Trafalgar Road Corridor Planning Study
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Executive Summary

This report incorporates the final recommendations of the Trafalgar Road Corridor Planning Study. The study examined the existing context of the lands along the Corridor with the aim of identifying where potential intensification opportunities may exist, and to what extent. This study’s findings culminate in an updated and clarifying land use and built form policies to the Livable Oakville Plan.

The first Section of this report provides the background, analysis and recommendations for the corridor as a whole, as well as analysis of individual sites. The Implementation Strategy details next steps and the proposed Official Plan Amendment summarises the findings.

The second Section represents the design principles and directives for new development along the Corridor. It is intended that this section will be included in the Town’s Livable by Design manual to ensure that appropriate built form and public realm initiatives are realized along the Trafalgar Road Corridor.
Introduction

WHAT IS A CORRIDOR?

A corridor is a geographic area that connects two points. These points, called “nodes”, are places within a community where a mix of land uses, higher density residential development and transit facilities are focussed. Corridors are the multi-modal transportation link between these nodes, which includes surrounding land uses.

WHY ARE CORRIDORS IMPORTANT?

Corridors are oriented along major transit routes, and like nodes, corridors support a mix of uses and residential densities. People live along these routes and use them to get to work, shop, and travel to different areas of the community.

WHY STUDY TRAFALGAR ROAD?

The Trafalgar Road corridor directly links two of the Town’s growth areas intended for significant development – Midtown Oakville (the Town’s Urban Growth Centre) and Uptown Core. Midtown Oakville contains a significant transit hub (Metrolinx Mobility Hub) with the Uptown Core transit station serving a slightly more secondary role in the Town’s transit network.

The Livable Oakville Plan identifies the lands along Trafalgar Road, between the QEW and Dundas Street, as a corridor to be studied to identify opportunities for future intensification opportunities associated with transit improvements.

Transit improvements along the Trafalgar Road corridor are currently being planned by Halton Region as part of its Transportation Master Plan and designed as part of an Environmental Assessment. This has reinforced the need for the Town to establish a framework that will guide future development along the corridor.

WHAT ARE THE STUDY OBJECTIVES?

The Terms of Reference for the study were included in a report entitled Livable Oakville Plan Implementation, which was presented to Planning and Development Council on February 4, 2013.

The direction of the study was to:

- Identify key opportunity sites that may have potential for new development and/or redevelopment
- Examine built form, public realm, streetscape, parking, compatibility with adjacent uses, movement of people, and availability of infrastructure
- Assess land use options for the identified opportunity sites to determine appropriate uses
- Make recommendations for new or revised land use designations and policies
Background

STUDY AREA

The study area of the Trafalgar Road Corridor Planning Study is centered along Trafalgar Road, stretching from the Queen Elizabeth Way in the south to Dundas Street in the north. The limits of the study area have been defined using natural boundaries (creeks), roads and development parcels. Established areas (comprised mostly of existing low-density residential land uses) are included to identify context and assess compatibility with areas abutting Trafalgar Road.

The identified portion of Trafalgar Road is approximately four kilometres in length and is the main north-south link between Oakville’s Uptown and Midtown areas. It is also a major connection between the QEW and the residential communities planned for north of Dundas Street.

EXISTING DEVELOPMENT

The existing development pattern in the Trafalgar Road Corridor Planning Study area is a mix of commercial, office, institutional and residential uses. Trafalgar Road can currently be characterised as a wide, auto-mobile-oriented roadway dominated by both large-scale commercial buildings with various setbacks and by reverse-frontage residential buildings. The area encompasses some vacant and under-utilized sites. Expansive surface parking areas are prevalent along the corridor.

A number of these identified sites can be redeveloped if designed appropriately for the context, and which can enhance the existing built area. The existing lotting and development pattern also includes a large amount of single-detached residential which is not expected to redevelop.

There is a mix of retail and service commercial uses ranging from small-scale shops to larger scale retail/commercial developments. Office uses in the study area are generally medical-related. Other uses along the corridor include Oakville’s Town Hall, Sheridan College and several places of worship. There is no ‘typical’ block, as the corridor is diverse in use.

The existing street network is reflective of the historical suburban development pattern within, and surrounding, the study area. As a result, connectivity between the north and south ends of the corridor is limited to Trafalgar Road.
Policy Framework

The Province of Ontario, Halton Region and the Town have policies in place to encourage transit-supportive development along corridors. Below is a summary of these policies.

PROVINCIAL CONTEXT

**Provincial Policy Statement (PPS)**

The Provincial Policy Statement (PPS), 2005, provides policy direction on land use planning to promote strong communities, a healthy environment and a strong economy. The PPS encourages efficient development and land use patterns by directing growth to settlement areas and by promoting a compact built form and range of land uses. It requires Halton Region and the Town to recognize growth areas, including the identification of nodes and corridors in their Official Plans.

The PPS also requires the provision of densities for new housing which support the use of alternative transportation modes and public transit, and other alternative transportation modes, including commuter rail and bus in areas where it exists or is to be developed.

**Growth Plan for the Greater Golden Horseshoe (Growth Plan)**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2006, generally directs new growth to the built-up areas of the community through intensification. It requires that the town:

- Develop and implement policies in its Official Plan (*Livable Oakville*) to phase in and achieve intensification
- Recognize urban growth centres (i.e. Midtown Oakville), other intensification areas (i.e. Uptown Oakville) and corridors (i.e. Trafalgar Road) and major transit station areas (i.e. Oakville GO Station), as key areas for development to accommodate intensification
- Ensure that intensification areas are planned and designed to attract a significant amount of population and employment growth, as well as provide a diverse and compatible mix of land uses to support vibrant neighbourhoods and existing and planned transit

**Metrolinx – The Big Move**

Metrolinx, an agency under the Government of Ontario, adopted a Regional Transportation Plan called The Big Move in 2008, with an update in 2013. The plan identifies a multi-modal transportation system for the Greater Toronto and Hamilton Area (GTHA) that sets forth a number of initiatives in Halton. One of the initiatives is a rapid transit corridor along Trafalgar Road between Midtown Oakville and Highway 407.
REGIONAL CONTEXT

Halton Region Official Plan (Regional Plan)

The study area lands are designated “Urban Area” according to Halton Region’s Official Plan, which is intended for residential and employment growth.

