

**1.9 UPTOWN CORE - FIGURES "P", "P1", AND "P2"****1.9.1 GENERAL****a) Location**

The Uptown Core is bounded by Dundas Street on the north; Sixth Line on the west; on the south, west of Trafalgar Road by Glenashton Drive and the Ontario Hydro corridor east of Trafalgar Road; and the Morrison Creek East Branch and the lands to the east of the Morrison Creek to approximately midway between Trafalgar Road and Eighth Line to the east. The boundaries of this area are outlined in Figure "P".

The Uptown Core will consist of two distinct areas. The main concentration of retail, commercial, residential and public uses will occur in the area west of Trafalgar Road. The area east of Trafalgar Road will be comprised of lower intensity residential uses and commercial uses that complement the Core.

**b) Evolution of the Core**

The Uptown Core will be developed over a number of years, and the initial development may evolve into more intensive development in subsequent phases. As in other areas of the Town of Oakville, the Uptown Core will be influenced by changing economic, social and demographic conditions. Development in the Core will respond to these influences. Development and implementation policies are to allow for the phased flexibility to permit change over time within certain parameters.

**c) Land Use Concept**

The Uptown Core plan sets out the long-term planning objectives and broad development framework within which the detailed site-specific layout and zoning controls will be prepared and designs for infrastructure, access road and transit development will be detailed.

The proposed land uses and radial-grid circulation pattern are indicative of the general relationship to be maintained between the different land use components and may be subject to minor adjustments in the detailed design and zoning stage.

d) Development Framework

The Uptown Core is to be a regional centre with an emphasis on commercial development - both retail and office. This area will also have a significant civic and public presence with various government, institutional, cultural, recreational and public open space uses. Mixed use development will be encouraged in the Core. Residential uses with a range of densities from high to medium will constitute a major component of the Uptown Core, although a full range of residential forms will be permitted.

The Uptown Core is planned to provide housing for a minimum 6,000 people in the area west of Trafalgar Road, and approximately 1,000 people in the area east of Trafalgar Road, together with appropriate job opportunities and community facilities for the resident population as well as the new residential communities north of the Queen Elizabeth Way.

1.9.2 PLANNING AND DESIGN OBJECTIVES

The development of the Uptown Core will strive to achieve the following objectives:

- a) the creation of the commercial, cultural, institutional and recreational heart of the Town of Oakville, north of the Queen Elizabeth Way;
- b) the establishment of an employment, transportation, and residential node;
- c) the provision of a wide range of goods and services for the population north of the Queen Elizabeth Way;
- d) the provision of locations for high density and medium density residential development;
- e) the establishment of a focus and sense of identification for the residential communities located primarily in the northern part of the Oakville urban area;
- 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 so 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;
- h) the creation of an urban centre with a strong coherent urban image and a highly developed civic streetscape appearance at a human scale. In this regard, the following urban design objectives will be considered:
  - i) creation of a year-round, day and night active urban centre;
  - ii) creation of a strong identifiable civic image;
  - iii) creation of pedestrian and vehicular linkages between surrounding communities and the Uptown Core;
  - iv) creation of a viable staged growth pattern;
  - v) creation of an integrated and expandable commercial component with a strong pedestrian orientation in the long term, being conscious of the impact of winter weather conditions;
  - 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;
  - viii) creation of a continuous and accessible park network integrated with other uses;
  - ix) creation of an attractive and varied housing environment;
  - x) creation of streets and public spaces that have been defined into recognizable spaces by surrounding built form;
  - xi) elimination of permanent large areas of surface parking in the ultimate built-out phase of development;
  - xii) encouragement of pedestrian circulation along streets and in parks, which are to be designed to facilitate comfortable pedestrian movement in an interesting, active and well

designed civic realm.

### 1.9.3 DEVELOPMENT PLAN

The Uptown Core is intended to become a commercial and residential node within the Town of Oakville and the Region of Halton. This section outlines the requirements and planning parameters for housing, employment, commercial, retail, social and community facilities which will meet the needs of the population.

#### A. West of Trafalgar Road

The boundary of the Uptown Core west of Trafalgar Road is defined on the north by Dundas Street, on the west by Sixth Line, on the south by Glenashton Drive and on the east by Trafalgar Road.

