

UPTOWN CORE GROWTH AREA REVIEW

Draft Preferred Scenario
Directions Report

August 28th 2025

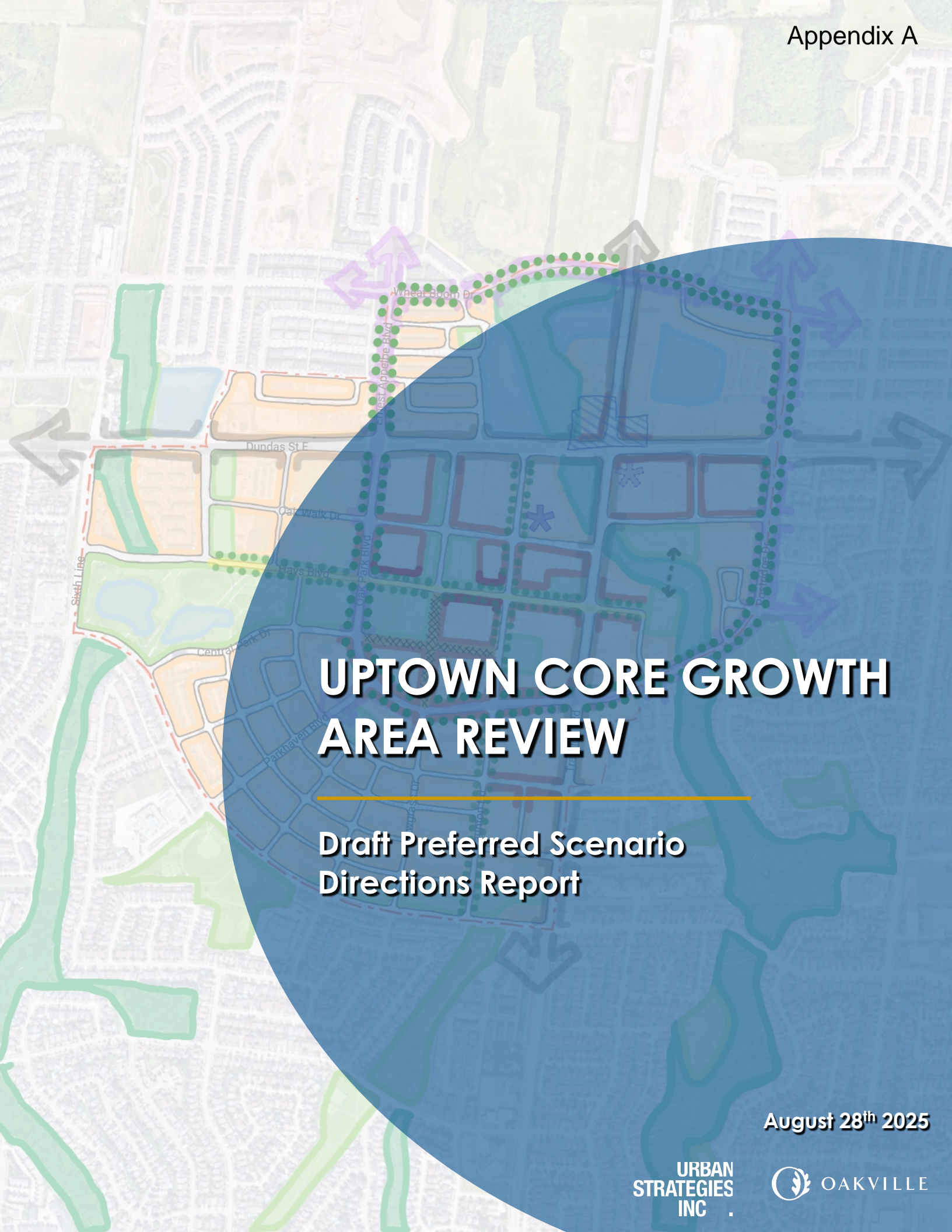


TABLE OF CONTENTS

1.0	INTRODUCTION	3
2.0	PRELIMINARY LAND USE SCENARIOS	5
3.0	PHASE 2 ENGAGEMENT	10
4.0	EVALUATION OF PRELIMINARY SCENARIOS	12
5.0	IDENTIFICATION OF DRAFT PREFERRED SCENARIO	13
6.0	NEXT STEPS	17

1.0 INTRODUCTION

1.1 OVERVIEW OF THE PROJECT

The Uptown Core Growth Area Review (“**UCGAR**”) was initiated in October, 2024 as a component of the ongoing Town of Oakville (“**Town**”) Official Plan Review. The Town’s adopted in-effect urban structure identifies the current Uptown Core Growth Areas as Nodes and Corridors, and the lands around the four quadrants of the intersection of Trafalgar Road and Dundas Street as Nodes and Corridors, Proposed Regional Transit Node, and Nodes and Corridors for Future Study.

The current planning framework addresses these four quadrants separately, and as a consequence, a key objective of the UCGAR is to re-examine and confirm the policies that guide growth and change in Uptown Core and to comprehensively study the entirety of the Dundas-Trafalgar intersection as part of a singular, expanded boundary for Uptown Core. The UCGAR will ultimately result in an updated land use framework for an expanded Uptown Core, and will recommend updated policy directions to implement the in-effect Town-wide urban structure and to guide growth-related decisions for the area. The UCGAR is being undertaken in five Phases:

- **Phase 1:** Project Initiation, Background Research, and Baselineing
- **Phase 2** (*approaching completion*): Scenario Development: Shaping Uptown Core
- **Phase 3:** Community and Stakeholder Engagement (*throughout entire project*)
- **Phase 4** (*in progress*): Technical Studies & Briefs
- **Phase 5:** Finalization of Area Specific Plan and Project Documentation

As part of Phase 1 of the UCGAR, a Background Facts Report documenting existing conditions and outlining various considerations for the UCGAR was issued in February 2025 and is available on the Town of Oakville website. A Public Information Meeting (“**PIM**”) for Phase 1 of the UCGAR was held on December 7, 2024. Engagement with the local Town Councillors, several area landowners, and the Town’s Technical Advisory Committee (“**TAC**”) was also undertaken between November 2024 – January 2025. The TAC consists of Town Staff from various departments, Conservation Halton, Halton Region, the school boards, and other local agencies.

1.2 PHASE 2 OF THE UCGAR

Phase 2 of the UCGAR has focused on Scenario Development: Shaping Uptown Core. As a kick-off to Phase 2, Urban Strategies held a workshop with the other project co-consultants as well as representatives from the Town and TAC on February 21, 2025. As an outcome of this workshop, a series of Guiding Principles were articulated and confirmed to assist with the development of two Preliminary Land Use Scenarios (“**Preliminary Scenarios**”) for the expanded Uptown Core area. The Guiding Principles are listed in Section 1.3.

A second outcome of the workshop was the development of a set of Evaluation Criteria, informed by the Guiding Principles, that would assist with the evaluation of the Preliminary Scenarios later in Phase 2.

Between February and June, Urban Strategies worked with Town Staff to develop two Preliminary Scenarios, which are further described in Section 2. [A Preliminary Directions and Options Report](#) was issued in June as the basis of Phase 2 engagement with the local Town Councillors, area landowners, the TAC, and the broader local community. PIM #2 was held at Oakville Town Hall on June 17.