The Region’s Official Plan directs mixed use development with higher densities to nodes and corridors. It also requires that the town’s Official Plan designate nodes and corridors. The key objective of nodes and corridors in the Regional Plan is:

“To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable.”

In addition, Map 3 of the Regional Plan designates Trafalgar Road as a Rapid Transit Corridor. These transportation facilities are intended to connect nodes and accommodate rapid transit services while being complemented by transit-supportive land uses around transit stations.

Trafalgar Road Corridor Study (Oakville) Environmental Assessment (Trafalgar Road EA)

Halton Region initiated an environmental assessment to study road improvement alternatives for the Trafalgar Road right-of-way between Cornwall Road and Highway 407. The preferred alternative, presented in December 2013, identifies widening the right-of-way to allow for high-occupancy vehicle (HOV) lanes aligned along the outer limits of the roadway. These HOV lanes have the capacity to later convert to Bus Rapid Transit (BRT) lanes. The planning for Trafalgar Road as a multi-modal corridor with pedestrian, bicycle and bus facilities will enhance and facilitate future land use intensification opportunities.

The completion of the Trafalgar EA process is expected in mid-2014, as part of the implementation of the Halton Region Transportation Master Plan.

LOCAL CONTEXT

Livable Oakville Plan

The Livable Oakville Plan is the town’s Official Plan for the lands south of Dundas Street. It conforms to the Growth Plan and the Halton Region Official Plan, and is consistent with the Provincial Policy Statement. It directs the majority of growth to six Growth Areas (nodes) including Midtown Oakville and the Uptown Core.

Residential areas outside of the Growth Areas are generally expected to continue with the residential function without significant redevelopment. Growth and change may occur in identified areas, such as along a corridor, provided the character of the neighbouring residential areas is upheld and the overall urban structure of the town is maintained.

The lands along Trafalgar Road, between the Q.E.W. Highway and Dundas Street, are identified as a corridor to be studied. Specifically, section 26.3.2 states:
“The corridors located along Trafalgar Road between Dundas Street and the QEW, and along Dundas Street, should be further studied by the Town to identify future opportunities for intensification with future transit improvements provided and appropriate land use policies to accommodate intensification opportunities.”

The existing Livable Oakville Plan land use designations vary throughout the study area. The Uptown Core, an identified Growth Area, is located at the north end of the corridor with Urban Core uses designated along the west side of Trafalgar Road. On the east side, the lands are designated Community Commercial and Medium Density Residential. From Glenashton Drive to south of Upper Middle Road the lands are primarily designated Low Density Residential. Continuing south, there are pockets of sites designated Neighbourhood Commercial, and High Density Residential, while the Sheridan College and Town Hall sites are designated Institutional. Oakville Place mall is designated Core Commercial and is considered a major commercial area that serves the broader regional community.

Section 8 of the Livable Oakville Plan includes policies for Transit (s.8.9), Active Transportation (s.8.10) and Integrating Land Use and Transportation (s.8.12). The latter section notes that to facilitate the development of a transit-supportive urban structure, development proposals need to reflect densities supportive of planned transit service (8.12.2a).

Any redesignation of specific properties in the context of the Trafalgar Road Corridor Planning Study must be done in conformity with the policy direction of the Livable Oakville Plan. An evaluation of the individually-identified sites and their connection to the future functionality of the Trafalgar Road Corridor is discussed further in the report.
Transportation Master Plan – Switching Gears

The town’s Transportation Master Plan (TMP) Switching Gears, is consistent with the Region’s TMP. It is a long term plan that aims to develop a more balanced local transportation system that provides a variety options in Oakville. It also provides the rationale for identifying and establishing corridors, such as Trafalgar Road, and the supporting policies necessary for transit-oriented intensification.

Both the Region’s and Town’s TMPs have set targets of a 20% level of transit usage for trips originating in Oakville by 2031. Key to achieving this goal is the integration of land use and transportation planning, including strategies such as increased densities and transit oriented design.

Identifying pockets where increased densities will be permitted along a corridor not only aid in the efficiencies of the transit and road network, but also serves to protect the characteristics of established communities.

Midtown Oakville Class Environmental Assessment (Midtown EA)

A major TMP implementation project is the Midtown Oakville Class Environmental Assessment Study which will determine the transportation and municipal stormwater network needed to support the planned growth in Midtown Oakville to 2031.

The study is currently ongoing, and the preferred alternative for the transportation network in Midtown will be presented in early 2014. The outcome of the Midtown EA may take into consideration Trafalgar Road, south of White Oaks Boulevard, including potential effects to the Town Hall property.
Direction & Study Process

VISION

The intent of the Study is to create a vision for change that fits within the neighbourhood context and integrates land use and urban design policies to guide balanced growth along the Corridor and support transit. The Vision for the Corridor directs new development toward existing and future transit routes and stops. An appropriate mix of uses and a concentration of people in close proximity to transit facilities will enhance the convenience of using transit and provide for a high percentage of transit users. This is anticipated to be achieved through:

- Intensification of underutilized sites
- Increases to densities and heights
- Mixing land uses
- Provision of high quality urban design
- Improving the pedestrian environment
- Massing along street frontages
- Appropriate transition to adjacent residential areas
- Connecting existing and future transit facilities

GUIDING OBJECTIVES

The Corridor has the potential to evolve into a more mixed-use, transit-oriented, and pedestrian-sensitive street that can support additional development in select locations. The following objectives were developed to guide appropriate land use options, based on identified community values:

1. Create an attractive, distinctive corridor with high quality urban design.
2. Achieve the Town’s and Region’s overall objectives for growth and intensification.
3. Promote transit-supportive nodes and corridors.
4. Preserve, enhance and protect the character of existing stable residential neighbourhoods and natural areas within the study area.
5. Direct intensification to strategic / appropriate locations.

It is important to provide people with choice when it comes to being able to live near higher order transit. This includes the provision for an appropriate range of housing, employment and retail options. It also includes the need to have choices for one's mode of travel. Planning for, and encouraging, a compact community allows for a balance of these options and allows for a variety of activities within walking distance of each other. This helps promote transit use and is consistent with the Town’s TMP.

