

REPORT

Planning and Development Council

Meeting Date: September 22, 2025

FROM: Planning and Development Department

DATE: September 9, 2025

SUBJECT: Uptown Core Strategic Growth Area Review – Project Update, File No. 42.15.66

LOCATION: Uptown Core Strategic Growth Area and the lands to the north and east at the intersection of Dundas Street East and Trafalgar Road

WARD: Ward 5, 6 and 7

Page 1

RECOMMENDATIONS

1. That the draft preferred scenario presented in the report titled “Uptown Core Strategic Growth Area Review – Project Update, File No. 42.15.66” be the subject of further public engagement.

KEY FACTS

The following are key points for consideration with respect to this report:

- The Uptown Core Growth Area Review is necessary to:
 - Ensure consistency with the Provincial Planning Statement, 2024
 - Ensure conformity with changes to the regional and provincial planning framework including the *Planning Act*
 - Update the town’s existing Official Plan policies that date from 2009 to reflect changes in population and employment growth, housing supply demands, and development market conditions
 - Provide for a complete community that includes retail as well as civic and institutional uses
 - Align with Council directions and long-range studies

- This report provides an update on the Uptown Core Growth Area Review, including work conducted so far and presents a preferred scenario.

BACKGROUND

The Uptown Core Strategic Growth Area Review (UCGAR) will provide an update to existing policies already in place to guide growth and change in the Uptown Core and further study the area around the Dundas Street East and Trafalgar Road intersection for inclusion into the strategic growth area.

The UCGAR is also a component of the on-going Official Plan Review (OPR). Since 2015, with Council and community support, substantial progress has been made in advancing the OPR.

Significant portions of the Town's Official Plan, including the Livable Oakville Plan and the North Oakville East and West Secondary Plans, have been reviewed, and several Official Plan Amendments (OPA) are in effect. Other OPAs are at various stages of the planning process.

The Uptown Core Strategic Growth Area Review is expected to be completed by the end of 2025 and is a major piece in achieving overall consistency with provincial planning frameworks.

The UCGAR follows direction previously provided by Council and implements long-range studies. The following is a chronology:

- On March 17, 2014, Planning and Development Council endorsed the Trafalgar Road Corridor Study, 2014, ([Planning and Development Council Agenda Item 7](#)) that identified future intensification opportunities at key sites, including those currently proposed for inclusion in the Uptown Core Strategic Growth Area:
 - Southeast and northeast corners of Postridge Drive and Trafalgar Road, and
 - Southeast corner of Dundas Street East and Trafalgar Road
- On May 11, 2015, Planning and Development Council received a report at a special meeting commencing the five-year Official Plan Review (OPR). The report identified that reviews of the Town's strategic growth areas, including Midtown Oakville, the Uptown Core, and Palermo Village will be undertaken.
- In September 2017, as part of the OPR, Council adopted a new Urban Structure, which:
 - Maintained the Uptown Core as a strategic growth area within the Town's "Nodes and Corridors," and

- Labelled the four quadrants of the Dundas Street East and Trafalgar Road intersection, including the Uptown Core, for further study.

Later that same year, staff summarized ([Planning and Development Council Agenda Item 5](#)) preliminary directions for the growth area reviews, and for Uptown Core these included exploring possibilities of bringing together policies from the Livable Oakville Plan and the North Oakville East Secondary Plan.

- In May 2018, staff held an information session to introduce the Uptown Core Strategic Growth Area Review and gather initial feedback. The review was subsequently paused in 2018 due to a shift in departmental priorities.
- On November 25, 2024, Planning and Development Council endorsed the North Oakville East Commercial Study ([Planning and Development Council Agenda Item 7.1](#)) and approved the direction that staff implement the recommendations from the study. The study identifies Dundas Street East and Trafalgar Road as an intersection of interest and that it is key to ensuring that the Town's commercial supply meets its long-term needs.
- On December 9, 2024, the Town's Housing Strategy and Action Plan (HSAP) was approved by Planning and Development Council ([Planning and Development Council Agenda Item 4.2](#)). The HSAP is the Town's directions document to improve the housing landscape in Oakville intended to achieve positive housing outcomes including increased housing supply, improved affordability, enhanced housing choice, and the development of liveable, complete communities. The HSAP includes approximately 70 action items, one being to complete the Uptown Core Strategic Growth Area Review to explore opportunities for additional housing that is transit supportive and contributes to the creation of complete communities.

The UCGAR will consider additional housing and growth in alignment with the broader growth management framework as part of the Town's Official Plan Review. Enabling new housing opportunities would also work toward achieving the Town's housing pledge to the Province to build 33,000 new housing units by the year 2031.

The purpose of the Uptown Core Strategic Growth Area Review is to evaluate and confirm the policies that guide growth and change in the Uptown Core and further study the area around the Dundas Street East and Trafalgar Road intersection. The review will recommend updated designations and policies to implement the in-effect, town-wide urban structure and guide development-related decisions for the area.

The project has included a review of the Uptown Core Strategic Growth Area's boundary, land uses, building heights, and densities, in addition to consideration of the surrounding context, existing land uses, and recently approved development.

This information is available in the [Uptown Core Growth Area Review: Background Facts Report, February 2025](#).

The project has also considered the existing framework of the land use policies, designations and guidelines within both the Livable Oakville Plan and the North Oakville East Secondary Plan, as well as existing and emerging provincial and regional policy direction. The resulting Official Plan Amendment (OPA) from this study will incorporate these necessary considerations and alignments.

This report presents:

- The policy framework and required alignment with Provincial, Regional and Town policy directions.
- A project status update, including the public engagement so far, the urban boundary expansion review and justification, an overview of the Preliminary Land Use Scenarios, and the Draft Preferred Scenario (Appendix A – Draft Preferred Scenario Directions Report, August 2025).
- Next steps in the project.