This Preferred Land Use Scenario Report synthesizes the outcome of Phase 2 and identifies a Draft Preferred Scenario as the basis for proceeding with the next phases of the UCGAR.

1.3 GUIDING PRINCIPLES

Based on input provided to the project team through the Phase 1 engagement, as well as the initial background research and analysis, the project team developed a set of 11 Guiding Principles to inform the creation of a new land use and development framework for an expanded Uptown Core area.

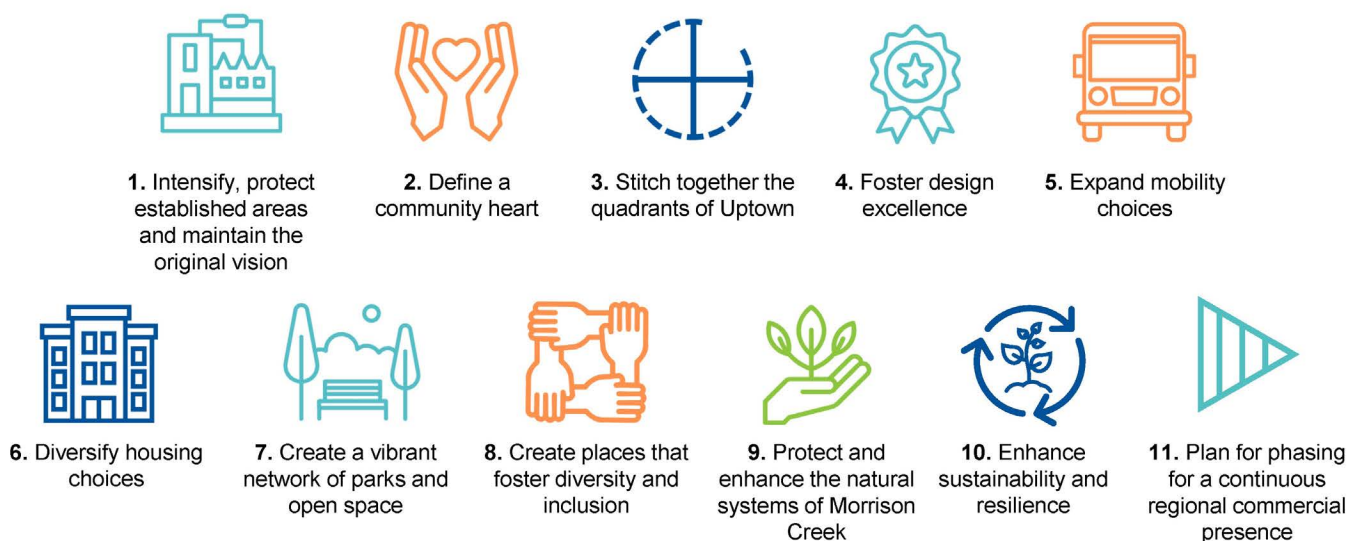


Figure 1. Guiding Principles

2.0 PRELIMINARY LAND USE SCENARIOS

The project team developed two Preliminary Scenarios for the enlarged Uptown Core growth area, inclusive of newly-added lands in the northwest, northeast, and southeast quadrants of the Dundas-Trafalgar intersection. The Preliminary Scenarios and supporting context, analysis, and precedents, are outlined in detail in the June 2025 [Preliminary Directions and Options Report](#), therefore this section will provide only a brief, high level overview.

The Preliminary Scenarios build on the existing vision for the area established following the 2009 Uptown Core Growth Area Review, which proposed to accommodate transitional development densities in proximity to existing lower-scale neighbourhood areas, and higher densities along Dundas and Trafalgar, and in the “Centre District” bounded by Oak Park Boulevard to the west and south, Dundas to the north, and Trafalgar to the east.

To help convey the potential character and structure of different approaches to the future evolution of the area, the project team developed two plan-based diagrams for each of the Preliminary Scenarios:

1. A **structure plan** indicating foundational urban design elements such as existing uses to be retained, new streets and blocks, main street retail frontage areas and opportunities for 2 storey retail frontages, secondary and community streets, parks and open spaces, existing and potential transit infrastructure, and other special public realm considerations; and
2. A **height plan** indicating the proposed distribution of building heights across the growth area, including different ranges of minimum and maximum heights to achieve a diversity of building scales and built form character. The height plan framework for the Preliminary Scenarios considers recent development approvals within and adjacent to Uptown Core, which form part of the planned context and have informed the upper height limit for the height framework. The Preliminary Scenarios reflect two distinct approaches to distributing height across the expanded growth area boundary, as further outlined below.

2.1 PRELIMINARY SCENARIO 1

Preliminary Scenario 1 reflects a concentration of taller building elements along Dundas Street East and Trafalgar Road, the location of future Bus Rapid Transit (“BRT”), with a central mid-rise core and pedestrian retail street located south of Hays Boulevard and east and north of Oak Park Boulevard. Scenario 1 would concentrate street-related retail uses within the central mid-rise district or core, and to a lesser extent in other secondary locations to maintain a distribution of non-residential uses across the expanded growth area boundary. Flexible commercial zones, where a wide range of non-residential uses could be accommodated, are shown facing the southern edge of Dundas Street East.

Scenario 1 indicated a potential new, expanded or relocated bus terminal in the southeast quadrant of the Dundas-Trafalgar intersection, generally in the location of the existing Longo’s grocery store. This new or relocated bus terminal, which could be considered at a future date if transit demand exceeds the capacity of the existing Uptown transit terminal, would bring Oakville Transit passengers in closer proximity to future planned BRT corridors along Dundas and Trafalgar.