Roads have historically been designed for a suburban context and need to evolve to be more conducive for other travel modes.
PRELIMINARY ANALYSIS

The vision and guiding objectives were developed as part of the study’s preliminary analysis. These were influenced by transit-oriented development principles and provided the framework which allowed an analysis of the Corridor and individual sites.

The following criteria were used to identify what types of sites within the study area held potential for intensification opportunities:

- Large surface parking areas
- Significant street frontage
- Proximity to urban growth centres and transportation corridors
- Opportunities to support higher order transit and active transportation
- Visible underutilization of land
- Physical potential for redevelopment and intensification
- Public input/identification

PUBLIC CONSULTATION

From June 2013 to early 2014, staff undertook a public consultation process for the Trafalgar Road Corridor Planning Study. It included a series of Open Houses and meetings with landowners to introduce, discuss, and refine identified sites and their associated options as well as draft Official Plan policies to facilitate intensification along the corridor. A study webpage was also maintained with key information, meeting dates and relevant reports.

<table>
<thead>
<tr>
<th>Event</th>
<th>Attendance</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open House #1</td>
<td>61 people</td>
<td>To present the purpose of the study, review the study area and address public comments and concerns in relation to intensification opportunities</td>
</tr>
<tr>
<td>June 24, 2013</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open House #2</td>
<td>16 people</td>
<td>To provide an overview of the existing development pattern within the study area and introduce the study’s guiding principles. Nine key opportunity sites for intensification and/or redevelopment were identified and the public was asked to participate in a visual preference exercise to identify potential built form on the sites.</td>
</tr>
<tr>
<td>October 21, 2013</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open House #3</td>
<td>34 people</td>
<td>To present an analysis of the nine key opportunity sites and introduce the proposed official plan amendment affecting three of the nine identified sites. General urban design direction for the corridor was also presented.</td>
</tr>
<tr>
<td>January 13, 2014</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Analysis & Recommendations

KEY OPPORTUNITY SITES

Based on the existing policy direction, the study’s vision and guiding objectives, and the intensification criteria developed as a result of the preliminary analysis, nine key opportunity sites were identified within the study area. This review has been based on a variety of factors including supporting future transit improvements in key locations, enhancing opportunities for walkability, and public input. Intensification and additional density is not definitive, especially since the future transit stops associated with a Bus Rapid Transit system are not yet fixed. Bus stop locations can generally be expected near major intersections, existing transit hubs and major destinations (i.e. Sheridan College).

Only three of the nine key opportunity sites have been targeted as part of this study for specific land use policy modifications. Future direction, however, is discussed as part of the individual site assessments.

Staff has also considered the preferred built form of the nine sites, what public realm and streetscape improvements are required, the parking options available, compatibility with adjacent uses, the movement of people and the availability of infrastructure. An assessment of different land use options was undertaken to determine appropriate uses.

Further review is particularly required where sites have an existing commercial operation and land use designation. This will be conducted through the Commercial and Employment Lands Comprehensive Review to be commenced in 2014.
Site 1: Oakville Place Mall

Site Characteristics

<table>
<thead>
<tr>
<th>Size</th>
<th>7.03 ha (17.4 ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Development</td>
<td>Two storey regional shopping mall with surface parking</td>
</tr>
<tr>
<td>Current GFA</td>
<td>53,000 m² (570,487 s.f.)</td>
</tr>
<tr>
<td>Surrounding Land Uses</td>
<td>West – single-detached residences North – townhouses and residential apartment buildings East – commercial and employment uses South – QEW, Midtown Oakville</td>
</tr>
</tbody>
</table>

Policy Highlights

<table>
<thead>
<tr>
<th>Livable Oakville Designation</th>
<th>Core Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Livable Oakville Designation</td>
<td>Core Commercial (no change)</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Community Shopping Centre (C2 - SP49)</td>
</tr>
</tbody>
</table>

Opportunities

- Expansive surface parking lots
- Exposure on three sides including QEW
- Large site size provides flexibility for future redevelopment
- Quick access to QEW
- Pedestrian and transit connection opportunities to Oakville GO Station

Constraints

- Regional mall forms part of commercial inventory
- Existing building has been recently updated and is in good repair
- Single-detached residences to the west will require thoughtful redevelopment of the subject site

Site Assessment & Recommendations

There is significant opportunity for additional development on the Oakville Place Mall site. Supporting factors include its large size, number of large surface parking lots, proximity to the Midtown Urban Growth Centre, future direct pedestrian connection and transit connection opportunities. A future mixed use designation such as Urban Core could provide for appropriate intensification opportunities on the site.

The incorporation of not only higher density forms of residential uses but also public space and community uses such as senior centres, day cares and libraries may be considered in a future redevelopment scheme. Any redevelopment would be expected to occur over a longer period and in several phases where additional commercial space could complement proposed residential and office uses.

The Commercial and Employment Review is scheduled to commence in 2014, and will assess the function of the Oakville Place Mall. No land use change is being recommended through this review. The site's long-term use will continue to be assessed within its existing planned function and future commercial potential.
Site 2: Oakville Town Hall

Site Characteristics

<table>
<thead>
<tr>
<th>Size</th>
<th>5.18 ha (12.8 ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Development</td>
<td>Municipal government offices and extensive surface parking areas</td>
</tr>
<tr>
<td>Current GFA</td>
<td>16,000m² (160,000 s.f.)</td>
</tr>
<tr>
<td>Surrounding Land Uses</td>
<td>West – Open Space (reservoir), residential apartment buildings</td>
</tr>
<tr>
<td></td>
<td>North – office, townhouses and residential apartment buildings</td>
</tr>
<tr>
<td></td>
<td>East – Open Space</td>
</tr>
<tr>
<td></td>
<td>South – Open Space and commercial and employment uses</td>
</tr>
</tbody>
</table>

Policy Highlights

<table>
<thead>
<tr>
<th>Livable Oakville Designation</th>
<th>Institutional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Livable Oakville Designation</td>
<td>Institutional (no change)</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Open Space (O1)</td>
</tr>
</tbody>
</table>

Opportunities

- Expansive surface parking lots
- Large site size provides flexibility for future redevelopment
- No existing development to the east
- Quick access to QEW
- Adjacent to future BRT with direct access to the Oakville GO Station

Constraints

- Topography
- Limited, if any, direct access to Trafalgar Road feasible
- Significant infrastructure with existing Town Hall building

Site Assessment & Recommendations

The Oakville Town Hall site is currently occupied by the Town's municipal offices and associated parking lot. The on-going Midtown EA has identified a potential option which would extend a new north-south multi-modal connection across the QEW through the Town Hall property.