##### a) Residential Component

###### i) Population

The projected population is anticipated to reach a minimum of 5,000 people. Prior to reaching a population level of 3,000 people, a review of the Plan shall be undertaken by the proponent in conjunction with the Town to assess the impact of increasing population levels.

The review shall be based on impact studies of urban design, demographic, social and economic trends and on the availability of infrastructure capacities. It is anticipated that the urban design plan for the Uptown Core has the capacity to generate a minimum population of 8,000.

###### ii) Density

Unless specified on Figure P- Land Use, the residential density shall range from 150 to 185 units per site hectare for high density development and 75 units per site hectare for medium density development. The proposed overall average residential density shall be 137 units per site hectare.

###### iii) Housing Units

The residential component will consist of approximately 4,600

housing units, including:

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

It is anticipated that approximately 25% of the housing units shall be affordable within the definition of the Province of Ontario's Policy Statement on Land Use Planning for Housing.

iv) Permitted Uses

- Residential uses of all forms with the specific densities permitted in the various blocks of the Uptown Core are depicted on Figure "P".
- Limited retail commercial uses shall be permitted in the buildings within the residential area adjacent to the Uptown Core park system. These retail commercial uses may include such uses as small restaurants, small convenience stores, artists' studios, galleries and craft shops. They are intended to complement and animate the park. These uses may be located on the first and second floors of the buildings with studios or residential uses above.
- A maximum of three commercial convenience stores shall be permitted within the residential precinct. These commercial convenience stores are intended to serve the local residential population and will be limited in size to a maximum gross floor area of 100 square metres. They are to be incorporated within the residential buildings with a preference to corner locations and without on-site parking. The specific locations for these stores will be defined in the Zoning By-law.

v) Development Standards

- Residential units are intended to create an attractive and lively continuous building frontage along public streets. The zoning will establish a small setback for residential buildings which may vary depending on the street type. Generally, the setback will not exceed 4 metres.

- Parking for all residential units shall be prohibited from locating in the front of buildings and shall utilize alternate means such as below grade parking or garages at the rear of the dwellings accessed off laneways.
- In the mixed-use area, it is intended to create a lively and active streetscape fostering pedestrian circulation, to be achieved through measures such as requiring sidewalks to be faced with display windows of retail stores, maximum setbacks for all buildings, save and except institutional uses, and with primary entrances of buildings onto the public street.

The pedestrian sidewalks shall be comfortable public environments, which, depending upon the type of street, shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture.

- The heights of buildings will have regard for the underlying principle that there be a gradual scaling down of heights from a maximum of 6 storeys on the blocks opposite the Central Retail Area and the park to a maximum of 3 storeys along Glenashton Drive. Building heights to 8 storeys shall be permitted in limited landmark locations in the area to the north of the park system and in two locations in the area to the south of the park system. In addition, building heights to a maximum of 12 storeys may be permitted on the three blocks located to the south of the park system. Permitted heights are illustrated in Figure "P1".
- Residential development adjacent to the park system that is not separated from the park area by a public road will not be permitted to back onto the park system, but instead will generally be required to face the park edge with the fronts of buildings. Parking for the residential uses will generally not be located between the park and the buildings. The use of private or public lanes separating the residential development from the park area will be considered. Specific urban design standards will address the manner in which the development will relate to the park area.

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

- Department Store Type Merchandise and related commercial uses;
- Ground floor retail commercial uses oriented to the street;
- Office uses within the mixed-use blocks and within the Central Retail Area;
- Other commercial uses in the blocks along Trafalgar Road and Dundas Street, which include a broad range of commercial and industrial commercial uses such as office, retail uses, computer production services, software and related activities, design and art-related facilities, telecommunications and broadcasting establishments, fashion industry establishments, commercial schools, restaurants, recreation and sports facilities, non-profit clubs and organizations, places of worship and institutions;
- Hotels;
- Residential uses in the Central Retail Area subject to these uses being secondary to the overall commercial character of the block;
- Institutional uses, places of worship, recreational uses, and uses operated by a public authority;

- Ancillary service commercial uses;
- Transportation facility; and
- Limited amount of auto commercial uses shall be permitted but any repair facilities will not be permitted to have exposure on the arterial roads.