COMMENTS

Policy Framework

The following section will provide the policy framework relevant to the UCGAR. A review is required by the Province and direction provided in the Halton Region Official Plan (ROP) and Livable Oakville Plan. The review is needed to achieve consistency with the Provincial Planning Statement 2024 and reflect required growth targets in the (ROP). The review is a component of the ongoing Official Plan Review.

Provincial Planning Statement

The Provincial Planning Statement 2024 (PPS), in effect since October 20, 2024, replaces the Provincial Policy Statement, 2020 and A Place to Growth: Growth Plan for the Greater Golden Horseshoe, 2019. The PPS is issued under section 3 of the *Planning Act*, which requires that all decisions affecting planning matters shall be consistent with the PPS.

Under Section 2.1 Planning for People and Homes, municipalities must ensure sufficient land is available to accommodate projected needs over a 20- to 30-year horizon, with flexibility for strategic growth areas to extend beyond this timeframe.

Under Section 2.4 it is stated that strategic growth areas should be planned to support the achievement of complete communities, a range and mix of housing options, and intensification to accommodate significant population and employment growth.

There is planned bus rapid transit along the Dundas Street and Trafalgar Road transit corridors. At present, staff is involved in the preparation of the Preliminary Design Business Case looking at design and operational considerations for advancing the delivery of Bus Rapid Transit in these corridors.

Transit stops along an existing or planned higher order transit corridor and lands within a 500-800 metre radius may be established as major transit station areas (MTSA). MTSAs served by bus rapid transit shall be planned for a minimum density target of 160 residents and jobs combined per hectare. MTSAs are required to be delineated in an Official Plan through a specific process under the *Planning Act*, and this is not part of the current Growth Area Review project.

Halton Region Official Plan

In November 2022, Bill 23, *More Homes Built Faster Act, 2022*, was introduced by the Province. The legislation identified Halton Region as an “upper-tier municipality without planning responsibilities”. In accordance with Bill 185, *Cutting Red Tape to Build More Homes Act, 2024*, this change to the Region’s role came into effect on July 1, 2024. As of that date, the Regional Official Plan (ROP) remains in effect as one of Oakville’s three Official Plans.

The ROP designates Uptown Core as a primary regional node. These areas are planned to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed-uses, or which perform a regional transit network function at a scale appropriate for their context (policy 82.1).

Schedule 2 B of the ROP currently identifies Uptown Core as a Primary Regional Node with a minimum density target of 160 residents and jobs combined per hectare, with 85% of that being residents and 15% jobs. Midtown and Palermo are also identified as Primary Regional Nodes.

The densities stipulated here are required minimums and cannot function as maximum densities. Therefore, this project will seek to establish an appropriate density for the Uptown Core.

Policies 34 and 35 provide that the ROP’s planning horizon is to 2051, but clarifies that for strategic growth areas, the horizon is far beyond the year 2051. This reflects that an upper-level density target will not be reached until well beyond 2051.

In 2023, guided by ROP policy 77, the Region in consultation with local municipalities established the Joint Best Planning Estimates (JBPEs). These are a set of population and employment forecasts to the year 2051 designed to ensure infrastructure planning aligns with land use planning for complete communities, including the range and mix of housing supply.

The Planning and Development Department recently engaged with a consultant on refining these growth forecasts based on current and future population, market trends and other factors. These emerging, refined forecasts are informing this review by providing an understanding of the amount and location of growth to 2051. This time horizon is not a planning end date for this community.

Livable Oakville Plan

The Livable Oakville Plan identifies the Uptown Core as a primary growth area, which, along with the town's other primary growth areas, will accommodate the highest levels of intensification in the town. The primary growth areas are intended to be developed as mixed-use centres with transit-supportive development focused around major transit station areas and along corridors (Livable Oakville, Section 4.1).

Schedule A1 (Figure 1 below) and Section 3 of the Livable Oakville Plan identify the Uptown Core and the surrounding four quadrants as Nodes and Corridors, and Nodes and Corridors for Further Study.

