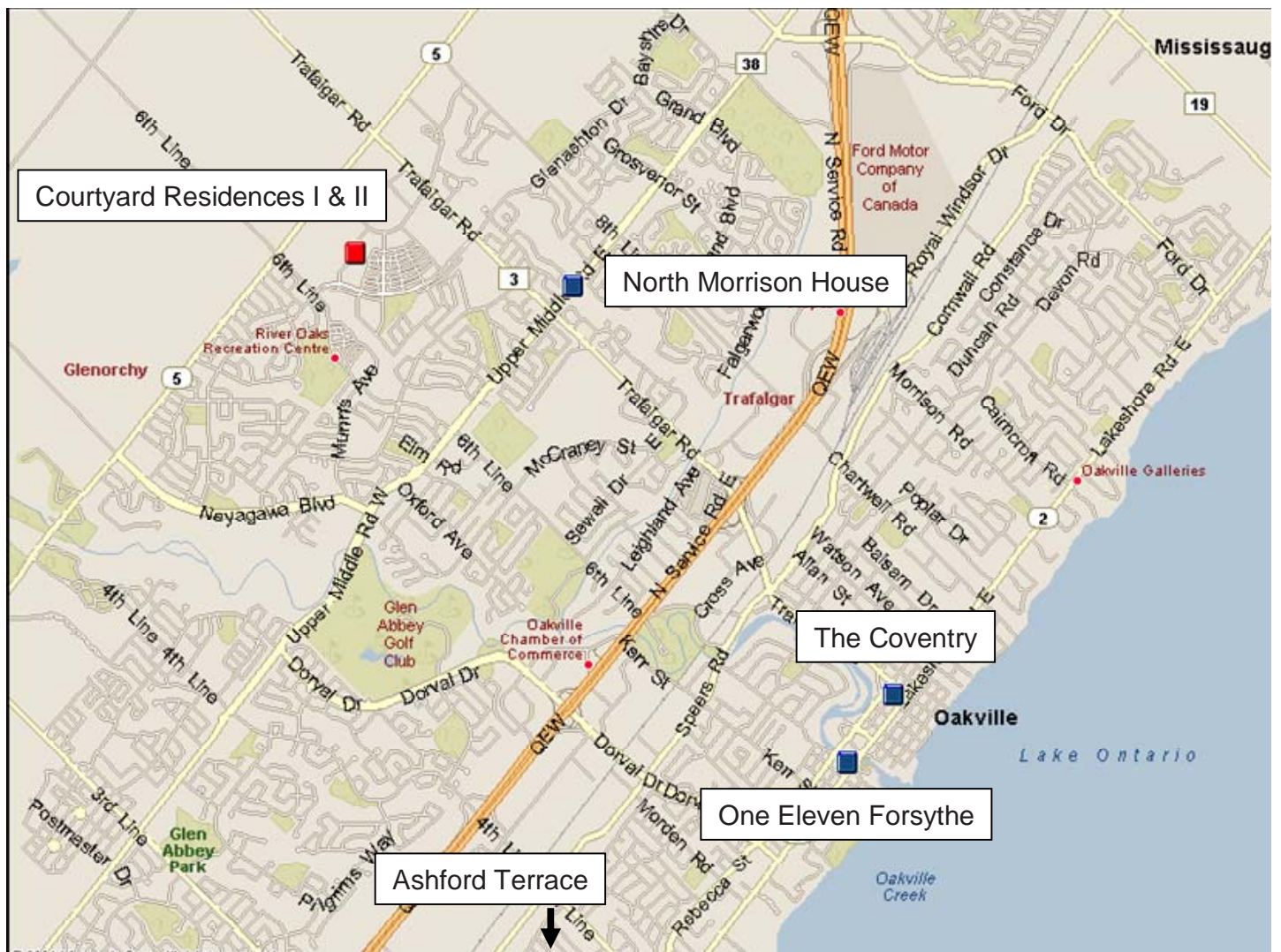


Figure 33 - Oakville's Active Condominium Market Locations and Data

5.4 Retail Market Overview

Local Retail Environment

The following describes the existing retail environment:

- > The present Uptown Core is a mix of land extensive big box users (Wal-Mart, Loblaws Superstore) and small box power centre ancillary commercial retail units. Wal-Mart will reportedly be expanding to a Supercentre format.
- > Trafalgar Road has a highway commercial orientation with strip retail developments, but also has residential neighbourhoods backing directly onto it, encumbering future commercial development along the arterial. The north side of Dundas Street is poised for significant development in the near future, which will increase demand for retail and service offerings at the Uptown Core.
- > Extensive land remains available for contiguous commercial-retail development in the area north of Oak Park Boulevard on the west side of Trafalgar Road. Opportunity exists to provide a walkable streetscape to capitalize on a growing residential base to the southwest.
- > Ground floor commercial-retail rents at 231 Oak Park (Oak Park Business Centre) are +/- \$20.00 net psf. Achievable rents at freestanding pad sites with good visibility are estimated in the range of \$20.00 to \$30.00 net psf. Strip retail rents estimated in the low \$20s to low \$30s net psf for units 1,500 to 2,000 sf, while rents are generally lower for larger unit sizes, including anchors.
- > Oakville has above average incomes that translate to significant disposable income, as described in the Town of Oakville Retail and Service Policy Review (2006); per capita incomes are some 46% above the Ontario average.

Retail Trends Impacting Uptown Core

The following trends have influenced or will impact the Uptown Core area:

Continued delivery of power centre format retail on sub-urban periphery – The power centre building format continues to be the dominant form of new retail development, particularly in areas with extensive land available for development, such as urban boundaries.

Emergence of “lifestyle centres” – These developments integrate some or all of the following elements: open-air format; big box retail; streetfront retail; upscale shops and services; medium and high density residential buildings; entertainment offerings; cultural and/or institutional uses; small or medium scale commercial/office uses. Importantly, these districts are pedestrian oriented. These schemes have developed and have been successfully marketed in various U.S. cities, beginning in the U.S. southwest, and there are some 100 centres nationwide. However, the format is relatively new to Canada. Canadian examples include existing or proposed developments such as: Les Quartiers Dix/30 in Brossard; Lac Mirabel Shopping Centre north of Montreal; Don Mills Town Centre in Toronto; Park Place in Barrie; Village at Park Royal in West Vancouver.

Although Canada's population, like that of the United States, is highly urbanized, there are only a few cities that can provide the concentration of high-earning residents needed to support a lifestyle centre; Oakville would be considered a good candidate for such a venture. Furthermore, U.S. retailers that have been successful in lifestyle centers in the United States may be looking for this type of center in Canada, and this tenant differentiation would be an important draw for consumers.

U.S. retail market weakness – Slowing growth (and a forecast of a recession by some economists) in the U.S. economy has translated to softer retail spending and has impacted consumer confidence. The short and medium term impact of an

economic slowdown in the U.S. and associated impact on the Canadian economy is unknown. However, it is likely that U.S. retailers entering the Canadian market will decelerate their pace of expansion, impacting the leasing prospects for new retail developments, and that prospective new market entrants will put growth prospects on hold while anticipating lower near term revenue from U.S. store locations.

6. Workshop I

March 4th, 2008 summary

1.0 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 entire workshop proceedings along with the presentation slides and the visual preference survey are included in Appendix 1.

This workshop summary provides the input received in each session.

1.1 Working Sessions

Senior Staff Session

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.

Technical Advisory Committee Session

The Official Plan Review should identify incentives to encourage the appropriate type of development to further stimulate the development of Oak Park Boulevard as a Main Street and the Uptown Core as a regional centre.

The final intent of this review is to enshrine the Design guidelines into the Official Plan.

Developers & their Representatives Session

Some of the expressed concerns were that the plan has already been determined; that the Core will not accommodate for the expansion of the power centre; and are uncertain on the amount of small scale retail that can be supported by local residents. Acceptance of higher densities and height limits. is another issue this stakeholder group is concerned with.

The Uptown Core vision needs to determine where the long term vision and the interim condition intersect in order to prepare the revised plan for the Uptown Core.

The new Official Plan should consider incentives to encourage higher quality streetscapes and public realm. Street standards should be reviewed to fit an urban context. Parking and parkland standards should be reviewed. Consider incentives on sustainability.