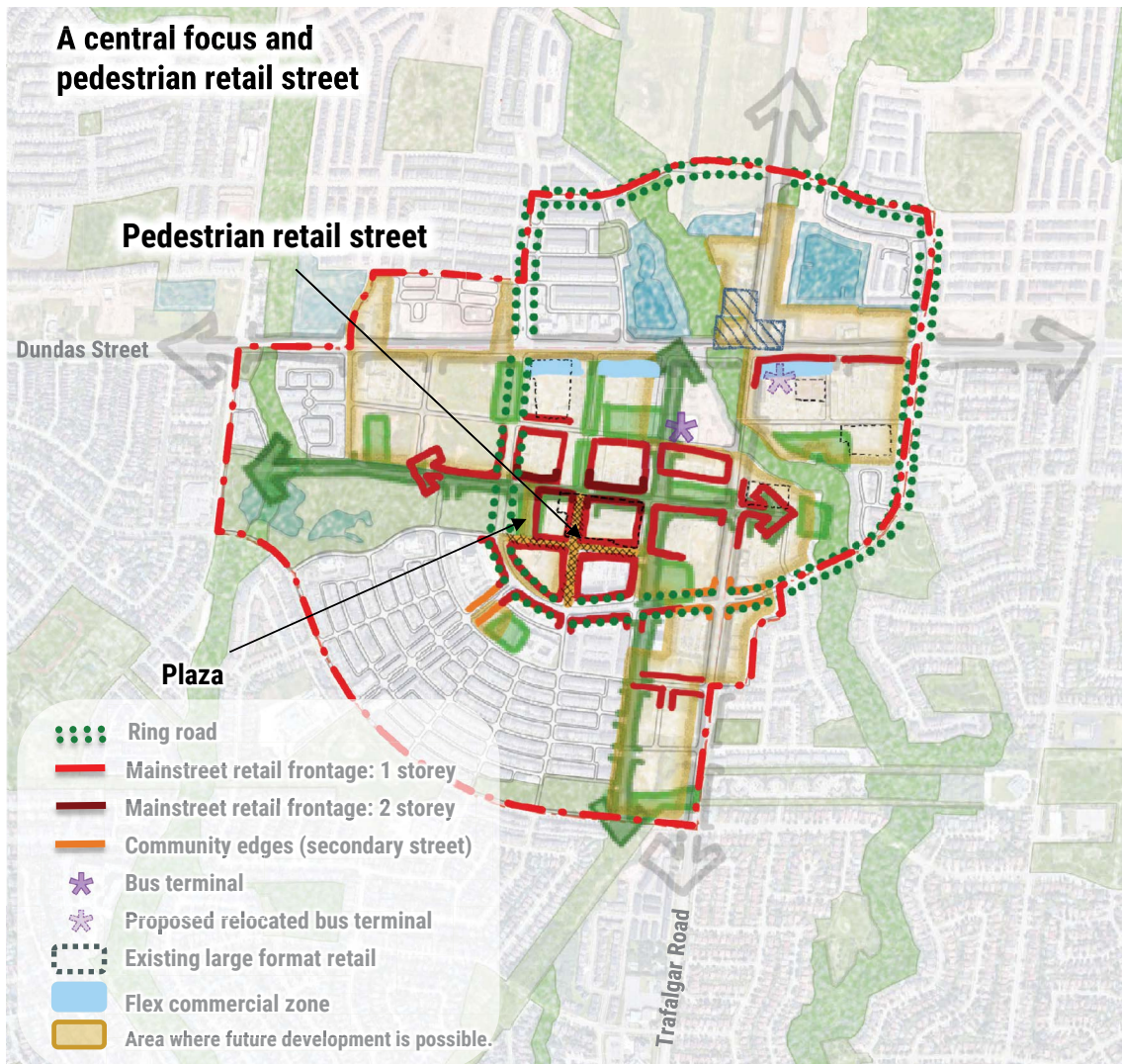


Figure 2. Preliminary Scenario 1

Scenario 1 accommodates 7.6 hectares of net new active parkland, consisting of a mix of park sizes and configurations. In general, the parks have a narrower, more linear orientation, and include more green spaces at key entry points from Dundas and Trafalgar than in Scenario 2. Taunton Road is envisioned as a secondary, community-oriented street that would have a quieter, residential character along its length.

In terms of building height distribution, the tallest heights in Scenario 1 (up to 30 storeys) would be oriented toward the four corners of the Dundas-Trafalgar intersection, and where existing and proposed developments in the range of 30 storeys are located.

Lower tower height zones (up to 20 storeys) are then wrapped around the tallest tower zones to contribute to a transition to areas with an intended mid-rise or low-rise character. The central mid-rise district or core of 6 to 12 storeys would reinforce a more modest, pedestrian-focused scale in keeping with the vision arising from the 2009 Uptown Core review.

A 4-to-8 storey height range would apply to Oak Park Boulevard to continue to reinforce a mid-rise scale along the street edge, with the potential for taller elements above having generous step-backs from street facing building facades.

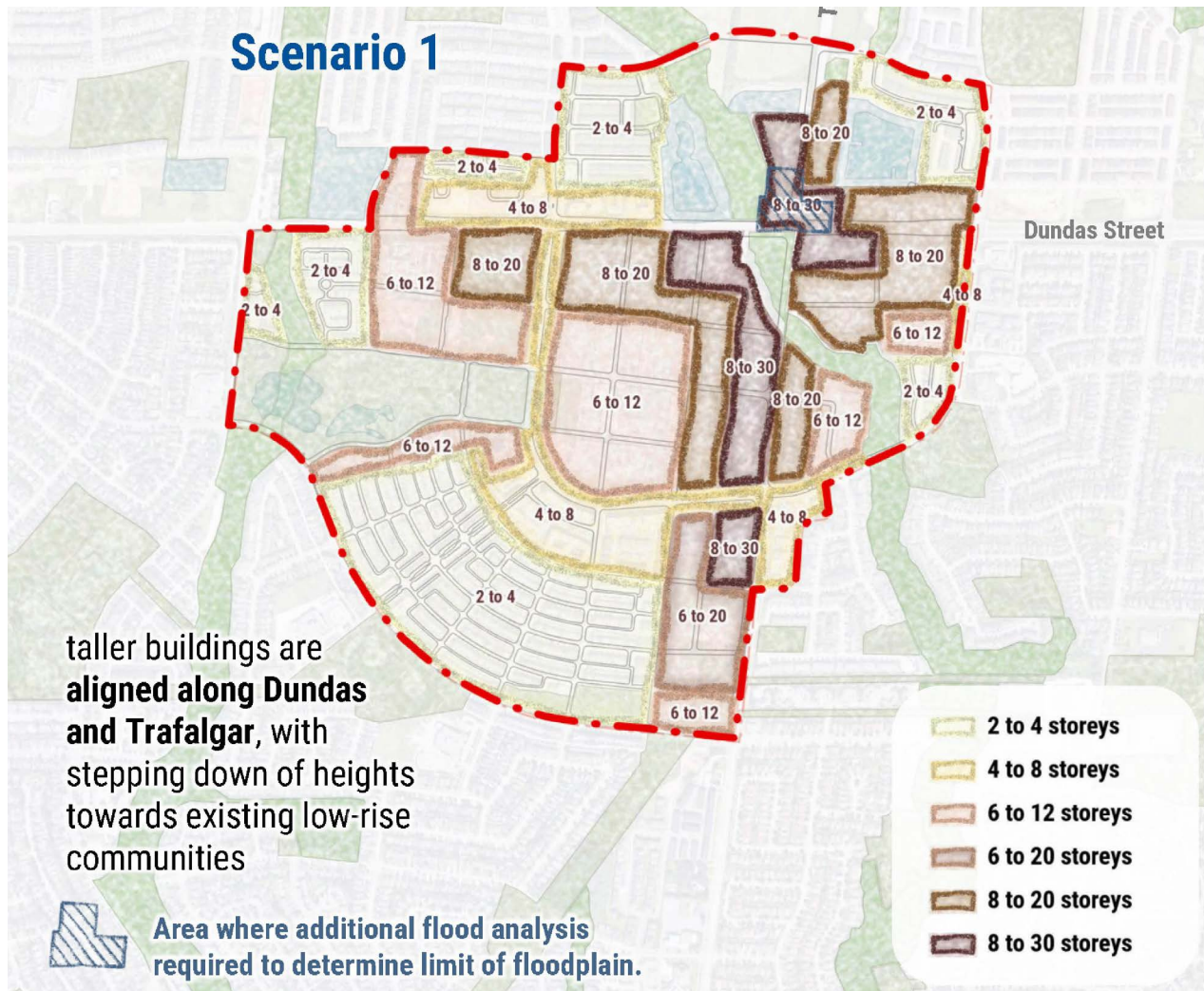


Figure 3. Preliminary Scenario 1 - Heights

2.2 PRELIMINARY SCENARIO 2

Preliminary Scenario 2 reflects a retail mainstreet focus, with a significant concentration of non-residential uses along Hays Boulevard and Taunton Road, in contrast with the more-central retail district focus of Scenario 1. Other retail frontages are shown along Oak Park Boulevard, along a new east-west street in the southeast quadrant of the Dundas-Trafalgar intersection, and along the future extension of Georgian Drive through the former Public Works Lands. Flexible commercial zones are concentrated around the intersection of Hays Boulevard and Oak Park Boulevard.