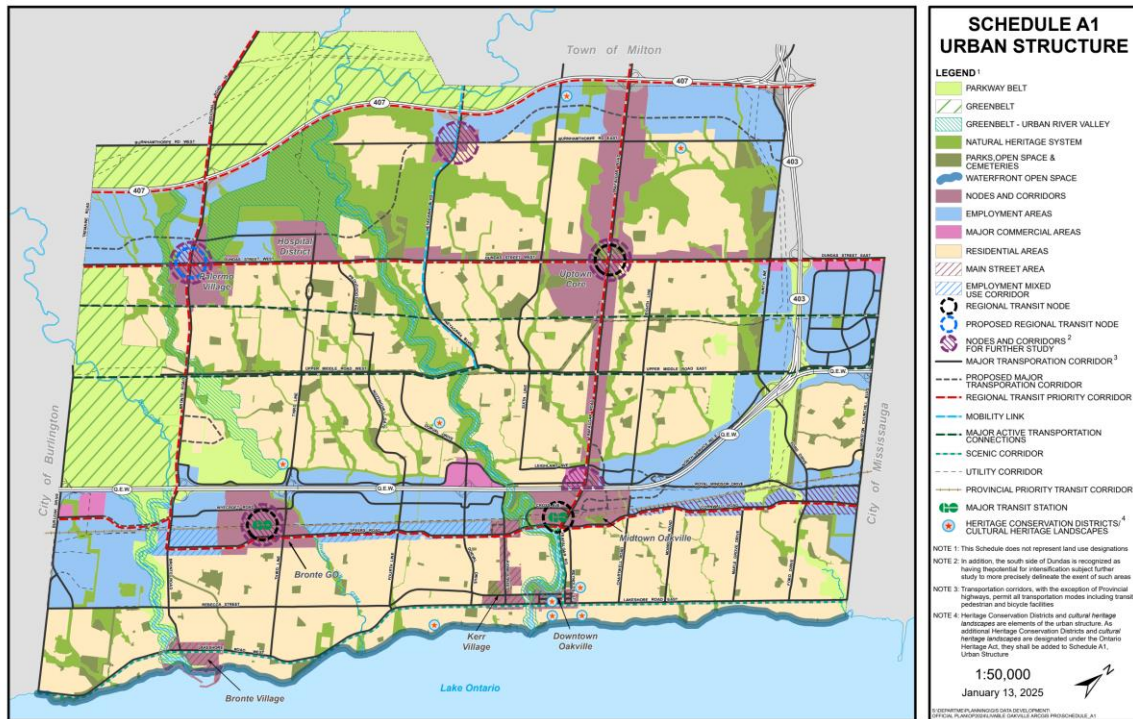


Figure 1 – Schedule A1 Urban Structure, Livable Oakville Plan

It has been a longstanding direction for the growth area review to study all four quadrants of the Dundas-Trafalgar intersection for inclusion and integration in the Uptown Core Strategic Growth Area.

The Dundas-Trafalgar intersection at the centre of the study area is also identified as a Regional Transit Node as well as the location where Major Transportation Corridors and Regional Transit Priority Corridors intersect.

Section 21 states that the Uptown Core is intended to be a focus for mixed-use development and redevelopment. The vision is a pedestrian-oriented, walkable, transit-supportive, mixed-use urban centre that provides for medium and high-density housing, offices and a mixture of retail and service commercial uses.

Section 21 also provides policies to guide interim uses on the lands bounded by Dundas Street East, Oak Park Boulevard and Trafalgar Road. The interim stage permits large format retail up to a maximum size, after which point, new development must conform to the policies of the plan, including minimum and maximum height ranges and incorporating mixed-uses in some areas.

Schedule M1 provides building height range permissions and indicates areas that may have an additional four storeys through the previous bonusing regime:

- In the southwest portion of the growth area, permitted heights range from 2 to 4 storeys, to 4 to 6 and 6 to 8 in the adjacent areas to the north.
- Along the Dundas-Trafalgar corridors, permitted heights range from 8 to 18 storeys.
- Where bonusing was permitted, indicated with hatching on Schedule M1, four additional storeys could be permitted to those height range categories, allowing heights of up to 22 storeys in some areas.

Regarding the lands currently designated Community Commercial along the east side of Trafalgar Road and south of Dundas Street East, these lands were identified as sites for future intensification in the Trafalgar Road Corridor Study, which could allow a redesignation to a high density, mixed-use designation.

The current Community Commercial designation is intended to provide a variety of retail and service commercial uses primarily servicing the local surrounding community and does not permit residential uses. Given the sites' locations within a strategic growth area and high order rapid transit corridor, this designation does not reflect the long-term potential of the sites which could include mixed-use and transit-supportive development.

Policy 13.4.6 of the Livable Oakville Plan states that redesignations of Community Commercial designated sites may be considered if they demonstrate that the commercial function of the site will be maintained, and the proposed development is transit supportive. The location of these sites adjacent to a higher order transit and intensification corridor makes them ideal for future, transit supportive, mixed-use redevelopment.

North Oakville East Secondary Plan

The lands to the north of the existing Uptown Core, bounded by Post Road, Huguenot Road, Ernest Appelbe Boulevard, Wheat Boom Drive, and Post Ridge Drive are lands considered for inclusion into the Uptown Core Strategic Growth Area. These lands are designated Trafalgar Urban Core and Dundas Urban Core in the North Oakville East Secondary Plan.

The Trafalgar Urban Core Area is intended to provide for the creation of a major corridor with a concentration of high density, mixed-use development that is pedestrian and transit-oriented. Building heights within 100 metres from the Trafalgar Road right-of-way shall be a minimum of eight storeys and a maximum of 15 storeys or 20 storeys at major intersections, with the opportunity to increase to 30 storeys through the previous bonusing regime.

The Dundas Urban Core Area is intended to allow the creation of a band of mixed-use development at medium and high densities with a clustering of retail and service commercial development and high-density buildings at the intersections with north/south streets. Permitted building heights are a minimum of three storeys and a maximum of eight storeys with the opportunity to go up to 12 through the previous bonusing regime.

The urban core area policies from the North Oakville East Secondary Plan requiring minimum heights are the result of Council-adopted and Ontario Municipal Board approved [OPA 321](#) from 2018.

The intent of OPA 321 is to protect the urban core areas to ensure future higher density development is achieved in taller buildings which in turn ensures support for the achievement of a complete community, support for future transit and the vision for North Oakville and the implementation of the Town's Urban Structure.

PROJECT STATUS UPDATE

Following a competitive bid process, the Town selected Urban Strategies Inc. as consultants, and the project launched in October 2024. Since then, the project team has conducted multiple internal and public engagements to assist in the development of the preliminary land use scenarios and advance the project, including:

- Walk audit (staff, councillors, and consultants)
- Public information meetings:
 - December 7, 2024, and
 - June 17, 2025
- Neighbourhood walk-and-talk (December 7, 2024)
- Two public engagement surveys
- Landowner meetings
- Consultant-town workshops (developing and refining land use scenarios)

Public Engagement Surveys

The purpose of the first public engagement survey was to gather background information on the Uptown Core and to find out what residents and visitors like the most or think could be improved. For most frequently-cited likes, people shared the following:

- Walkability and proximity to amenities like shops, healthcare, and parks,
- Mixed-use development with residential and retail, and
- Greenspaces, including Memorial Park and trails.