In addition to the general and specific uses permitted in Section 1.9.3A, a single automobile dealership shall be permitted on those lands designated Office and Other Commercial on Figure P on the southwest corner of Trafalgar Road and Oak Park Boulevard. The land used for the single automobile dealership shall be limited to 1.3 hectares in size and generally within the area shown on Schedule 1 of By-Law 2003-078. Any repair facilities will not be permitted to have exposure on Trafalgar Road. Residential uses shall also be permitted within the Office and Other Commercial designation, provided such residential use is located above a permitted commercial use and not on the same lot as the permitted single automobile dealership. 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 may be required.

iii) Development Standards

- Heights of buildings are to produce a consistent pattern of development, with the greatest heights limited to 12 storeys at the intersection of Dundas Street and Trafalgar Road, scaling down along each boundary road and lower still within the interior parcels, so as to create an appropriate transition to surrounding neighbourhoods. Permitted heights are illustrated in Figure "P1".
- It is intended to create a lively and attractive streetscape in the commercial areas of the Uptown Core.
- Along Street B (Oak Park Boulevard), from Trafalgar Road to Dundas Street and adjacent to the Parkland east of Street B (Oak Park Boulevard), particular attention will be paid to fostering pedestrian circulation to be achieved through measures such as requiring wider sidewalks, minimal or zero setbacks for all buildings, primary

entrances of office and other buildings directly from the public streets, special landscape treatments and street furniture.

- In the segment of Street B (Oak Park Boulevard) reaching from Street C (Hays Boulevard) to Street D and adjacent to the Parkland east of Street B (Oak Park Boulevard), the streetscape will be further enhanced through measures such as requiring sidewalks to be faced with display windows of retail stores and frequent entrances.
- Throughout the commercial areas of the Uptown Core the pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture.
- In order to assist in creating a lively and animated urban environment in the built-out form of the Uptown Core, parking will ultimately be provided in underground or deck structures and at that time surface parking will be restricted. Street parking will also be permitted.
- 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.
- In the development of the Uptown Core, direct vehicular access from any one property to Trafalgar Road or Dundas Street will not be permitted. Public or private roads shall be used to access Trafalgar Road or Dundas Street.

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, illustrated in Figure "P", may total 93,000 square metres of retail commercial area. Ancillary commercial uses may be located in the mixed-use blocks, and in the office and other commercial blocks.

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 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. This study is further described in Section 1.9.5.

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, including hotels, computer production services, software and related activities, design and art-related facilities, professional offices, telecommunications and broadcasting establishments, fashion industry establishments, commercial schools, restaurants, recreation and sports facilities, institutional uses, non-profit clubs and organizations. 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.

c) Mixed Use Commercial/Residential

i) General

The lands designated "Mixed Use Commercial / Residential are located:

- In the area between the main commercial component with “Central Retail Area” and “Office and Other Commercial” uses primarily north of Oak Park Drive and the residential area of the River Oaks Community; and
- In the area adjacent to the west of the Trafalgar / Taunton Rd corridor to function as the transition use between the arterial road and the residential area to the west.

ii) Permitted Uses

- The commercial uses, either as separate buildings or in combination with residential uses, that are compatible with residential uses, are permitted. The commercial uses include a broad range of retail uses, office uses, and service commercial uses. Auto commercial uses and large-scale commercial uses that require extensive expanses of outdoor surface car parking will not be permitted.
- Institutional uses (both public and private) and sports and recreation uses.
- Medium and high-density residential uses will be permitted either as separate buildings or in combination with commercial and institutional uses.

iii) Development Standards

- With respect to the height provided for in Figure P1 and to provide greater clarity, heights of buildings adjacent to Trafalgar Road shall be a maximum of 12 storeys and shall decrease in height to the west with lower buildings adjacent to Taunton Road and Oak Park Blvd. where the building height shall be a maximum of 6 storeys.
- The ratio of floor area to lot area (floor space index) shall not exceed 4.