In contrast with Scenario 1, Scenario 2 did not contemplate the potential for a relocated bus terminal in the southeast quadrant, maintaining the existing bus terminal in its current location. This resulted in a different height distribution, with a greater emphasis on tall buildings within the southwestern quadrant, bounded by Oak Park Boulevard, Dundas Street East, and Trafalgar Road.

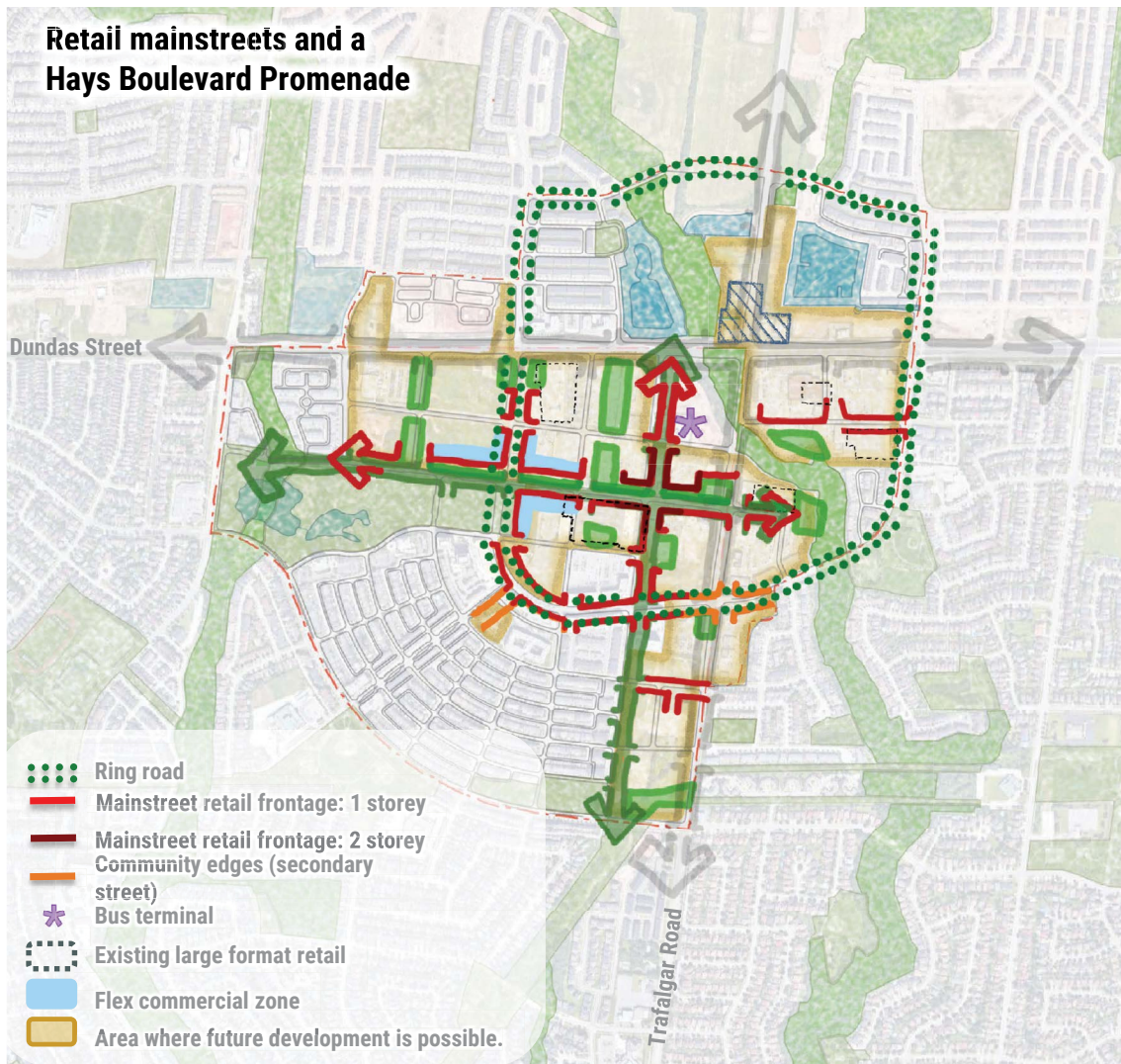


Figure 4. Preliminary Scenario 2

With respect to parks and open spaces, Scenario 2 also accommodates 7.6 hectares of net new active parkland. A distinct element of Scenario 2 is a deep landscaped setback along the northern edge of Hays Boulevard, described as the Hays Promenade. This linear greenspace would serve as a signature public realm element anchoring other smaller parks extending along north-south streets up to Dundas, and would reinforce Hays Boulevard as a primary retail or high street. Scenario 2 provides for slightly fewer “gateway” parks and open spaces at key entry points from Dundas and Trafalgar.

The building height pattern in Scenario 2 directs more tall buildings to the southwestern quadrant of the

Dundas-Trafalgar intersection, although a tower zone permitting up to 30 storeys continues to be shown in the northwestern quadrant, and for a small area fronting onto Trafalgar Road, south of Oak Park Boulevard. The absence of a potential relocated transit terminal on the southeast quadrant results in a maximum tower height of 20 storeys for the portion of those lands closest to Dundas and to Trafalgar.

Like Scenario 1, Scenario 2 accommodates a 4-to-8 storey height range along Oak Park Boulevard as well as lower height ranges (6-12, 4-8 and 2-4) in proximity to existing lower-scale uses to accommodate appropriate built form transition.