Respondents were frequently concerned about:

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- Traffic and safety, especially at Dundas Street and Trafalgar Road,
 - Overdevelopment of high-rises, loss of character, and insufficient Infrastructure,
 - Uncertainty around bus rapid transit, and
 - Lack of community spaces.

On what is missing from the neighbourhood, respondents frequently provided the following:

- Affordable housing,
- Pedestrian-friendly retail areas, e.g., patios and squares, and
- Schools, daycares, and recreational facilities, like pools and tennis courts.

The two land use scenarios reflect concerns around over-development and high-rise development by proposing adjustments to current permitted heights that are aligned with recent approved and proposed development as an indication of current market conditions. The scenarios also take into consideration the need for additional density to see investments in vibrant, well-supported commercial areas and community amenities.

Regarding concerns around uncertainty with bus rapid transit, the review incorporates Provincially planned higher order transit for the Dundas and Trafalgar corridors as this continues to be an [active project](#) for the provincial agency Metrolinx, and will support future development in the Uptown Core.

The survey also gathered information on shopping habits to see how many residents and visitors are fulfilling their necessities locally. For residents, almost half said that they fulfil over 80% of their weekly shopping within the Uptown Core. For visitors filling out the survey, 34% said they fulfil a quarter to half of their weekly shopping in the Uptown Core.

The survey also asked questions about mobility, to see how many people travel to destinations using alternate modes of transportation. 24% of those responding to the survey said they travel to a destination in the Uptown Core without a car a few times a week while 19% said they do so daily.

The results of the first public engagement survey indicate that the Uptown Core is already functioning as a complete community, but could use improvements to its public realm, housing variety, and community amenities.

The second public engagement survey asked residents questions about the two preliminary scenarios and results are summarized in section 3.3 of Appendix A – Draft Preferred Scenario Directions Report, August 2025.

Growth Area Boundary Expansion

One of the key directions for the Uptown Core Strategic Growth Area Review is to consider all four quadrants of the Dundas Street East and Trafalgar Road intersection when reviewing the growth area boundary.

The current growth area is approximately 114 hectares in size and is bounded by Dundas Street East to the north, Trafalgar Road to the east, Glenashton Drive to the south and Sixth Line to the west (see Figure 2).

The proposed, expanded growth area (Figure 2 below) is approximately 183 hectares and incorporates lands to the north of Dundas Street East and east of Trafalgar Road:

- The northern expansion is bounded by Post Road, Huguenot Road, Ernest Appelbe Boulevard, Wheat Boom Drive, and Postridge Drive.
- The eastern expansion is bounded by Postridge Drive from Dundas Street East to Trafalgar Road and south of Postridge Drive on the east side of Trafalgar including properties 2325, 2335, 2345, 2355, and 2365 Trafalgar Road.

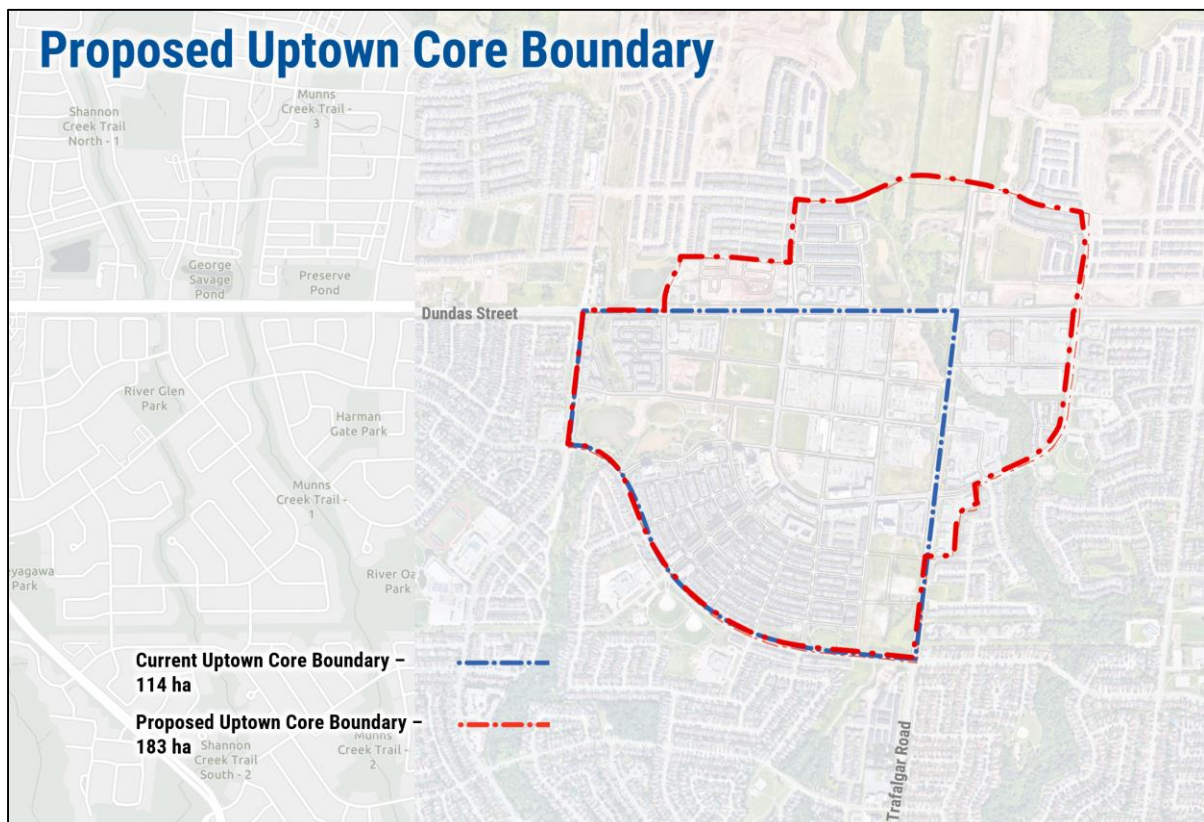


Figure 2 – Proposed Uptown Core Strategic Growth Area boundary:

The expansion of the Uptown Core Strategic Growth Area boundary to the east is not a new concept. The 2001 Official Plan’s Uptown Core community boundary included the current Uptown Core Strategic Growth Area, in addition to the area east of Trafalgar Road, as shown in Figure 3. This pre-dated the land use policy framework for north of Dundas Street.