- Buildings with a height greater than 4 storeys shall be massed and articulated to create a strong pedestrian scale at the street level. This will be achieved through design measures such as terracing, upper floor setbacks, connecting podiums of 1 to 4 storeys in height and prominent cornice lines.
- When commercial uses are in combination with residential uses, the residential uses shall be located either above the commercial uses or shall be designed to be distinctly separate from the commercial uses so that the impact from the commercial use is minimized.
- Development along public streets should be undertaken in a way that creates a lively and attractive, pedestrian oriented streetscape.
- Along the public streets, an attractive and safe pedestrian circulation environment will be encouraged through measures such as requiring wider sidewalks, minimal or zero setbacks for all buildings, main entrances and facades of buildings directly facing the streets, feature landscaping, street furniture and a strong tree canopy.
- To the extent possible, a continuous building façade adjacent to the public streets will be constructed with a common setback to form a continuous street wall.
- Underground parking will be encouraged. Where underground parking is not provided, surface parking will be located and screened with landscaping to minimize visual and operational impact to the community.
- Zoning by-laws and urban design guidelines shall restrict uses, establish regulations and promote the implementation of the above development standards.

d) Institutional/Government/Recreational/Public Uses

The Plan recognizes the important contribution of the recreational, cultural and institutional uses in the Uptown Core. As a self-

contained urban community and an urban centre for the residential communities north of the Queen Elizabeth Way, 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.

Some of the community facilities may not require distinct sites, but can be accommodated in the commercial blocks, community/recreation centre or other institutional buildings.

Uses which shall be encouraged to locate in the Uptown Core will include day care facilities, an arts resource centre, a library, galleries, museums, volunteer organizations, community groups, service clubs and social service agencies. Provisional estimates of the required uses include:

- recreation center
- fire/police/ambulance
- civic building
- library
- day care
- community center
- galleries/museums
- place of worship/religious uses
- arts resource center

Due to the likelihood of changing standards and requirements over time and in order to prevent the dilution of the civic image by commercial uses, adequate land reserves are designated in the Plan for community and institutional uses.

A review of the social planning aspects of the Uptown Core shall be conducted in an attempt to ensure the provision of appropriate social services and integrate social planning agencies. This review shall evaluate the physical design of the Uptown Core in terms of

ensuring that the Plan includes the necessary elements to create a healthy, successful and sustainable human-oriented community. The second phase of this study will focus on the integration of the necessary social services into the Uptown Core in a pro-active manner, through the determination of the social service needs of the population, the establishment of the necessary programs, the identification of funding sources and the determination of space and facility needs.

e) Greenland Policies

i) Parkland

The Plan proposes a comprehensive park system that will allow for a complete diversity of open space uses to be available in the Uptown Core. 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.

Structured facilities such as an amphitheatre for summer plays and concerts or swimming pools and tennis courts may also be integrated in this area. Additionally, the parkland will include two separate land parcels for use as a programmed or special park space such as a public garden and a civic plaza to be located in the Central Retail Area.

In addition to the above, the parkland may also include institutional, cultural and government uses.

The small amount of tableland located between the Morrison Creek East Branch and Trafalgar Road and Dundas Street will be acquired as parkland to function as an open space forecourt to the Uptown Core.

ii) Natural Area

The 'Valley Lands/Watercourse' designation on Figure F1 of the Official Plan has been refined to a specific land use designation as shown on Figure P. Where the lands are designated 'Natural Area' on Figure P and 'Valley Lands/Watercourse' on Figure F1, the policies of each designation is intended to apply.

The East and West branches of the Morrison Creek are designated as a Natural Area.

The Morrison Creek West branch is characterized by man-made ponds south of Dundas Street. The ponds do not necessarily reflect the natural valley system that would have existed if the pond were not created. As part of the detailed drainage study for the Morrison Creek West Branch, the watercourse boundaries will be determined by the greater of the top-of-bank or Regional storm elevation. This watercourse area, together with an appropriate setback from the watercourse boundaries will be considered the Natural Area to be dedicated to the municipality.

The balance of the lands, which may include part of the existing pond areas, will be considered part of the park area to be acquired by the municipality under the normal practices. Notwithstanding the location of the limits of the natural system, it is the intent of the Town to retain the existing ponds as a water feature which will be enhanced by the adjacent parkland.