Public Session

Residents were invited to join a table group to respond to a number of questions regarding the Uptown. Their answers allowed us to identify key urban elements that residents value:

1. high quality public realm

- > Streetscapes
- > Trails and walkways
- > Pedestrian oriented- scale, design and amenities
- > High quality of materials and design
- > "Green" structures and landscaping

2. destinations and attractions

- > Market
- > Strong "life centres"
- > Central space as focus

3. commerce

- > Small scale
- > Cafes and restaurants
- > Street related
- > Variety: non-brand names

4. built form

- > European character
 - street oriented
 - design
 - mixed use

5. treasured qualities

- > Connections
 - transit
 - walkable
- > Residential Character
- > Community
 - cohesive
 - qualities that enable communities to thrive
 - porches, retail, infrastructure and walkability
- > Public Realm
 - green spaces and natural features
 - trails and walkways
 - streetscapes



Image 11 - Memorial Park

7. Workshop II

April 17th, 2008 summary

1.0 Overview

A second workshop was held for the Town of Oakville on April 14th, 2008. The workshop was set up in the same sequential working sessions as in the first workshop with senior staff, the Technical Advisory Committee, developers and their representatives and the residents.

Each presentation began with a presentation of the plan's vision to be achieved in phases, current development applications, street hierarchy strategy, open space system, development phasing, height strategy and land use. Successful case studies were presented as illustrative precedents. The presentation included as well eight key actions necessary in the implemented in successful communities:

- > Establish an identifiable and marketable image/character
- > Build 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, Theatre, etc
- > Get the parking strategy correct
- > Concentrate the retail
- > Ensure a supportive residential hinterland (higher density)

The presented challenges in implementation were:

- > A strong vision is required to guide investment decisions
- > Political will to achieve the vision is a fundamental requirement

- > Administrative support is required from all municipal departments
- > Public sector investment always precedes private sector investment
- > Set the stage for change
- > Reduce the risks of the development process
- > Reduce the costs of development
- > Success takes time, and change will happen incrementally based on a variety of factors

The Secondary Plan Review will provide:

- > An updated and strengthened Vision Statement
- > Policy direction based on establishing both minimum and maximum development parameters - height, density, parking
- > Detailed and explicit urban design policies... not guidelines
- > A public realm plan and direction for infrastructure investment
- > A comprehensive implementation strategy

To conclude a summary of all comments and input received in the previous workshop was then presented to the each session.

This workshop summary provides the input received in each session.

1.1 Working Sessions

Senior Staff Session and Technical Advisory Committee Session

This group expressed its desire to see a report that establishes a strong implementation component that clearly articulates the Master Plan.

Developers and their Representatives Session

In overall, this group expressed its support of the presented vision. However they expressed concern with the existing political will to introduced development standard changes that would avoid penalizing density through high parking and parkland requirements. They also expressed concern on the potential to use a bonusing system to achieve higher densities and building heights.

Public Session

Residents were invited to join a table group to critique the overall Uptown Core vision articulated in the Master Plan and its elements such as open space, building heights, streets and land use.

Residents were generally supportive of the presented vision. However they were adamant in their request for a vision that translates into an actual high quality public realm, a pedestrian oriented community and high quality built form.



Image 12 - Uptown Core Workshop Session



Image 13 - Uptown Core Workshop Session

Image 12 & 13 - April 14th, 2008 Public Workshop Session

8. Workshop III

June 25th, 2008 summary

1.0 Overview

A third workshop was held for the Town of Oakville on June 25th, 2008 at the River Oaks Recreation Centre. This workshop was set up as a single working session with the Technical Advisory Committee, developers, their representatives and residents. A copy of the first, final draft of the Uptown Core Review was released and distributed at this session.

The presentation began with a final recapitulation of the input received during workshops I and II, followed with a presentation of the plan's vision to be achieved through the proposed street hierarchy strategy, open space system, height strategy and land use. The presentation concluded with a demonstration of key actions necessary for the implementation of successful communities.

Attendants were encouraged to express their initial concerns and questions at individual table sessions and/or, after reading the report, to submit their written comments to the Town's Planning Department.

What follows is a summary of all comments and input received at the workshop:

- what can we do about light pollution? Sustainability guidelines?;
 - further explanation is needed on how building heights were determined;
 - height vs. FSI – what results in a desirable built form; and,
 - next steps: timelines for OP policies and zoning bylaw
- Written comments and questions by the Technical Advisory Committee, developers, their representatives and residents are to be received by the end of August 2008.
- the final master plan should have regards for its surrounding context (north of Dundas, east of Trafalgar);
 - further explanation is required to understand how decreasing development charges will increase the quality of development;
 - further explanation is required as to the mechanics of bonusing;
 - what is the effect of 18 storeys on the east side of Trafalgar? buffering if possible;

Urban Design

II



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CORE REVIEW

The Plan A

A. The Plan

1.0 The Vision

"To be the commercial, cultural, institutional, and recreation heart of the Town of Oakville, north of the Queen Elizabeth Way, to provide locations for high density and medium density residential development and to provide a focus and sense of identification for the residential communities located primarily in the northerly part of the Oakville urban area."