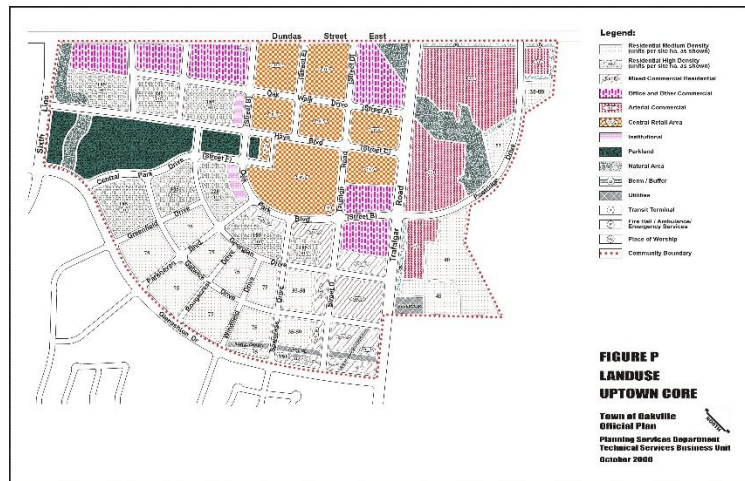


Figure 3 – Uptown Core Land Use (Oakville Official Plan, 2006 Consolidation)

The Trafalgar Road Corridor Study (2014) identified key parcels of land on the east side of Trafalgar Road (southeast and northeast corners of Postbridge Drive and Trafalgar Road, and southeast corner of Dundas Street East and Trafalgar Road) to consider for future intensification opportunities. These are proposed to be included in the strategic growth area. Given the proximity of these intensification sites to the current Uptown Core Strategic Growth Area boundary, integration of this area will provide a framework for that future intensification.

The expansion of the Uptown Core Strategic Growth Area boundary to the north and east incorporates lands that are already strategic growth areas per the PPS and the Town’s urban structure as identified nodes and corridors. The eastern expansion area has been directed to accommodate greater mixed-use densities. The northern expansion areas have provisions for similar densities and a similar vision for a complete community. The lands to the west of Ernest Appelbe Boulevard to Post Road, between Huguenot Road and Dundas Street East are proposed for inclusion as the existing development there is similar to the medium density neighbourhood of Oak Park, and there are two parcels of land with potential for future development at the very western end.

The inclusion of the northern and eastern quadrants into the Uptown Core Strategic Growth Area would incorporate contiguous growth areas centred around the intersection of major transit and intensification corridors. The ring road, made up by

Wheat Boom Drive, Postridge Drive, Oak Park Boulevard, and Ernest Appelbe Boulevard, provides an existing, defined perimeter to the proposed growth area.

Preliminary Land Use Scenarios

The land use approach in each of the two preliminary scenarios is guided by the urban structure and where it directs growth. It also considers an appropriate built form for the strategic growth area at the intersection of two higher order transit and intensification corridors. The approach considers transit supportive densities and will be refined in the process of determining the preferred land use scenario.

The future policy framework must accommodate current permissions as well as existing development approvals in the plan area. This project is not proposing new permissions, rather it is building upon existing ones through a refinement process that takes into consideration the significant changes related to population growth, housing supply and market pressures since the existing Uptown Core policies were established in 2009.

The main features of Preliminary Scenario 1 shown in Figure 4 below include retail focused in a smaller central area within a mid-rise core and the greatest heights are directed to the Dundas and Trafalgar corridors. Other features include:

- A community focused special street zone that can be a highly animated place that offers a permanent or temporary pedestrian-only zone.
- Buildings with two storeys of retail uses could be located along Hays Boulevard.
- Flexible commercial uses, which include office, institutional and service commercial type uses, are in the higher density zone along Dundas Street East.
- A potential alternate transit terminal location at the southeast quadrant of Dundas Street and Trafalgar Road to bring the terminal closer to the intersection and future bus rapid transit routes. Pending further study and consideration, the terminal relocation would be subject to the timing of redevelopment at the alternate location as well as a need for a new transit terminal at the time of redevelopment.