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 of the West Branch of the Morrison Creek will be determined by the existing top-of-bank conditions, the Regional storm limits and the extent to which ponds may be incorporated into the park area. 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.

f) Circulation System

i) Transportation

Efforts will be made within the Uptown Core to achieve the following transportation objectives:

- accessibility

- ensure a basic level of mobility for all residents of the Town of Oakville
- examine means of reducing peak hour travel
- minimize the environmental impact of traffic through the encouragement of transit usage

The Uptown Core road system shall provide for a safe and convenience internal circulation system for vehicles and pedestrians and shall be complementary to the adequate functioning of abutting arterial roads. The use of grade separations for vehicles and pedestrians at key intersections with Trafalgar Road and Dundas Street shall be considered only as a last resort. The Town will seek to avoid grade separated intersections by:

- encouraging public transit;
- the appropriate physical design of the road system in the context of the urban design objectives; and
- appropriate traffic management provisions which may include one-way road systems.

A major transit terminal facility shall be provided in the Uptown Core, the location of which shall be confirmed by the Transit Functional Study. Any site designated for Arterial Commercial, Office and Other Commercial, Institutional and Central Retail Area, may be used for transit uses without amendment to this Plan.

The Town shall encourage a high degree of transit usage. In the long term the Town will give consideration to the implementation of a coordinated parking policy which may include a public parking program, a transit priority policy and optimization of access between the land uses and the transit system.

A Transit Functional Study will be undertaken by the Region of Halton and the Town of Oakville to determine the linkages between the Regional and Local transit systems, the level of service to be provided within the Core, the space needs of the transit terminal, the design parameters of the transit

terminal and the transit routes within the Core.

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. This road system is intended to provide a range of alternative routes into the Uptown Core. The specific road network is illustrated in Figure "P".

Those roads illustrated on Figure P, which are internal to the Central Retail Area shall be built and maintained to a traffic operational standard which is satisfactory to the municipality and shall provide permanent public access for traffic movements through the Central Retail Area. The Town may take ownership of one or more of such roads at any time at its discretion.

Road connections to Dundas Street and Trafalgar Road which have been approved by the appropriate governmental authority will be permitted without further amendment to the Official Plan.

iii) Parking

The parking policy for the Uptown Core shall form a vital part of the integrated transportation policy. The Town may consider the development of a public parking program. Parking will generally be provided in underground or deck structures. Street parking will be permitted throughout the Uptown Core.

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

Development of infrastructure within the Uptown Core shall give consideration to the encouragement of cycling as a mode of transportation. In this regard, Council shall consider the

formulation of an appropriate cycling policy so as to achieve this objective.

v) Pedestrian Linkages

Pedestrian linkages shall be established throughout the Uptown Core. Major pedestrian circulation shall be encouraged on sidewalks along major streets within the Uptown Core. These are to be landscaped to high urban standards with street trees, paving and other appropriate street furniture. A strong connection between the Central Retail Area and the community park in the neighbourhood immediately south of the Uptown Core will also be established along a special boulevard street identified as Street Q. Pedestrian linkages will also be established along the utility corridors and along the TransCanada Pipeline.

B. 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.

a) Lands East of Trafalgar Road, South of Dundas Street

For the lands east of Trafalgar Road, south of Dundas Street and north of the Morrison Creek East Branch, the following uses are permitted:

- food related uses including large scale food outlets;
- ancillary retail commercial uses in conjunction with the food outlet;
- large scale retail sale of merchandise uses;

- restaurants;
- personal service;
- office uses;
- government, institutions, and recreation facilities, and non-profit clubs and organizations;
- private and commercial education facilities;
- auto commercial uses;
- freestanding residential uses and mixed commercial/residential uses in the same building.

The main objective in the development of these lands with the above-noted uses is to ensure an attractive streetscape appearance from the major boundary roads and to minimize any impact of the uses on the adjacent residential areas. The following standards are established to achieve these objectives:

- the maximum height of buildings, 3 storeys
- the minimum setback from Dundas Street, 15 metres;
- no auto commercial repair uses with direct exposure to Dundas Street;
- the control of access points to Dundas Street to a minimum of locations to aid traffic movement with campus type development around the driveway access points;
- a landscaped buffer area adjacent to residential zones of 15 metres in width together with the use of visual screening between these two uses, the details of which are to be approved through the subsequent development process;
- no development permitted to occur except for minor additions to existing operations until an overall implementation strategy is submitted and approved by the Town with respect to access points, location of uses, and buffering. Included in this strategy would be a traffic operations study for the proposed land use;