This road connection would provide the potential to create new development blocks that may facilitate intensification of the site, primarily focussed along the Trafalgar Road frontage. New land uses could potentially have frontage on Trafalgar Road and a new north-south street.

The road alignments have not yet been finalized through the Midtown EA process. As a result, Staff has not recommended any land use changes to the Town Hall property. Modifications to the Livable Oakville Plan may occur based on the results of the Midtown EA and through subsequent Midtown Oakville-related Official Plan Amendments.

Should redevelopment of the Town Hall property occur, the site's redesign must be done in a comprehensive fashion, coincident with any new road and servicing infrastructure.
Site 3: NE corner Marlborough Court & Trafalgar Road

- **Site Characteristics**
  - **Size**: 1.5 ha (3.7 ac)
  - **Existing Development**: Multiple uses including high density residential and retail uses at-grade
  - **Current GFA**: 3,800 m² (40,903 s.f.)
  - **Surrounding Land Uses**: West – Sheridan College and Open Space, North – single-detached residences, East – residential apartment buildings, South – mid-rise residential apartment buildings

- **Policy Highlights**
  - **Livable Oakville Designation**: Neighbourhood Commercial
  - **Proposed Livable Oakville Designation**: Neighbourhood Commercial (no change)
  - **Current Zoning**: Residential Mixed Dwellings (R07 – SP119)

- **Opportunities**
  - Open surface parking lot adjacent to Trafalgar Road
  - Existing signalized intersection leads into Sheridan College site
  - Future BRT stop proposed in front of site
  - Within proximity to QEW

- **Constraints**
  - Existing development not prime for immediate redevelopment
  - Single-detached residences to the north will require thoughtful redevelopment

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**Site Assessment & Recommendations**

The existing built form within this site is set back from Trafalgar Road and includes two tall buildings atop a single storey podium. Only the surface parking lot and the one-storey commercial units fronting Trafalgar Road are considered in this analysis.

Redevelopment of the existing parking lot along Trafalgar Road could occur which would allow the existing development to better respond to the context and bring the built form in closer proximity to the transit route. Other options may include reconstruction of the podium in select locations which could extend to the street without the need to completely remove the surface parking lot.

The site also benefits from a shared intersection with Sheridan College’s Ceremonial Drive. Any future development could utilize this for access and potential transit connections.

Heights on the site have been established by the existing tall buildings; however, any future development would need to be considerate of the single-detached residences to the north of the site.

Given the current function of the site, redevelopment is not expected in the short to medium term. Improvements along both Trafalgar Road and Marlborough Court could occur which may modernize the overall development.
Site 4: Sheridan College

Site Characteristics

<table>
<thead>
<tr>
<th>Size</th>
<th>40.1 ha (99 ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area considered for policy changes</td>
<td>7.1 ha (17.5 ac)</td>
</tr>
<tr>
<td>Existing Development</td>
<td>Parking area for Sheridan College</td>
</tr>
<tr>
<td>Current GFA</td>
<td>53,000m² (570,487 s.f.)</td>
</tr>
<tr>
<td>Surrounding Land Uses</td>
<td>West – Sheridan College and Open Space</td>
</tr>
<tr>
<td></td>
<td>North – single-detached residences</td>
</tr>
<tr>
<td></td>
<td>East – single-detached, retail and residential apartment buildings</td>
</tr>
<tr>
<td></td>
<td>South – Open Space</td>
</tr>
</tbody>
</table>

Policy Highlights

<table>
<thead>
<tr>
<th>Livable Oakville Designation</th>
<th>Institutional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Livable Oakville Designation</td>
<td>Institutional (no change), but additional permissions recommended</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Agricultural (A)</td>
</tr>
</tbody>
</table>

Opportunities

- Opportunity to create new, unique development which can be integrated with existing college
- Large site size provides flexibility for future redevelopment
- No existing development to the south
- Expansive surface parking lots
- College is a significant destination for a high number of transit-users
- Proposed location of BRT stop
- Student market for retail & service commercial

Constraints

- Existing building has been recently updated and is in good repair
- Single-detached residences to the north and east will require thoughtful redevelopment

Site Assessment & Recommendations

The large expansive parking lots between Trafalgar Road and Sheridan College constitute a prime redevelopment site. The introduction of a range of new and complementary land uses in conjunction with appropriate built form could assist the College in bringing its presence closer to the street. The site also presents opportunities for transit integration, whereby new transit services could be located within the Sheridan College site, or directly adjacent along the Trafalgar Road frontage.
New development should be focussed towards Trafalgar Road, as well as framing Ceremonial Drive. A Master Plan detailing the long-term build-out potential and the distribution of land uses and building heights should be conducted by Sheridan College to ensure new development is sited and massed appropriately along Trafalgar Road. It will also allow thoughtful placement of buildings where low density communities are adjacent to the site.

It is recommended that the site retain its “Institutional” designation; however, “Urban Core” uses and building heights should also be permitted along Trafalgar Road. Building heights should not exceed 4 storeys adjacent to existing low density residential neighbourhoods.

Taller building heights – between 6 and 12 storeys – should be located along the Trafalgar Road frontage and Ceremonial Drive as it enters the college campus. Opportunities for additional height (up to 4 storeys) could be considered subject to bonussing.

Taller buildings south of Ceremonial Drive, adjacent to the existing woodlot may exceed the 12 storey height limit by transferring unused building height to this southerly area, up to a maximum height of 18 storeys, inclusive of any bonussed height. This is considered appropriate only in this location of the campus given the built context in the immediate area, as well as the large separation distance to low density residential neighbourhoods.