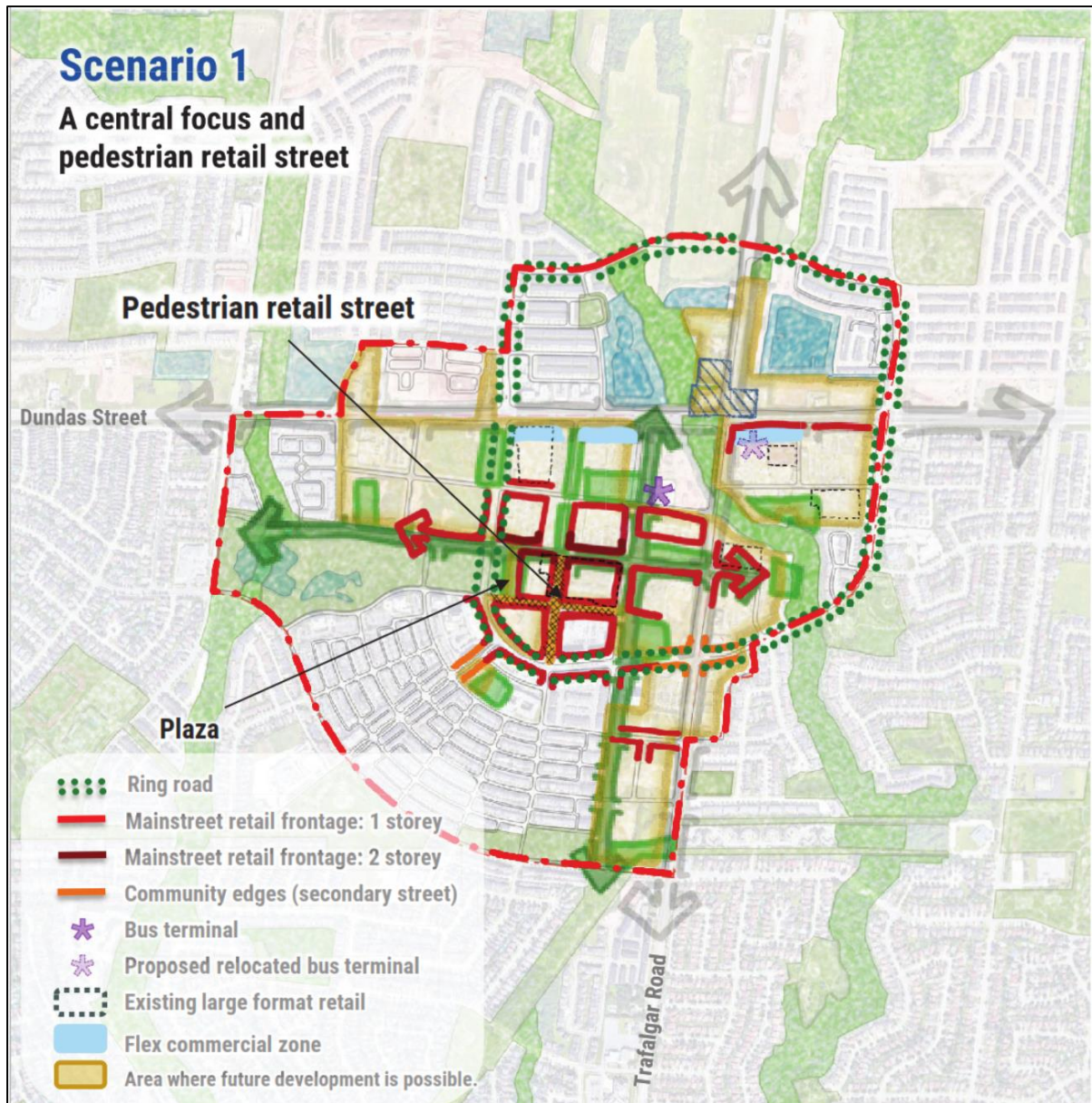


Figure 4 – Preliminary Scenario 1

The main features of Preliminary Scenario 2 shown in Figure 5 below include retail spread along three main streets, Oak Park Boulevard, Hays Boulevard and Taunton Road, and the greatest heights are focused on the centre core with mid-rise (up to 12 storeys) providing a transition down to low-rise (four storeys and less) areas. Other features include:

- Buildings with two storeys of retail located along Hays Boulevard and Taunton Road near transit.

- Flexible commercial uses are located along Oak Park Boulevard and Hays Boulevard, a key entry to the site.
- Hays Boulevard incorporates a generous promenade along its northern side as a defining part of the public realm.