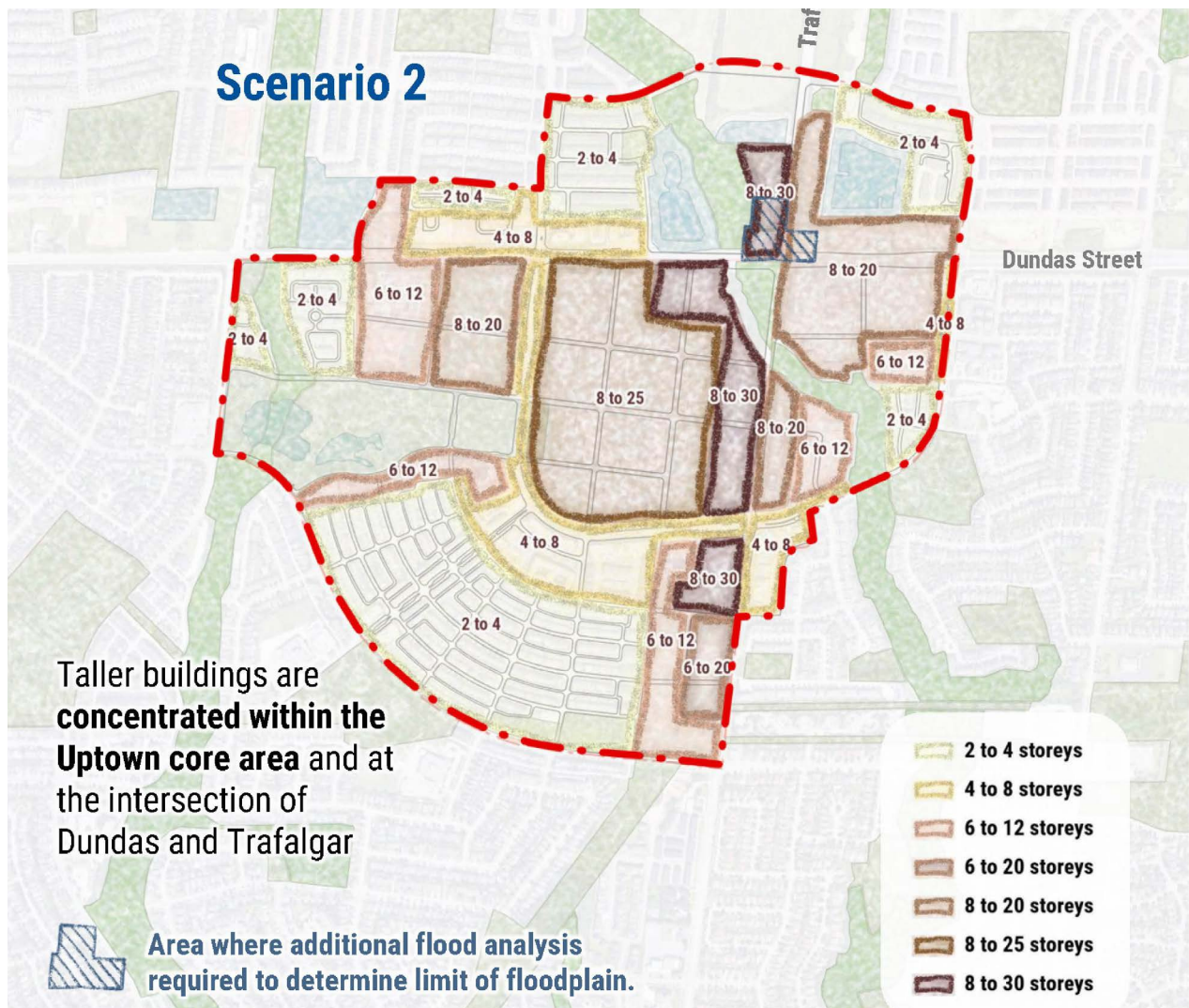


Figure 5. Preliminary Scenario 2 - Heights

3.0 PHASE 2 ENGAGEMENT

3.1 LANDOWNER ENGAGEMENT

Representatives from Urban Strategies and Town Staff met with several of the major landowners within the expanded Uptown Core boundary to present the Preliminary Scenarios, including implications on the landowners' respective properties, and to obtain feedback to inform the identification of a Draft Preferred Scenario. These meetings included:

- A meeting with Batory Urban Planning and Project Management, who represents a group of landowners in the southeastern quadrant (including Longo's, Canadian Tire and other lands);
- A meeting with Metrontario Group, which owns lands in the southwestern quadrant; and
- A meeting with SmartCentres, which owns lands in the southwestern quadrant.

In these meetings, the landowners expressed general support for updating the existing Official Plan policies for Uptown Core. The landowners expressed a desire to maintain policy flexibility to enable future transit-supportive redevelopment opportunities, including with tall buildings. The importance of development phasing was conveyed, particularly as it relates to transitioning existing large-format retail into more-urban and higher density retail formats.

The landowners noted that the parkland target of 12% may exceed what can be secured through development applications under the Planning Act, and stated that any pre-dedicated parkland arrangements be appropriately acknowledged and credited in the context of future development applications.

The landowners expressed concerns with the Preliminary Scenarios' contemplation of an increase in street-oriented non-residential uses within the area given current market conditions. A concern was also raised with the notion of potentially relocating the transit terminal to the southeast corner of the Dundas-Trafalgar intersection at a future date, away from the original core of Uptown Core.

All three landowners indicated a desire to remain engaged through subsequent phases of the Uptown Core Growth Area Review.

3.2 PUBLIC ENGAGEMENT

Members of the public were engaged through PIM #2, held on June 17, as well as through an online survey. The survey, which was focused on soliciting feedback on the two Preliminary Scenarios, was also made available in hard copy to attendees of PIM #2.

A mix of positive, neutral, and negative feedback was conveyed to the project team through the public engagement. Key themes include:

- Concern with perceived overcrowding and overdevelopment
- Mixed preference for Scenario 1 and Scenario 2—no clear “front-runner”
- Some negative sentiment toward additional tall building development
- Desire for traffic calming measures, prioritization of pedestrian and cycling
- Desire to retain existing medical offices / clinics
- Support for more-vibrant, pedestrian-oriented spaces that provide experience
- Support for the conceptual parks and public realm enhancements
- Support for flexible streets that can be pedestrianized for special events
- Concern that additional development will exacerbate overcrowding in schools
- Desire for additional childcare and community facilities
- Desire for wider range of non-residential uses and amenities (restaurants, grocery stores, theatres, entertainment)

3.3 TAC ENGAGEMENT

Engagement with the TAC as part of Phase 2 includes TAC representation and participation at the February 2025 Preliminary Scenarios workshop, as well as TAC review of, and input on, the Preliminary Directions & Options Report. The Draft Preferred Scenario identified in this report reflects input provided to the project team by the TAC. Further TAC input will be provided in later stages of the project.

4.0 EVALUATION OF PRELIMINARY SCENARIOS

The project team undertook an evaluation of the Preliminary Scenarios using the identified Evaluation Criteria. The ranking focused on the extent to which each of the Preliminary Scenarios either strongly supports, partially supports, or poorly supports each of the criteria. Both scenarios ranked very similarly on an overall basis, with some variation in terms of the extent to which the scenarios met some criteria. See Appendix for further commentary on evaluation.

In the absence of a clearly superior scenario, the project team has identified a Draft Preferred Scenario that represents a hybrid of the two Preliminary Scenarios and incorporates their strongest attributes, having regard for the evaluation below as well as the input conveyed to the project team through the Phase 2 engagement efforts. The Draft Preferred Scenario is outlined in the next section.