- a continuous landscaped buffer adjacent to Dundas Street and Trafalgar Road of 9 metres;
- the careful siting of parking areas associated with the permitted uses to avoid unattractive parking lot views from Dundas Street and Trafalgar Road.
- Notwithstanding the development objectives noted above, the Town considers the intersection of Trafalgar Road/Regional Road 5 to be a prominent gateway location for Oakville providing the opportunity to consider special design options for future buildings at this intersection. The special design considerations shall meet the objective of achieving an attractive streetscape appearance from the boundary roads through the use of design elements including landscape buffer strips of variable widths, entry feature elements and exceptional architectural design. The development standards shall be established through the implementing zoning by-law.

Notwithstanding Part E, Section 1.9.3 B(a), the following shall apply to lands east of Postridge Drive and shown on Figure P as Mixed Commercial/Residential, Landscape Buffer and Arterial Commercial:

- The lands subject to a Mixed Commercial/Residential designation shall permit buildings up to four (4) storeys in height.
- The landscaped buffer shown on Figure P to the east of the subject lands and any additional landscape buffers that may be required between land uses shall be comprised of the adjacent local roads in conjunction with any building setbacks and landscaping as may be required in the implementing zoning by-law for the subject Arterial Commercial and Mixed Commercial/Residential lands.
- The requirement for an overall implementation strategy as described in Part E, Section 1.9.3 B(a) for the lands shown as Arterial Commercial and Mixed Commercial/Residential on Figure P shall be satisfied through the implementing zoning by-law and Site Plan Approval.

b) Lands East of Trafalgar Road, North of Ontario Hydro Corridor

For the lands east of Trafalgar Road, north of the Ontario Hydro Corridor, and west and south of the Morrison Creek East Branch, the following uses are permitted:

- In the parcel north of the east/west collector road, the following commercial uses will be permitted: food related uses including large-scale food outlets, retail commercial uses, restaurants, personal service uses and service commercial uses including hotels, office, government, institution, and recreation facilities.
- In the parcel south of the east/west collector road, adjacent to Trafalgar Road the following commercial uses will be permitted: retail commercial uses, restaurants, personal service uses and service commercial uses including offices, financial institutions, medical offices, government, institution and recreation facilities. Auto commercial uses will not be permitted in this area.
- South of the east/west collector road excluding the office use, medium and high density residential uses.

Performance standards that have been developed for this area are intended to control development along Trafalgar Road so that it is attractive, and does not hinder traffic flow. The following standards are established to achieve these objectives:

- the height of the office uses will be limited to 8 storeys;
- for the medium and high density residential area, the maximum height of buildings adjacent to the Morrison Creek is 4 storeys, which is permitted to rise on a graduated basis to 8 storeys adjacent to Trafalgar Road. The overall density of the residential use in this area is 80 units per site hectare, with a maximum of 40 units per site hectare adjacent to the Morrison Creek and 120 units per site hectare adjacent to Trafalgar Road;
- a continuous landscape buffer adjacent to Trafalgar Road of 9 metres will be established;
- It is intended to create a lively and active streetscape in the commercial area which will encourage pedestrian circulation

along public streets. This goal will be promoted by requiring retail stores and service commercial uses to have display windows facing the public street and that there be minimal or zero setbacks from the public street. The pedestrian sidewalk shall be developed as a comfortable public environment which shall have a high quality of landscaped areas, paving, street trees, and appropriate street furniture.

- Particular attention will be given to ensure that the Trafalgar Road frontages and the frontages along the east-west collector are attractive by means of good quality architectural design, landscaping and control of parking locations.
- Where commercial buildings are adjacent to a public street but are primarily oriented away from the public street, the building facade closest to the street will be encouraged to incorporate design features that promote pedestrian interest, public spaces and activity.
- Parking shall generally not be permitted in any yard between the building and a public street.
- Internal access to the block shall be provided primarily by means of one main road linking Trafalgar Road with the east-west collector. This road shall reflect the general characteristics of a public street with sidewalks on both sides, tree-lined boulevards, appropriate street furniture, and appropriate traffic controls and pedestrian safety measures.

c) Greenland Policies

i) Natural Area

The valley land/watercourse designation shown on Figure F1 of the Official Plan has been refined to a specific land use designation as shown on Figure P, Land Use Plan, Uptown Core. Where the lands are designated Natural Area on Figure P and Valleyland/Watercourse on Figure F1, the policies at each designation is intended to apply.