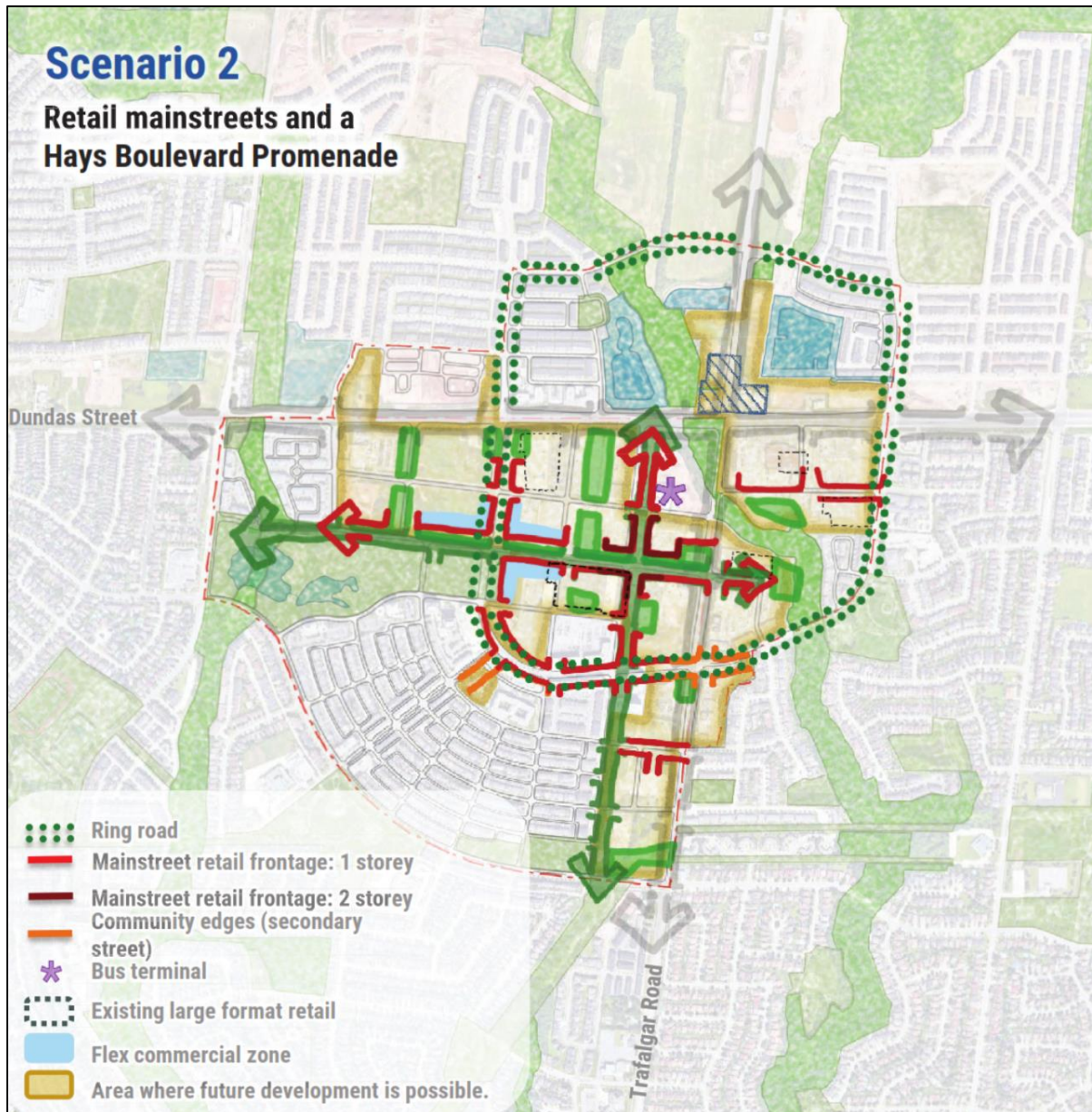


Figure 5 – Preliminary Scenario 2

The proposed building height ranges build upon permitted and approved heights, while protecting established low-rise neighbourhoods through height transitions.

For Preliminary Scenario 1, the greatest heights are focused along Dundas Street and Trafalgar Road to be aligned with those transit and intensification corridors as shown in Figure 6 below. There are two tall building categories to accommodate approved heights in excess of 25 storeys at the following locations:

- 256, 260 and 294 Hays Boulevard and 271 Oak Park Boulevard, approved at the Ontario Land Tribunal for a mixed-use development with two towers of 26 and 31 storeys with a five-storey podium, and
- 3060 and 3068 Trafalgar Road, approved by the Town for two 30-storey towers.

The height ranges also recognize the proposed [concept](#) for the former Public Works site at 2274 and 2230 Trafalgar Road.