(O.P. No.14)

The Urban Design Plan is presented as one demonstration of the possible build out of the Oakville Uptown Core. This Urban Design Plan is intended to guide the detailed planning and design that will occur over the long term.

The Vision is based primarily on the intent to revitalize the existing Uptown Core and to enable the realization of a vibrant mixed use community envisioned by the Town of Oakville since the 60's.

Key components in the initial vision are reflected in this plan, including:

1. the establishment of Oak Park Boulevard as a viable Main Street;
2. the completion of a regular street and block pattern, as originally intended in the Secondary Plan;
3. the completion of all public spaces such as the Town Centre Square and the Memorial Park; and,
4. the further enhancement and service expansion of the existing transit station.

The proposed mix of residential, retail and office uses are intended to result in a 24 hour district; where people can live, work, and play.

The plan will be described in detail by its structuring elements such as the development program, land uses, transit, street and block pattern, public realm, and sustainable practices.



Figure 34. Demonstration Plan

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2.0 Urban Design Principles

The urban design principles for the Uptown Core are as follows:

1. To promote high quality design of the area's streetscapes, open spaces, public buildings and infrastructure, and private buildings, resulting in a comfortable, accessible, understandable, and memorable urban community.
2. To provide a sensitive transition between the concentration, mix and massing of buildings within the Uptown Core and the lower density residential neighbourhood within, and adjacent to the Secondary Plan Area.
3. To ensure that new developments within the Uptown Core are physically compatible and complementary to each other.
4. To ensure the development of a full range and mix of medium and higher density housing types, including housing that is more affordable.



Image 14. Pentagon Row, Washington D.C.



Image 15. Liberty Village, Toronto; Ontario



Image 16. Easton Town Center, Columbus; Ohio



Image 17. Vancouver, British Columbia

5. To create an attractive public realm and to ensure that retail commercial development is planned to support a street-related, easily accessible, pedestrian-friendly environment.



Image 18. Winter Park, Florida

6. To support the viability of transit by promoting higher density forms of development and by coordinating land use, transportation infrastructure and urban design in a mutually supporting manner that encourages the use of transit and modes of transportation other than automobiles.



Image 19. Michigan Avenue, Chicago

7. To promote a social, economic and environmentally sustainable community.



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Town of Oakville **UPTOWN** CORE REVIEW

Structuring Elements

B



Town of Oakville CORE REVIEW

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B. Key Structuring Elements

1.0 Land Use Districts

The Uptown Core incorporates 110 hectares of land with substantial development potential. The Uptown Core Strategy aims to create an urban identity for this area that will set it apart from surrounding neighbourhoods.

The proposed Uptown Core development can accommodate approximately 22,000 residents and 3,062 employment opportunities (based on roughly 16.5 square metres per person and the proposed 50,530 square metres of office space notwithstanding retail employment). This level of development will take many years to achieve and will be wholly dependant on market forces and the ability of the Town to stimulate private sector development.

The anticipated development potential is distributed among four districts, each of which has different expectations for mix of uses and built form. The four districts for development are shown on the diagram located on the facing page.

The underlying concept inherent to the development of the land use districts is based on providing an appropriate transition to existing uses and built form within and around the Uptown Core, while maintaining the flexibility to allow the private sector to be market responsive.

The Neighbourhood District

The Neighbourhood District has a distinctive radial layout and an intimate scale. Low and medium density lane based residential uses will be preserved. The distinctive street and block pattern allows for unobstructed views of Memorial Park.

The Urban Neighbourhood District

The Urban Neighbourhood District is planned for higher density mixed uses. Buildings along Taunton Road, Hays Boulevard and Central Park Drive are well suited for ground floor retail or office with residential or office, above.

The Centre District

The Centre District represents the majority of the existing retail development within the Uptown Core. Its intent is to enable this area to evolve from its large format retail focus into a pedestrian-oriented mixed use shopping district. Pedestrian oriented development is required on all lands within this designation.

The implementation of a more urban context in the existing "Big Box" retail area primarily hinges on the creation of an enhanced network of public streets and lanes. This will result in the creation of smaller development parcels and the reduction of large surface parking areas to create a pedestrian friendly area.

It is the intent of this land use strategy that, over time, the Centre District will incorporate a mix of uses, primarily with retail at grade and medium to high density residential and/or offices above. A higher density of development can support transit and contribute to the area's vibrancy.