The east branch of the Morrison Creek is designated as 'Natural Area'.

ii) Other Environmental Policies

To ensure suitable separation, landscape, screening, and noise attenuation in residential environments from major arterial roads - Trafalgar Road and Dundas Street - a landscaped buffer area of 9 metres in width adjacent to the roads will be required by the Town of Oakville.

1.9.4 SERVICES

Prior to development occurring in the Uptown Core, a master servicing plan will be prepared. This study will examine how sanitary sewer, water, and storm sewer services will be extended into the area, and to ensure that all properties can be developed. As individual properties develop, servicing of the land will be completed consistent with the master servicing plan.

Traversing the Core area are linear utility corridors - Ontario Hydro, TransCanada Pipelines, and InterProvincial Pipelines. These existing utility corridors are permitted uses and adjacent development will be required to recognize the constraints associated with the utilities. Subject to approval from the appropriate authority, the utility corridors will also be used for open space purposes and as part of the pedestrian and bicycle trail system.

1.9.5 IMPLEMENTATION

a) General

The Uptown Core will be developed over a number of years, and initial development may evolve into more intensive development in subsequent phases. As in other areas of the Town, the Uptown Core will be influenced by changing economic, social and demographic conditions and the Core area will respond to these influences.

The implementation policies are developed to allow for both the phased development of all major land use components within the Core area and to allow for flexibility to change over time within certain parameters.

The Trafalgar Road Corridor Strategy Study will examine the locations of intersections, intersection spacings, and signalization with the primary purpose of avoiding grade-separated intersections, improving pedestrian movements across Trafalgar Road, and

facilitating transit operations. Minor realignments may be made to the roads and intersection locations with Trafalgar Road as a result of this study without amendment to the Official Plan.

Prior to any residential development, School Boards in the Region of Halton shall be consulted.

Prior to any development being permitted within the Uptown Core, a number of conditions must be met, including:

- Full municipal services being available to the lands;
- A detailed economic impact study may be required for any commercial development in accordance with the Regional Official Plan, the study to be approved by the Town of Oakville and the Region of Halton.
- A detailed traffic and transit impact and operations study to the satisfaction of the Town of Oakville and the Region of Halton which reviews the effect of the proposed development on the functioning of the transportation network. Any transportation network infrastructure required to accommodate the proposed development of the Core or a phase of the Core must be constructed prior to or coincident with the development of the lands.
- The preparation of a watershed study for the Morrison Creek - both the East and West Branches. It is necessary for any stormwater drainage improvements to be in place prior to the development of the Core;
- All development must conform with the Town's "Storm Drainage Criteria Manual";
- The preparation of an urban design study which will be prepared by the proponents and approved by the Town. This urban design study will show in detail a block by block development of the area, and will illustrate how the objectives of the Plan for the Core will be achieved. The urban design study will examine, among other things, streetscape details, massing of buildings, setbacks of the buildings from the street, the provision of parking, landscaping, stepping of buildings along the vertical plane, height, pedestrian and vehicular access, provisions of private open space, possible location for secondary streets

and lanes, and details of the street hierarchy system.

- The preparation of a social impact study, which would initially evaluate the physical design of the Uptown Core in terms of ensuring that the plan includes the necessary elements to create a healthy, successful and sustainable human-oriented community. The second phase of this study would focus on the integration of the necessary social services into the Uptown Core in a pro-active manner, through the determination of the social service needs of the population, the establishment of the necessary programs, the identification of funding sources and the determination of space and facility needs.
- Prior to any development of the Central Retail Area and the area between the Central Retail Area and Trafalgar Road, there must be the preparation of a tertiary study of the Central Retail Area, the boundaries of which are illustrated in Figure "P". This study shall be subject to approval by the Town of Oakville and will provide detailed plans for the area, based on the following design objectives:
  - the creation of a pedestrian-oriented main street. Built form along the main street shall include such features as display windows along the street front, generally zero setback for the buildings, frequent entrances to buildings and primary entrances to all uses directly from the street;
  - the creation of public or private streets through the Central Retail Area in order to facilitate the creation of distinct component blocks which reflect the general characteristics of the streets and blocks within the overall plan;
  - the incorporation of a major public square or civic plaza, at least 0.50 hectares in size within the Central Retail Area. This public square should be connected to the major park system adjacent to the Central Retail Area;
  - surface parking will be restricted within the Central Retail Area in it's ultimate built-out form, though street parking will be permitted; and
  - an implementation schedule for development of the area.