A varied mix of land uses along Trafalgar Road will not only help support transit, but also provide students, employees and visitors with a variety of retail choices. A variety of residential and college-related uses (i.e. lecture halls, office and gallery space, business incubator space) are also possible along this length of Trafalgar Road which can form synergies with the adjoining campus.
Site 5: SW corner Glenashton Drive & Trafalgar Road

### Site Characteristics

<table>
<thead>
<tr>
<th>Size</th>
<th>3.5 ha (8.6 ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Development</td>
<td>Existing bungalow-style single detached residential buildings intended for removal</td>
</tr>
</tbody>
</table>
| Surrounding Land Uses | West – single-detached residences (under construction)  
North – vacant lands  
East – single detached residences  
South – place of worship |

### Policy Highlights

<table>
<thead>
<tr>
<th>Livable Oakville Designation</th>
<th>Neighbourhood Commercial (exception) and Low Density Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Livable Oakville Designation</td>
<td>Neighbourhood Commercial and Main Street 2</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Agricultural (A-SP556)</td>
</tr>
</tbody>
</table>

### Opportunities
- Can wrap new development from Trafalgar Road to Glenashton Drive
- Limited existing development on-site
- Existing retail operation
- Within proximity to proposed BRT stop locations
- Residential development to the west provides local road access

### Constraints
- Relatively narrow site
- Restrictions on direct access to Trafalgar Road reduces development flexibility
- New low-density subdivision under construction to west

### Site Assessment & Recommendations

The existing Neighbourhood Commercial designation at the north end of the site is recommended to be maintained, with the existing site specific gross floor area restriction removed. This portion of the site will be assessed as part of the town’s future Commercial and Employment Review, and any further changes to the commercial permissions would be reviewed in that context.

The frontage along Glenashton Drive may be considered for either residential or commercial uses, or both in combination. Although this individual property is relatively small, it could be consolidated with the existing commercial operation at the south-west corner of the intersection.

A Mainstreet 2 designation is recommended for the remainder of the site. This would permit 4 to 6 storeys and a mix of uses with retail, commercial and/or office uses at-grade and residential located on upper floors.

Given the context of an adjacent low-density residential subdivision to the west, the Mainstreet 2 permissions can provide for incidental, walk-to-retail opportunities for residents in the immediate area. A maximum of 4 storeys is recommended along the east side of Lillykin Street which will allow for a reasonable transition in height and density towards Trafalgar Road.

Staff also recommends that single-use residential buildings be permitted to provide a greater range of options for new development, as retail opportunities can often take longer to be realized.

Prior to development occurring in this area, and due to the fragmented ownership of Site #5, it would be beneficial for an overall concept plan to be prepared which ensure a variety of options are considered. These options should weigh access, density, land use, transition to surrounding residential uses as well as addressing Trafalgar Road, building orientation and maximising transit accessibility for pedestrians.
Site 6: Decommissioned Halton Region Reservoir

<table>
<thead>
<tr>
<th>Site Characteristics</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Size</strong></td>
<td>0.7 ha (1.73 ac)</td>
</tr>
<tr>
<td><strong>Existing Development</strong></td>
<td>Reservoir currently being removed, lands to be rehabilitated</td>
</tr>
</tbody>
</table>
| **Surrounding Land Uses** | West – vacant lands  
North – townhouses  
East – townhouses  
South – townhouses |

<table>
<thead>
<tr>
<th>Policy Highlights</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Livable Oakville Designation</strong></td>
<td>Utility</td>
</tr>
<tr>
<td><strong>Proposed Livable Oakville Designation</strong></td>
<td>Medium Density Residential</td>
</tr>
<tr>
<td><strong>Current Zoning</strong></td>
<td>Agricultural (A)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Constraints</th>
</tr>
</thead>
</table>
| • Existing road network surrounding and adjacent to site  
• Site size provides some flexibility for future redevelopment  
• No existing development to the west  
• Direct access to future BRT stop  
• Surrounding uses provide context for redevelopment | • Site requires rehabilitation  
• Limited, if any, direct access to Trafalgar Road |

**Site Assessment & Recommendations**

Halton Region's former reservoir, currently being decommissioned, is located within a medium density residential development comprised primarily of townhouse dwellings.

The removal of the reservoir will allow the site to be rehabilitated and integrated into the pattern of the surrounding residential neighbourhood. The existing street network could be connected through various scenarios; however, this would ultimately be reviewed through a future redevelopment proposal.

Re-designation of the site to a medium density residential designation is recommended for the site. This would incorporate the parcel into the surrounding medium density residential land use designation. A similar townhouse form of 2 to 3 storeys would be permitted, complementing the existing built form.

Should the site be redeveloped for residential purposes, parkland dedication would be required as per Town policy. Once a development application is submitted, and the need for a village square or park is determined, its location would be reviewed in consultation with the Town’s Parks and Open Space Department.
Site 7: SE corner Postridge Drive & Trafalgar Road

Site Characteristics

<table>
<thead>
<tr>
<th>Size</th>
<th>1.5 ha (12.8 ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Development</td>
<td>Commercial plaza with surface parking</td>
</tr>
<tr>
<td>Current GFA</td>
<td>2,500m² (26,910 s.f.)</td>
</tr>
</tbody>
</table>
| Surrounding Land Uses    | West – car dealership, vacant lands  
                           | North – retail plaza  
                           | East – single-detached residences  
                           | South – townhouses |

Policy Highlights

<table>
<thead>
<tr>
<th>Livable Oakville Designation</th>
<th>Community Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Livable Oakville Designation</td>
<td>Community Commercial (no change)</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Central Business District (C3)</td>
</tr>
</tbody>
</table>

Opportunities

- Non-intensive existing development on-site
- Future full moves signal at Rosegate and Trafalgar
- Direct access to future BRT stop
- Adjacent to Uptown Core

Constraints

- Relatively narrow site with single-detached residences to the east will require thoughtful redevelopment
- Existing access limited
- Fragmented property ownership makes consolidation difficult

Site Assessment & Recommendations

Future redevelopment of this parcel will require, or at a minimum be enhanced by, the consolidation of property ownership. An intense redevelopment of the site is not expected primarily due to the limited depth of the site, and the need to ensure new development is compatible with the existing neighbourhood to the east.

Should redevelopment occur, mixed-use with moderate building heights oriented towards Trafalgar Road would be appropriate. This would allow for a separation of uses between new and existing. New development would also require that automobile parking be located mostly below grade.

A future mixed-use designation such as Urban Centre could provide for appropriate intensification opportunities. The current Livable Oakville Plan designates the site as Community Commercial which forms part of the Town’s commercial lands inventory.