The transit station may be integrated over time into future development to support local and regional public transportation.

The Main Street District

The Main Street District is to function as the primary pedestrian destination place within the Uptown Core, and is to include mixed uses with retail at grade and medium density residential/office uses above. It is an important transition area between the Neighbourhood Areas and the Centre District. Public, institutional, cultural and social uses are encouraged as they further enhance the community's 'sense of place'.

The Green District

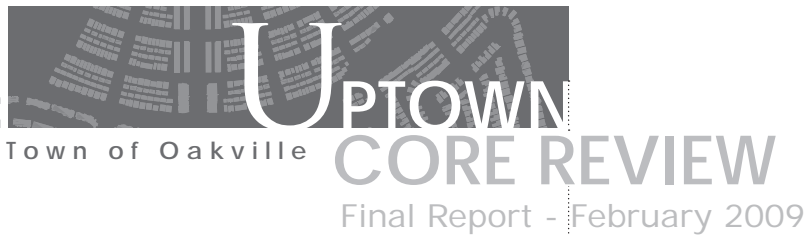
Key Open spaces include Memorial Park, the Town Centre Square, the Sixth Line storm water management facility and the Windfield Parkette.

The Green District includes the nodal elements of a continuous pedestrian and bicycle network that provides residents with

opportunities for passive and active recreation. Above all, it brings together all of the other Districts into a cohesive community.



Figure 35. Land Use Districts

The title graphic features the word 'UPTOWN' in a large, white, serif font, with the 'U' being significantly larger than the other letters. Below it, 'CORE REVIEW' is written in a smaller, white, sans-serif font. To the left of 'UPTOWN', the text 'Town of Oakville' is written in a small, white, sans-serif font. Below 'CORE REVIEW', the text 'Final Report - February 2009' is written in a small, white, sans-serif font. The background of the title graphic is a dark, textured pattern of overlapping lines and shapes, resembling a map or a grid.

UPTOWN

Town of Oakville

CORE REVIEW

Final Report - February 2009

2.0 Building Height

The goal of building smarter, safer, and stronger is achieved by creating more compact, walkable communities. The Uptown Core vision accomplishes this in two ways; it will be home to shopping and dining options to visitors and it provides essential conveniences for residents of the adjacent neighbourhood districts by offering shopping, service, civic, transit, and employment opportunities all within a short distance.

Walkability is the most consistent theme for all development within the Uptown Core and it has an impact on the proposed height distribution. Specifically, the Uptown Core districts are envisioned as being primarily for people and not for cars. Dense, mixed-use, pedestrian-oriented developments are crucial in helping create a multi-purpose activity center for residents, employees, and visitors.

To ensure a walkable environment, building heights and massing are important elements of a streetscape that responds to the following site influences:

Transition

Building height distribution is intended to provide for the appropriate transition of the scale between new development and adjacent lower density neighbourhoods and open space.

Legible Hierarchy

Building height distribution responds to the street types surrounding the development. Wider streets are more conducive to taller buildings creating a human scaled streetscape and help define location within the community.

Human Scale/Street Wall

Walkability requires that building height and massing result in well defined continuous streetscapes, otherwise known as a "street wall". A consistent podium form of 4 to 6 storeys, with a 1:1 or 1:2 wall to wall ratio, depending on the street type, is being proposed for this purpose.

As a result of building heights being an important component in the achievement of a pedestrian scaled walkable community, a minimum number of usable stories will be required. In order to maintain a scale which is respectful of the human user as well as complementary to the existing traditional buildings, a maximum number is required as well. The Town Council may grant additional stories for higher intensity development through the use of height bonusing provisions.

The establishment of height bonusing provisions has a number of interrelated benefits for both the development community and the Town. First, clear bonusing provisions provide significant clarity with regards to the Town's development expectations in terms of built form and community benefits. In turn, the establishment of well-defined bonusing provisions provides an additional degree of certainty with respect to development approvals and thus, reduces the overall level of risk to developers. Finally, the establishment of bonusing regulations provides developers with the ability to benefit from permitted increases in height, while the Town is able to acquire important public benefits for the Uptown Core area including affordable housing, community service and facility space, public art, public realm enhancements and new green building technologies.

To encourage a 24 hour community, buildings that incorporate at least a fifty percent of their gross floor area for office uses shall be permitted to achieve the additional height as-of-right.