The most westerly block of land adjacent to Dundas Street is designated "Office and Other Commercial". The westerly part of this block adjacent to the park area may be used exclusively for residential purposes or may be used exclusively for "Office and Other Commercial" uses. If residential development is to occur, the residential development of this land will be subject to the same density controls, height controls and other design standards that apply to residential lands immediately to the south.

The lands east of Trafalgar Road north of the east-west collector road are exempted from carrying out the following studies: Trafalgar Road Corridor Study, Social Impact Study, and Transit Functional Study.

b) Phase 2A and Unphased

The first phase of development of the Uptown Core should achieve several important structural and land use objectives. These include:

- the completion of the major road network as outlined in Figure "P2" including Street B (Oak Park Boulevard) between Dundas Street and Trafalgar Road; Street D between Street B (Oak Park Boulevard) and Street C (Hays Boulevard); Street C (Hays Boulevard); between Street D and Trafalgar Road; Street P (Sawgrass Drive); Street F (Central Park Drive); and any necessary road widenings in accordance with the Regional road and/or intersection improvements required as a result of the transportation studies;
- the development of a significant portion of the commercial areas;
- the development of a significant portion of the residential area with a mix of densities being available;
- the provision that there will be a balance between the residential and commercial development in the Core to ensure that a full range of land uses is provided in the initial phase of development; and
- the opportunity for public, institutional, recreational and park and open space uses, including the land conveyance of the entire Uptown Core Park to the Town of Oakville.

In the development of the Phase 2A and Unphased areas of the Uptown Core, the following land uses will be permitted in accordance with the following policies:

- residential development as shown on Figure "P2";
- retail commercial uses in accordance with and limited to the scale as established by the Market Analysis;
- uses in the "office and other commercial" category;
- hotel uses;
- institutional, government, recreation and public uses;
- transportation terminal and facilities;
- the major open space system;
- the road system required to service the above-mentioned uses, as illustrated in Figure "P2".

c) Phase 2B

Prior to the development of Phase 2B, the following components of the Phase 2A and Unphased development shall be completed:

- completion of 50% of the permitted Phase 2A residential development;
- development of 20,000 sq. m. within the Central Retail Area;

Phase 2B development of the Uptown Core will consist of the following:

- the balance of the residential development;
- the balance of the retail commercial area, however, the scale of retail development will be limited and phased in accordance with the retail market study;
- the balance of the office commercial uses;

- the balance of the open space and park uses.

Notwithstanding the phasing policies set out in this Plan, those public roads which are internal to the Uptown Core may be developed without regard to any phasing policies as shown in Figure P2.

d) Zoning

Zoning for the Uptown Core may be established substantially in advance of development. The zoning may be passed under Sections 34 and 35 of the *Planning Act*, and a holding designation may be placed on the lands. This holding designation will be removed upon completion of the studies previously referred to in Section 1.9.5 and in accordance with the phasing policy. The Town of Oakville may also initiate zoning changes within the Uptown Core in order to implement provisions of the Official Plan.

For the lands east and west of Trafalgar Road in the Uptown Core, zoning may be subject to an "H" or "Holding" provision. This holding provision will be removed when all the requirements in the preceding paragraph have been met, all the necessary studies have been completed, and when the following specific requirements have been satisfied:

- all access points to public roads servicing the parcel have been determined to the satisfaction of the Town of Oakville;
- the necessary servicing is provided;
- the transportation infrastructure requirements have been provided;
- an appropriate commitment has been made ensuring the provision of the road connecting Trafalgar Road to Dundas Street;
- the blocks intended for development shall be created by means of plans of subdivision or land division applications.