Given the site’s current commercial function, no land use changes are being recommended through this study. The site and its present function will be further reviewed through the Town’s upcoming Commercial and Employment Review.
**Site 8: NE corner Postridge Drive & Trafalgar Road**

<table>
<thead>
<tr>
<th>Site Characteristics</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Size</strong></td>
<td>4.7 ha (11.6 ac)</td>
</tr>
<tr>
<td><strong>Existing Development</strong></td>
<td>Commercial plazas with surface parking</td>
</tr>
<tr>
<td><strong>Current GFA</strong></td>
<td>10,800m² (116,250 s.f.)</td>
</tr>
</tbody>
</table>
| **Surrounding Land Uses** | West – retail plaza  
North – Open Space  
East – Open Space  
South – retail plaza |
| **Policy Highlights** |  |
| **Livable Oakville Designation** | Community Commercial |
| **Proposed Livable Oakville Designation** | Community Commercial (no change) |
| **Current Zoning** | Central Business District (C3 – SP579) |

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Constraints</th>
</tr>
</thead>
</table>
| • Large site size provides flexibility for future redevelopment  
• Open Space system to the north and east  
• Expansive surface parking lots  
• Direct access to future BRT stop  
• Proximity to existing services and retail commercial | • Existing buildings are in good repair  
• Transition to single-detached family residential to the south and east |

**Site Assessment & Recommendations**

There is significant opportunity for intensification on this site given the size, existing large surface parking areas and frontage on two streets. The site is constrained by a surrounding open space (trail) system and adjacent residential uses to the east, which could potentially limit future built form options.

Taller building forms could be placed adjacent to Trafalgar Road, while maintaining reasonable separation distances to neighbouring residential uses. Existing and future transit amenities could also be integrated into new development. Below grade parking would not necessarily be required, given the size of the site.

A future mixed-use designation, such as Urban Core, would allow for taller built form and a variety of land use options. It would also ensure the continued commercial function of the site.

The current Livable Oakville Plan designates this site as Community Commercial. Similar to the other sites with commercial land use designations, no immediate change is being proposed pending completion of the Commercial and Employment review.
Site 9: SE corner Dundas Street & Trafalgar Road

**Site Characteristics**

<table>
<thead>
<tr>
<th>Size</th>
<th>8.8 ha (21.9 ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Development</td>
<td>Commercial plazas and big box retail with surface parking</td>
</tr>
<tr>
<td>Current GFA</td>
<td>12,000m² (129,167 s.f.)</td>
</tr>
<tr>
<td>Surrounding Land Uses</td>
<td>West – vacant lands North – future subdivision East – long term care facility, gas bar, live-work buildings South – Open Space</td>
</tr>
</tbody>
</table>

**Policy Highlights**

<table>
<thead>
<tr>
<th>Livable Oakville Designation</th>
<th>Core Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Livable Oakville Designation</td>
<td>Core Commercial (no change)</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Community Shopping Centre (C2 - SP49)</td>
</tr>
</tbody>
</table>

**Opportunities**

- Existing road network surrounding and adjacent to site
- Large site size provides flexibility for future redevelopment
- Expansive surface parking lots
- Open Space to the south-west
- Proximity to existing and future transit
- Frontage on Trafalgar Rd & Dundas St

**Constraints**

- Fragmented property ownership makes consolidation difficult
- Townhouse development to south-east
- Limited access to Trafalgar Road

**Site Assessment & Recommendations**

The fragmented ownership of this site complicates future redevelopment opportunities. The property is one of the most prominent along the corridor and is located across from the Uptown Core, is within proximity of the Uptown Core transit station, and lands north of Dundas Street are designated “Trafalgar Urban Core”. Should nearby properties develop to the full extent of existing permissions, the subject site could contribute to creating a landmark intersection within the Town. Height permissions on the west side of Trafalgar Road and north side of Dundas Street extend up to 20 storeys.

A future mixed-use designation, such as Urban Core, could provide for appropriate intensification opportunities, and be similarly designated as lands located west of Trafalgar Road and north of Dundas Street. Taller buildings would be expected in the area of the Dundas Street and Trafalgar Road intersection, with lower building heights in proximity to existing residential developments. As well, integrating a mix of land uses will help maintain the necessary commercial functionality of the site where it can be incorporated into new development.

The *Livable Oakville* Plan designates the site as Community Commercial and the land uses found on the site contribute to the town’s commercial lands inventory. Again, immediate change is not being recommended through this study, but will be assessed through the Commercial and Employment review.
OTHER AREAS

There are no changes proposed to the existing place of worship sites within the Trafalgar Road Corridor. While these sites are expected to maintain their current low density residential designations, some larger sites may be suitable for modest redevelopment in the future to accommodate ancillary residential uses relating to the existing place of worship. Seniors-oriented housing which would be secondary to the primary place of worship use would be an example. Building heights up to four storeys would allow modest forms of intensification and density without compromising adjacent low density residential neighbourhoods. Any proposals seeking to exercise this permission would be expected to go through a re-zoning process to ensure new development is appropriately located and can be serviced.

While the area south-east of Trafalgar Road and Iroquois Shore Road may be considered for future intensification, the site was not assessed as part of this study based on the implications of the Midtown EA study and potential future road alignments. Furthermore, the site functions as a commercial and employment area, which will be assessed in the Town's future Commercial and Employment Review.

Another site that may be considered for future intensification, but not identified as a key opportunity site, is the Marlborough Court area, located immediately south of Sheridan College and comprised of high-rise residential buildings. The area is currently designated high density residential and the existing densities are close to 185 units per hectare. Given the large property sizes and surrounding context of tall buildings, some intensification may be considered within this area. An increase to 300 units per hectare could potentially be accommodated, subject to future development applications providing the necessary technical studies.

Implementation Strategy

There are general policy updates being recommended through the Trafalgar Road Corridor Planning Study, as outlined in the proposed draft Official Plan Amendment. The re-designation of two sites (Sites 5 & 6), as well as additional use permissions for the Sheridan College site, is recommended.

The associated policy changes do not signify an imminent change on any of the identified sites. Land owners would be required to bring the zoning into compliance, which would occur through a development application review process whereby Town staff and partner agencies would have the opportunity to review the technical merits of future development of these sites.

An update to the Corridor's zoning is not proposed through this study process. Further implementation requirements would occur through the detailed development review process to ensure conformity with the Official Plan.