EVALUATION CRITERIA	SCENARIO 1	SCENARIO 2
LAND USE		
1. Supports a broad mix of land uses to sustain a diversity of residential and employment opportunities and a more complete community	●	●
2. Supports a range and mix of housing types (including form and tenure)	●	●
3. Provides opportunities to capture differing and distinctive commercial uses reflecting the full market potential of available commercial forms (e.g. retail, service commercial, office)	●	●
4. Incorporates opportunities for development phasing to support retention of retail as existing retail properties re-develop over time, and new retail comes online	●	●
5. Reflects the original vision for Uptown Core	●	●
URBAN DESIGN & PLACEMAKING		
6. Contributes to a high quality of urban design and distinctive character and sense of place	●	●
7. Accommodates reasonable transition to adjoining lower-scale areas	●	●
8. Provides enhanced entryway and threshold opportunities at key points of entry	●	●
MOBILITY		
9. Expands sustainable transportation and mobility options	●	●
10. Enhances transit access and reach	●	●
11. Provides improved connections and linkages between the four Dundas-Trafalgar quadrants, including supporting a “connected inner loop” with enhanced mobility options	●	●
PARKS & OPEN SPACES		
12. Increases the quantity and diversity of parks and open space	●	●
NATURAL HERITAGE, HAZARDS & SUSTAINABILITY		
13. Protects, and directs development away from, natural heritage and natural hazards	●	●
14. Provides placemaking opportunities that respect and preserve the integrity of natural systems	●	●
15. Incorporates opportunities for improved sustainability and resilience measure (e.g. district energy, green infrastructure)	●	●
COMMUNITY SERVICES & FACILITIES		
16. Provides opportunities for new community infrastructure to address identified gaps/needs	●	●

●	STRONGLY SUPPORTS
●	PARTIALLY SUPPORTS
●	POORLY SUPPORTS

Figure 6. Evaluation Criteria

5.0 IDENTIFICATION OF DRAFT PREFERRED SCENARIO

This section identifies a Draft Preferred Scenario, selecting and combining the strongest attributes of the two Preliminary Scenarios. The Draft Preferred Scenario will be used as the basis for proceeding with Phase 4 of the UCGAR, which will include technical analysis and the creation of a draft Area Specific Plan and Urban Design Guidelines. The Draft Preferred Scenario represents the

project team’s recommended approach to developing a new planning and urban design framework for the expanded Uptown Core growth area. Further refinement to the Draft Preferred Scenario may be undertaken as a result of Phase 4 engagement efforts that are anticipated to take place in Fall 2025. A thematic overview of the Draft Preferred Scenario is provided below.

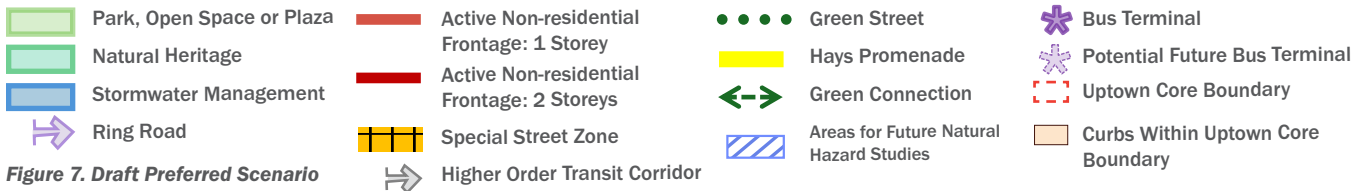
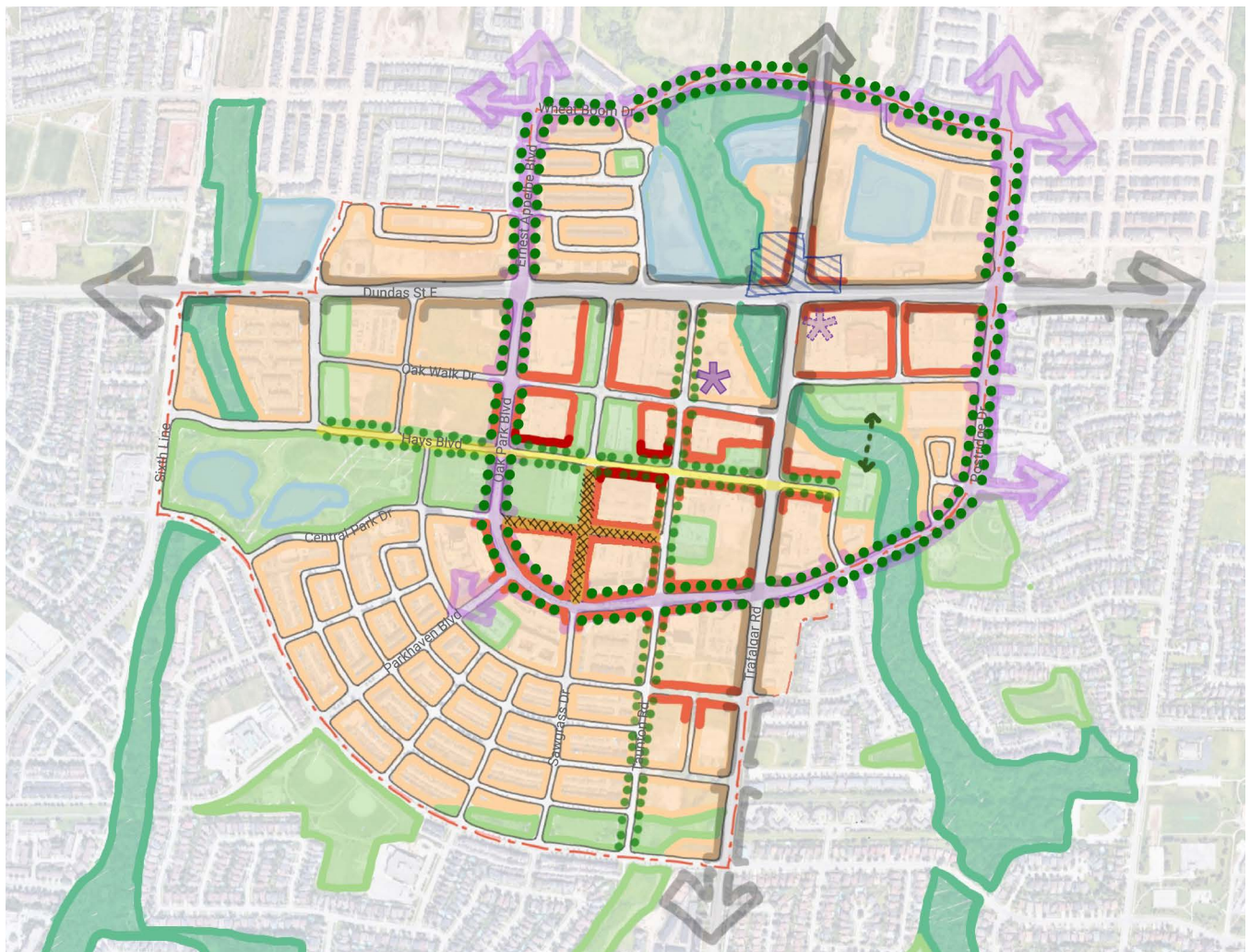

















Figure 7. Draft Preferred Scenario

DESCRIPTION OF DRAFT PREFERRED SCENARIO ELEMENTS

	Park, Open Space or Plaza	Existing or proposed parks and open space (various typologies).
	Natural Heritage	Existing Natural Heritage System.
	Stormwater Management	Stormwater Management Facility.
	Ring Road	The circular street structure that connects the four quadrants of Uptown Core across Dundas and Trafalgar.
	Active Non-residential Frontage: 1 Storey	Building frontages (1- and 2-storeys as indicated) intended to accommodate active at-grade non-residential uses (retail, service commercial) that support activation of the abutting street and public realm environment.
	Active Non-residential Frontage: 2 Storeys	
	Special Street Zone	A highly animated, flexible-use retail street that can be transformed to be pedestrian street for special celebrations.
	Higher Order Transit Corridor	The corridors of Dundas and Trafalgar which will support transit and bring people to and from the Uptown Core.
	Green Street	A street with green features such as generous planting zones, street trees, and pervious areas.
	Hays Promenade	An activated and landscaped setback along the north edge of Hays Boulevard.
	Green Connection	An active transportation linkage that will support connectivity across the Natural Heritage System and East Morrison Creek.
	Areas for Future Natural Hazard Studies	An area where future natural hazard studies will determine the limit of the floodplain associated with East Morrison Creek.
	Bus Terminal	The existing Uptown Transit Terminal.
	Potential Future Bus Terminal	A potential future transit hub.
	Uptown Core Boundary	The proposed expanded Uptown Core Growth Area boundary.