The floor-to-floor height of a building's first storey has a significant influence on possible uses and tenants. A generous, flexible floor-to-floor height should be integrated into the architectural design of any building located within the Main Street and Centre Districts. This guideline offers a means of establishing a critical mass of retail, while allowing the market and the owner to determine when or if that retail occurs in the building. Furthermore, this first floor height further contributes to both the physical and perceived scale of the structure, thereby enhancing the desired urban form of the area.

Height is allocated to:

1. concentrate height along bounding regional primary roads in proximity to the high order transit proposed along Dundas Street West and the transit station with a minimum as-of-right building height of 2 or 4 storeys to a maximum as-of-right building height of 4, 6, 8, 10 to 12 storeys depending on the building location (up to 12 or 18 storeys subject to bonus policy No. 2, 3, 5 and 6 on sites identified on Figure 37b);
2. maintain a uniform medium height in the Centre District to create a well defined streetscape with a minimum as-of-right building height of 2 to 4 storeys and a maximum as-of-right building height of 6 storeys (up to 6 storeys subject to bonus policy No. 4 on sites identified on Figure 37b); and,
3. lower heights towards adjacent low to medium density neighbourhoods with a transitional zone with a minimum as-of-right building height of 3 to 4 storeys to a maximum as-of-right building height of 6 storeys. Potential to accentuate landmark corners or buildings fronting onto Memorial Park should be implemented through an additional height provision (refer to Landmark Features Section) up to 12 storeys subject to bonus policy No.1 on sites identified on Figure 37b.

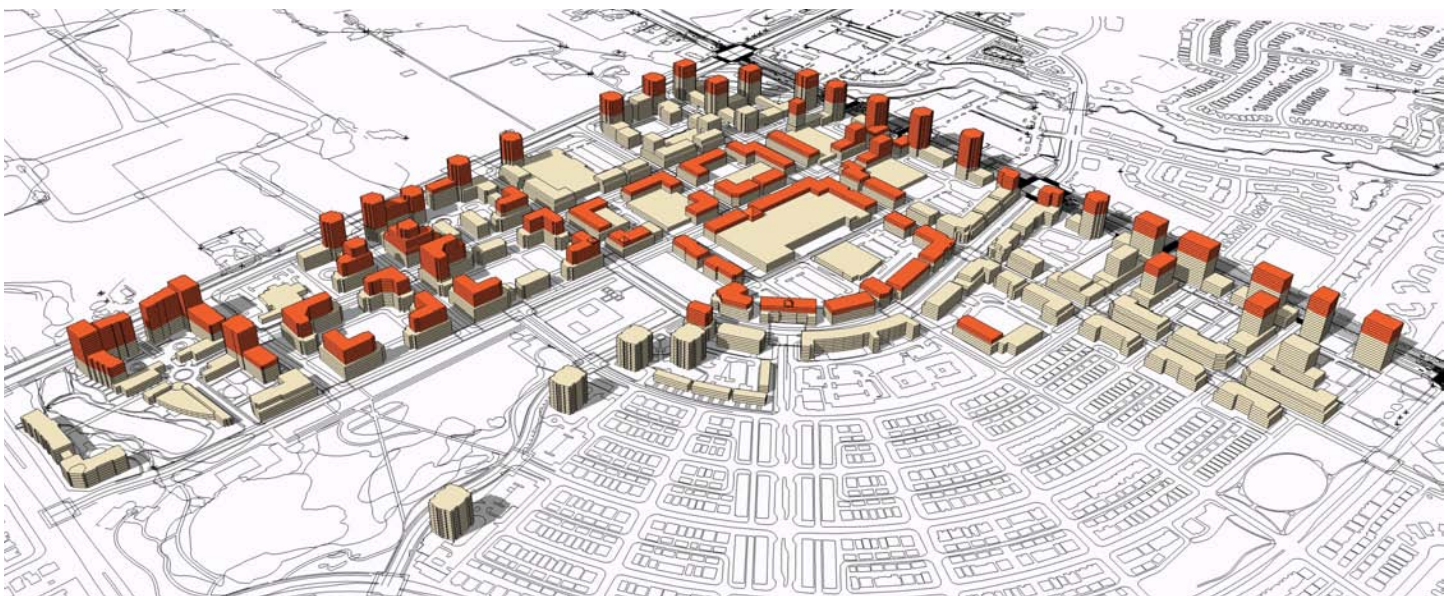


Figure 36. potential development scenario
(used in block-by-block analysis including bonusing provisions)