Other proposed policy updates are related to Urban Design policies, and these are intended to be principle-based and corridor specific, working in conjunction with the broader Urban Design policies found in section 6 of the Official Plan.

As well, new development would be expected to comply with the Transit-oriented development principles and urban design guidance provided in Section II of this Report. The guidance provides direction for new development near, and within, transit stop areas. It also serves as a tool which can assist in the review of development applications in transit stop areas, help design projects that take advantage of transit proximity, and guide the design of the public realm (including new streets and public spaces).
Proposed Official Plan Amendment

Based on the existing policy direction, a Trafalgar Road Corridor Special Policy Area is proposed to be established and identified on Schedule I – Central Land Use.

Of the site-specific recommendations identified in the key opportunity site overviews, two sites comprised of several properties are proposed to be re-designated on Schedule I – Central Land Use. This includes changing the land use designation of 2136, 2148, 2158, 2168, 2180 and 2192 Trafalgar Road, and the land without a municipal address at the north end of Lillykin Street, from Low Density Residential to a modified Main Street 2 designation.

The existing exception policy and symbol related to a floor area cap for the lands designated Neighbourhood Commercial at the southwest corner of Glenashton Drive and Trafalgar Road is proposed to be removed from section 27.4.6 and Schedule I – Central Land Use.

It also includes changing the land use designation of the former Halton Region reservoir, municipally known as 2273 Trafalgar Road, from Utility to Medium Density Residential.

A new symbol identifying an exception policy within the Trafalgar Road Corridor Special Policy Area is proposed on the Sheridan College site on Schedule I – Central Land Use.

Specific policies related to the Trafalgar Road Corridor Special Policy Area are proposed to be introduced into Section 26, Special Policy Areas, of the Livable Oakville Plan. These policies are intended to provide intensification opportunities for the following sites within the Special Policy Area:

| **Halton Region reservoir site** | - Medium Density Residential |
| **Existing Place of Worship sites** | - Low and Medium Density Residential uses in association with the existing place of worship use |
| **High Density Residential sites** | - Up to 300 units per site hectare |
| **Sheridan College site** | - Maximum 12 storey building height - Transition to a maximum of 4 storey height adjacent to lands designated Low Density Residential - Minimum 6 storey height adjacent to Trafalgar Road frontage encouraged - Additional 4 storeys permitted through bonussing south of Ceremonial Drive |
| **Main Street 2 sites** | - 4-6 storeys along Trafalgar Road frontage - 2-4 storeys otherwise - Single use residential buildings - Commercial uses encouraged at SW corner of Trafalgar Road and Glenashton Drive |
SECTION II

Future Direction

To help define how future development will be reviewed and evaluated, it is important to establish a set of principles and design directions. These will help direct growth as well as consider elements relating to built form, transit use, land use mix, transportation modes and public spaces. By orienting new development around transit facilities, it is possible to create more holistic, complete communities.

Transit oriented development (TOD) is considered to be development that is compact, higher density, composed of a more intense mix of uses and activity near higher order transit facilities with a focus on the public realm. TOD needs to be context sensitive and respond to the nuances of adjacent existing residential neighbourhoods and uses. A critical mass of population and activities must be achieved to support transit use.

The efficiency of transit increases based on a concentration of people (transit users) in a built form that supports a mix of land uses and encourages pedestrian movement at a comfortable scale. Development and growth throughout the corridor should be developed in a compact form and with sufficient density to support the transit ridership.

Residents should be able to reach multiple destinations along the Corridor that are within a reasonable walking distance from the stop or transit trip. Urbanising suburban locales helps achieve compact, transit-supportive development patterns which supports broader sustainability goals, increases densities and maximises opportunities for transit access.

In designing for higher-level transit, the bus stop locations must be much more than simply a spot for a bus to pull over. The bus stops and surrounding area must offer enhanced amenities and physical conditions which encourage pedestrian activity. This means that seating, lighting, building and paving materials, vegetation, transit-specific features and the space around the stops must be attractive, clean, functional and engaging.
TOD Principles & Design Direction

The principles and urban design direction outlined below are to be incorporated into the Town of Oakville's urban design manual – Livable by Design. These directives provide guidance for new development as well as streetscape and public realm improvements.

1. PROVIDE A MIX OF USES

Along the corridor, there should be a mix of uses that generate a range of users, at all times of the day. A successful transit area is a destination for users and one where there is a provision of land uses which offer a variety of jobs, shopping opportunities and multiple housing types and tenures. By clustering employment, retail, institutional and residential uses, it is easier to support high frequency transit service since it is more likely residents will use the transit, which in turn fosters a more lively community.

Design Direction:
- Locate retail at-grade along pedestrian routes such as public streets which helps create vibrant streetscapes and animate sidewalks
- Combine land uses where possible to generate transit ridership
- Mixing uses within a single building is preferred. Larger development blocks may contain single-use buildings where a variety of uses are located within the block.
- Locate high density residential units within 400m of the stop and employment uses within 150m-300m
- Auto-oriented uses (such as gas stations, car dealerships, drive-throughs, and large format retail) detract from viability of multiple uses at bus stops and should be located along the periphery of the district and restricted if within 400m of stop
- where future retail will be permitted, it is to be in proximity to Trafalgar Road, and intersections
- Difficult to satisfy high parking demand for office employment cheaply along corridors and in centres. Can't get office density – needs to be flexible

2. CREATE A COMPACT URBAN FORM

The built form should be compact and dense to encourage walkability and efficient, viable transit use. Vacant lots and surface parking lots represent low intensity uses offer opportunities for future intensification and redevelopment, providing the potential to evolve into a higher density urban corridor, and eventually contain a critical mass of activities and people.

Design Direction:
- Density can be accomplished by locating mid-rise buildings along the corridor and directing taller buildings to the nodes.
- create smaller blocks through redevelopment
- Lower density uses should be located farther away from transit stops to allow for transition to surrounding low scale neighbourhoods
- Locate buildings as close to the street line as possible to create a sense of enclosure along Trafalgar Road. Greater setbacks may be considered where higher pedestrian activity (e.g. walking, patios, plazas, retail display) is expected, or to help define a building entrance.
3. FOCUS ON DESIGN

Design must focus on the users’ experience and the places that connect. The desire is to create memorable places as opposed to simply trying to meet density targets. Further, high quality building design must address and integrate well with the surrounding public realm in order to create a safe, resilient and attractive environment for pedestrians and transit users.