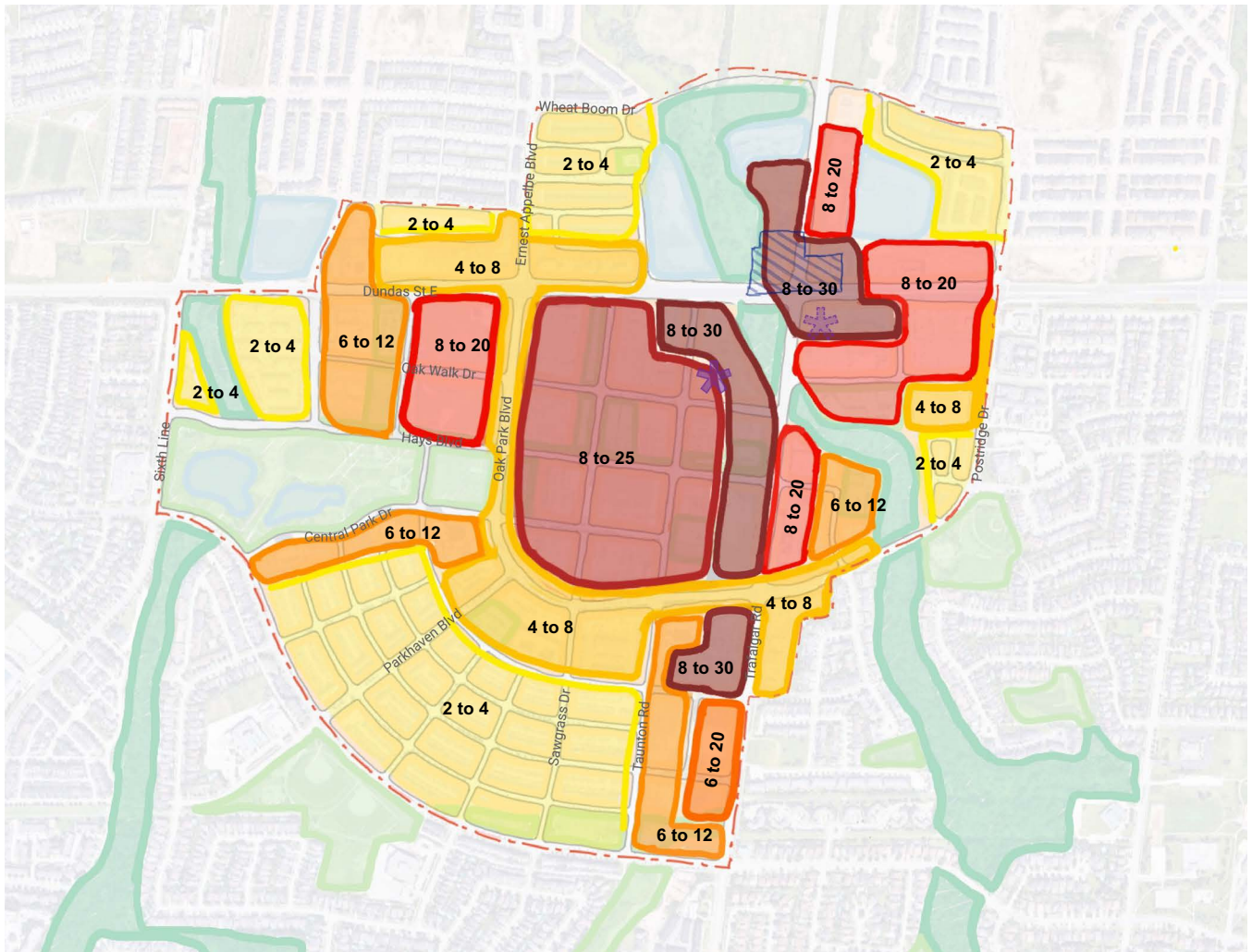


Figure 8. Draft Preferred Scenario - Heights

CENTRAL RETAIL FOCUS AND NON-RESIDENTIAL DISTRIBUTION

The Draft Preferred Scenario maintains a central or district commercial focus concentrated within a slightly modified area bounded to the south and west by Oak Park Boulevard, to the north by Oak Walk Drive, and to the east by Taunton Road. A key feature of the district is the special street zone, which consists of a set of flexible-use street segments that have the potential to be transformed from multi-modal streets to active transportation and pedestrian streets for special celebrations, events and other civic activities that support placemaking and pedestrian animation.

Other street-related non-residential zones are indicated in the southeast quadrant along the new north-south and east-west streets, as well as along the proposed Georgian Drive extension through the former Public Works Lands where a high-density mixed-use development has been recently proposed by the Oakville Municipal Development Corporation. Two storey non-residential frontages have been indicated along portions of Hays Boulevard to support a strong commercial character along the Hays Promenade feature and reinforce this street as a signature high street with a pedestrian oriented public realm. These non-residential frontages represent block frontages in Uptown Core where retail and service commercial uses should be intentionally concentrated to support a range of opportunities for shopping, services and amenities and a vibrant pedestrian environment. The frontages are not intended to limit non-residential uses to only these locations.

Specific locations for flexible commercial zones that were previously identified in the preliminary scenarios have been removed, given that a mix of retail, service commercial, office and institutional uses are currently, and will continue to be, permitted throughout many areas of Uptown Core to provide local jobs and services.

STREETS AND MOBILITY

The Draft Preferred Scenario completes an interconnected and finer grain of street grid, as a logical basis for development organization. Newly added segments to the area street grid include:

- Extension of Central Park Drive east to Taunton Road;
- Extension of Georgian Drive east to Trafalgar Road;
- Extension of Gatwick Drive east to Trafalgar Road;
- A new north-south mid-block street connecting the Georgian/Gatwick extensions;
- Extension of Hays Boulevard east of Trafalgar Road to Postridge Drive;
- Extension of Sawgrass Drive from Oak Park Boulevard to Dundas; and
- New east-west and north-south streets in the southeastern quadrant (Longo's and Canadian Tire lands).

PARKS AND OPEN SPACES

The Draft Preferred Scenario carries forward 7.6 hectares of net new active parkland, with a range and distribution of parks that more closely resembles what was shown in Preliminary Scenario 1. An "Ecological Park" at the new eastern terminus of Hays Boulevard has been maintained, and a new active transportation connection added spanning East Morrison Creek. This pedestrian/cycling connection would connect the Ecological Park to a new park in the southeast quadrant of the Dundas-Trafalgar intersection, helping users avoid the busy street and sidewalk along Trafalgar and providing an additional pedestrian connection to the potential future relocated transit station at the southeast corner of the Dundas-Trafalgar intersection.