Design Direction:
- Primary buildings façades and entrances shall be oriented toward Trafalgar Road
- Building design should be context-sensitive and be co-ordinated with the design of the exterior space around the building. Buildings in close proximity to each other should be diverse in height and form, and maintain architectural articulation
- Corner buildings should have frontage on all streets and be oriented to the street edge
- A range of heights, massing and architectural style should be provided along the corridor to generate interest, allow for landmark buildings and create a distinct identity
- Base building height should be in proportion to the street width and distance between buildings
- A strong built form along the street will be achieved by providing a continuous frontage
- The ground floor should be composed mostly of active uses with a wide variety of retail, service commercial, gallery, studio and/or community uses
- New development along Trafalgar Road should provide opportunities for publicly accessible open space and/or green pedestrian connections which will contribute to the overall network of open spaces
- Where development is adjacent to an open space, development should provide ground floor uses to animate and relate to the open space.
- Development should have a direct, barrier-free and predictable pedestrian connection to the closest transit stop
- Phased developments should illustrate subsequent phases through a Master Plan to be approved by the Town, to ensure comprehensive planning
- The streetscape should encourage pedestrian movement by incorporating street trees and having a legible pedestrian zone
4. CREATE A FUNCTIONAL & ATTRACTIVE PEDESTRIAN ENVIRONMENT

Creating an inviting, safe and walkable pedestrian environment helps shift focus toward active modes of transportation and transit. A coherent, barrier-free and pedestrian-friendly environment should be the first priority.

Design Direction:
- Provide a public realm composed of a network of comfortable and accessible pedestrian walkways providing access to open spaces, different buildings, businesses, transit stops and amenities, and community facilities
- Increase the width of sidewalks in front of commercial, institutional and other public uses to allow for ease of pedestrian movement. Buildings might be set back in select locations to facilitate a more generous area for pedestrian activities
- In order to create a sense of identity and continuity, coordinated materials and colours of sidewalk surfaces, paving treatment, pedestrian amenities and street furniture should be provided within rights-of-way, and especially along the length of Trafalgar Road
- The boundary between public and private lands should be identifiable for pedestrians
- Adequate pedestrian amenities and street furniture should be provided
- There should be a greater concentration of street furniture in some areas along the corridor, such as in front of commercial, institutional, bus stops and other public uses
- Overhead utilities should be buried or located away from the public realm
- The public realm should be a safe, comfortable space for pedestrians, transit-users and cyclists; and void of barriers which will limit connectivity
- On appropriate side streets, on-street parking should be employed to help buffer pedestrians from vehicle traffic

5. CREATE A PLACE AT TRANSIT STOPS

Transit stop areas will be destinations and the area around them should be a distinct and identifiable place, with a scale that is conducive to pedestrian activity. Well-designed, legible public open spaces help distinguish the bus stop area as a public place where waiting and drop-off areas are convenient and comfortable.

Design Direction:
- Create unique and memorable places around transit stops through focal points, landmark buildings and urban plazas that provide gathering places and generate public activity
- Incorporate hard and soft landscaping to accentuate public open spaces
- Provide seating areas with adequate lighting at urban plazas
- Locate transit stops along pedestrian paths, connected to adjacent developments along the corridor
- Where appropriate, integrate transit stops into the design of buildings adjacent to Trafalgar Road
- Provide barrier-free seating, queuing areas, and shelter from the elements at transit facilities
- Provide adequate signage and way finding elements to direct transit users towards transit stops
- Public open spaces should be designed as flexible spaces
6. INTEGRATE TRANSIT INTO PLANNING PROCESS

Land use decisions should take into account the cost of supplying and operating transit by integrating transit planning with land use planning. Transit supports broader city-building objectives, such as mobility options, accessibility, and healthier people and communities and can lead to the successful intensification of heavily travelled corridors bringing more activity to the street.

Design Direction:
- The pattern of growth should be aligned with approved transit design criteria, service standards and performance measures to avoid disruptions in service expectations
- Land use decisions should support transit use and projected modal splits
- Transit service should be planned and designed to offer comfort, convenience and reliability in order to compete as a viable alternative in travel choices.
- Co-ordinate bus stop areas with the planned community and urban structure
- Site access, intersection design and transit stop locations should all be included in the early design process for each land use decision

7. SUPPORT MULTI-MODAL TRANSPORTATION CHOICES

The Trafalgar Road Corridor should support and promote all modes of transportation. TOD areas should be a destination where local transit routes feed into a larger, higher order transit system, further enhancing the overall transit network, and bolstering individual bus stop areas.

Design Direction:
- Development along the Corridor should support and focus on active modes of transportation
- Cycling and walking routes should be established, well-connected and provide convenient access for residents
- Safe, comfortable and accessible pedestrian and cycling network should support connections to transit, development, and existing neighbourhoods
- Bicycle parking should be convenient, attractive and protected from the weather. It should also be located in safe location, highly visible places, preferably close to building entrances, and transit stops
8. MANAGE PARKING SUPPLY

The amount and location of vehicle parking should be controlled to ensure all travel modes can be accommodated. Key development areas benefit from higher levels of transit service which should result in lower parking ratios over time and make transit infrastructure and service more financially sustainable. Improving transit frequency and cycling access also helps reduce vehicle dependence.

Design Direction:

- Parking requirements should be reduced based on flexible parking requirements (i.e. nightly residential visitor parking becomes office / retail parking space during the day). Maximum parking ratios should be considered for new developments in proximity to transit stops
- As development reaches a critical mass around bus stop areas, reduce parking ratios over time
- Provide on-street parking on side streets which will gives convenient access to street level retail, buffers pedestrians from traffic, provides opportunities for municipal parking revenue and generates higher turn-over parking rates
- Parking provided in below-grade structures is preferred. Above-grade structures may be appropriate is select situations
- Surface parking areas shall be screened, located behind buildings and away from bus stop areas and public view
- Surface parking should be located and considered in a manner that will allow its eventual transition to either a parking structure or becoming a candidate infill site
- Ample, convenient and secured bicycle parking should be considered part of the solution toward reducing vehicle parking requirements