The Hays Promenade has been retained as a signature public realm element, consisting of a deep landscaped setback along the northern edge of Hays Boulevard between Trafalgar Road and Oak Park Boulevard. The Hays Promenade would provide an attractive pedestrian amenity, supporting lush landscaping and potentially accommodating public art and other animating elements.

TRANSIT ACCESS

The potential future relocated transit terminal has been maintained as part of the Draft Preferred Scenario to provide optionality in the event that future transit use exceeds the capacity of the existing Uptown transit terminal at the corner of Taunton Road and Oak Walk Drive. The new location in the southeast quadrant would allow for a more seamless connection between the future Metrolinx BRT corridors along Dundas and Trafalgar with Oakville Transit's local bus network. This is envisioned as a potential long-term initiative that would require further analysis. Notwithstanding, given its implications for the height distribution, the potential alternative transit terminal symbol has been maintained in the structure plan and height plan.

HEIGHT AND DENSITY

The height plan for the Draft Preferred Scenario largely carries forward the height distribution from Preliminary Scenario 2, with some exceptions:

- The 8-30 storey height zone has been maintained on a portion of the southeast quadrant given the retention of the potential relocated transit terminal symbol; and
- An area in the southeastern quadrant previously shown as having a 6-12 storey height range has been reduced to have a 4-8 storey height range, to provide improved transition to the existing lower-scale adjacency.

It is the project team's opinion that the height plan for the Draft Preferred Scenario represents an appropriate and defensible framework for permitted building heights, having regard for:

- The physical characteristics of the area;
- The vision and demonstration plan for the area established through the 2009 Uptown Core Growth Area Review;

- Existing permitted heights from the Livable Oakville Plan and the North Oakville East Secondary Plan;
- Recognizing pre-existing development approvals, which include tall buildings up to 31 storeys on the SmartCentres lands at the northwestern corner of Oak Park Boulevard and Trafalgar Road;
- Having regard for proposed but not-yet-approved development applications;
- Transit-supportive intensification; and
- The provision of appropriate transition to nearby areas of lower intensity.

The height plan for the Draft Preferred Scenario also takes landowner feedback into consideration, given that support of the three main landowners (SmartCentres, Metrontario Group and the southeast quadrant landowners) will be important for the successful implementation of the future planning framework for the expanded Uptown Core growth area.

The future Area Specific Plan and a Town-initiated Official Plan Amendment should address required mitigation measures for tall building development to ensure that shadow impacts on sensitive areas are adequately limited, and to mitigate light, view and privacy impacts on nearby areas.

AREAS FOR FUTURE NATURAL HERITAGE STUDIES

The future development of certain lands in the vicinity of the Dundas-Trafalgar intersection that are indicated with a cross-hatch overlay shall be subject to future natural hazards studies to determine the limit of the floodplain associated with East Morrison Creek. On a preliminary basis, these lands have been identified as an appropriate location for tall buildings given their proximity to the Dundas-Trafalgar intersection and existing and planned transit services, as well as their considerable distance from the nearest low-rise neighbourhoods. Actual development capacity on these lands will ultimately be determined through study to be undertaken by individual landowners and subject to Conservation Authority approval.

6.0 NEXT STEPS

This Draft Preferred Land Use Scenario Report represents the final step in Phase 2 of the UCGAR. Phase 4 of the project will involve multi-disciplinary analysis to support the development of a more-detailed land use planning framework for the expanded Uptown Core growth area. Outputs of Phase 4 will include:

- Draft Area Specific Plan;
- Draft Urban Design Guidelines and Public Realm, Streetscape and Open Space Plan;
- Financial/Market Analysis;
- Urban Mobility & Transportation Analysis;
- Environmental Impact Assessment Study;
- Stormwater Management Analysis;
- Functional Servicing and Allocation Study;
- District Energy Study; and
- Community Infrastructure / Services Study.

Draft Phase 4 deliverables will be made available in Fall 2025 for a third round of engagement with Council, area landowners, the local community, and the TAC. Based on this engagement, final refinements will be made to the Area Specific Plan and supporting studies prior to the Town bringing forward an Official Plan Amendment to introduce a new policy framework for the affected area.

APPENDIX

EVALUATION OF

PRELIMINARY SCENARIOS

EVALUATION OF PRELIMINARY SCENARIOS

Evaluation criteria	Comments
Land Use	
1. Supports a broad mix of land uses to sustain a diversity of residential and employment opportunities and a more complete community	Both scenarios support a broad mix of land uses and employment opportunities. There is no meaningful difference between the two scenarios with respect to meeting this criterion.
2. Supports a range and mix of housing types (including form and tenure)	Considering both existing and future development, both preferred scenarios contribute to providing a diversity of housing types.
3. Provides opportunities to capture differing and distinctive commercial uses reflecting the full market potential of available commercial forms (e.g. retail, service commercial, office)	No meaningful difference with respect to differing and distinctive commercial uses. It is anticipated that the policy framework will continue to be permissive of a wide range of commercial uses throughout the area.
4. Incorporates opportunities for development phasing to support retention of retail as existing retail properties re-develop over time, and new retail comes online	Mid-rise in the central core may not provide enough incentive for landowners there to phase out large-format retail. Scenario 2 has slightly improved phasing, including more diffused phasing overall.
Urban Design and Placemaking	
5. Contributes to a high quality of urban design and distinctive character and sense of place	Both scenarios offer contributions toward a distinct sense of place: no significant difference in quality between the two scenarios.
6. Accommodates reasonable transition to adjoining lower-scale areas	No meaningful difference between the two. The degree of transition is appropriate for a Growth Area like Uptown Core. Future mitigation strategies should be employed through policy implementation.
7. Provides enhanced entryway and threshold opportunities at key points of entry	Scenario 2 provides two additional green/ open space areas along the Dundas/Trafalgar points of entry.
Mobility	
8. Expands sustainable transportation and mobility options	No meaningful difference between the preliminary scenarios.
9. Enhances transit access and reach	Scenario 1 performs better, due to the central location of the station, increasing accessibility to all four quadrants.
10. Provides improved connections and linkages between the four Dundas-Trafalgar quadrants, including supporting a “connected inner loop” with enhanced mobility options	No meaningful difference between two scenarios.
Parks and open spaces	
11. Increases the quantity and diversity of parks and open space	No meaningful difference between two scenarios. Both scenarios accommodate the same amount of parkland (12%) and range of parkland diversity.
Natural heritage, hazards, and sustainability	
12. Protects, and directs development away from, natural heritage and natural hazards	No meaningful difference between two scenarios.
13. Provides placemaking opportunities that respect and preserve the integrity of natural systems	No meaningful difference between two scenarios.

Evaluation criteria	Comments
14. Incorporates opportunities for improved sustainability and resilience measure (e.g. district energy, green infrastructure)	No meaningful difference between two scenarios. The subsequent Area Specific Plan will outline policy directions related to sustainability and resilience measures.
Community services and facilities	
15. Provides opportunities for new community infrastructure to address identified gaps/needs	No meaningful difference between the preliminary scenarios. The scenarios do not explicitly accommodate new community services and facilities: however, the increased density proposed as part of the Uptown Core Growth Area Review may create an opportunity to achieve new community infrastructure. To be further explored through the Community Infrastructure Study in Phase 4 with the Area Specific Plan identifying preferred locations for new community infrastructure/facilities, if required.

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