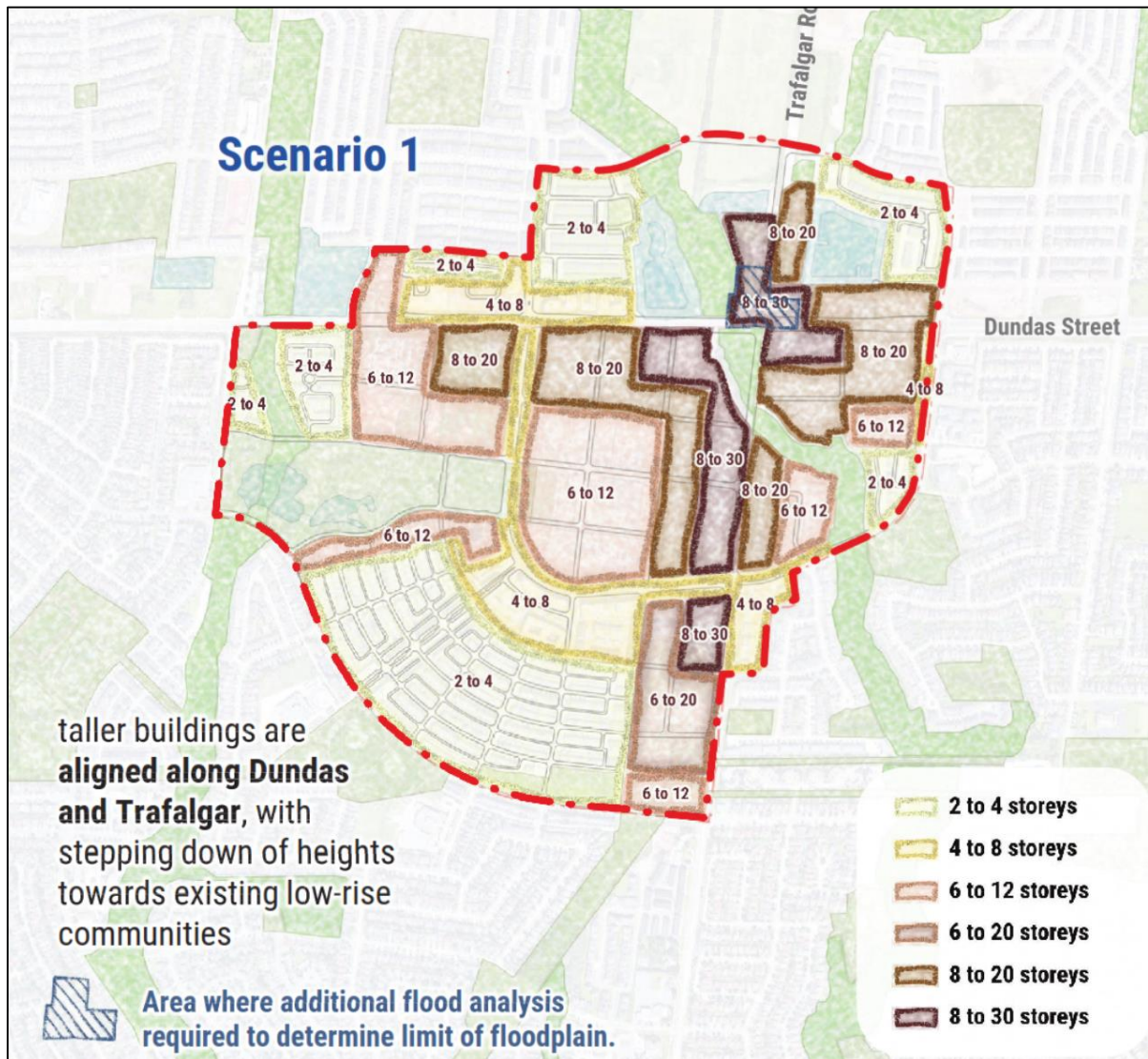


Figure 6 – Building Height Ranges for Preliminary Scenario 1

For Preliminary Scenario 2 the tallest buildings are concentrated within the centre core area, bounded by Dundas Street East, Trafalgar Road and Oak Park Boulevard to focus density at the transit terminal and major intersection as shown in Figure 7 below. Similar to Scenario 1, this scenario accommodates existing and proposed development outlined in detail above. While Scenario 1 has two tall building height ranges, Scenario two has three to provide for more fine grain transition opportunities to adjacent mid-rise areas.

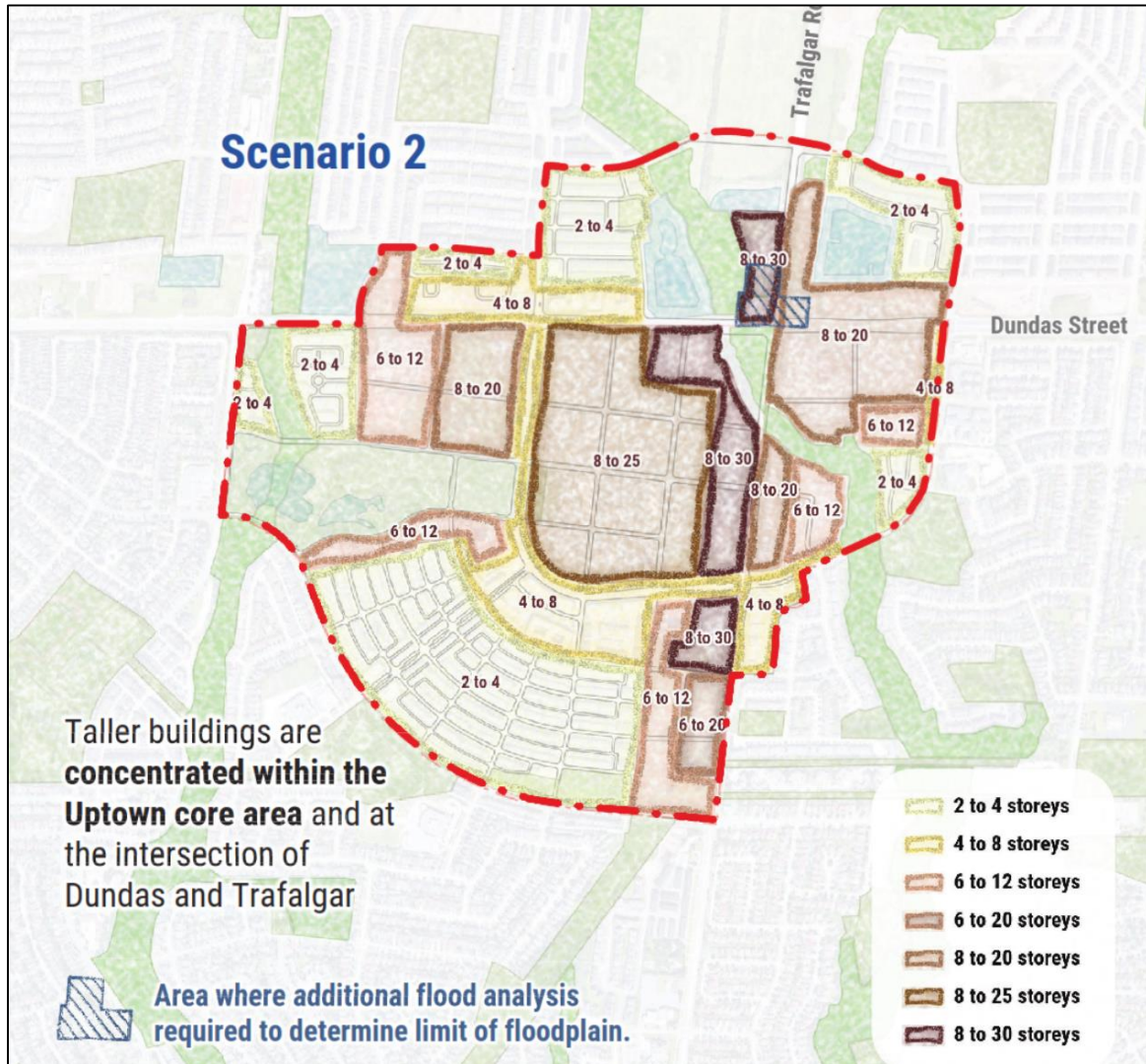


Figure 7 – Building Height Ranges for Preliminary Scenario 2

Draft Preferred Land Use Scenario

Based on the evaluation of the two preliminary scenarios that considered:

- engagement with the public, landowners, members of Council, technical reviewers from the Town and external agencies, and
 - ongoing planning analysis and technical studies,
- the project team has compiled a Draft Preferred Scenario (Appendix A – Draft Preferred Scenario Directions Report).

The Draft Preferred Scenario (see Figure 8) combines elements from both Preliminary Scenarios. It features a central retail focus from Preliminary Scenario 1, including the special street zone that would function as a retail-focused pedestrian area. It also includes the park layout from Preliminary Scenario 2 with modifications, including the Hays Boulevard promenade. It maintains the potential for a relocated transit terminal to bring it closer to the future Bus Rapid Transit routes along Dundas Street and Trafalgar Road, pending further study and consideration.

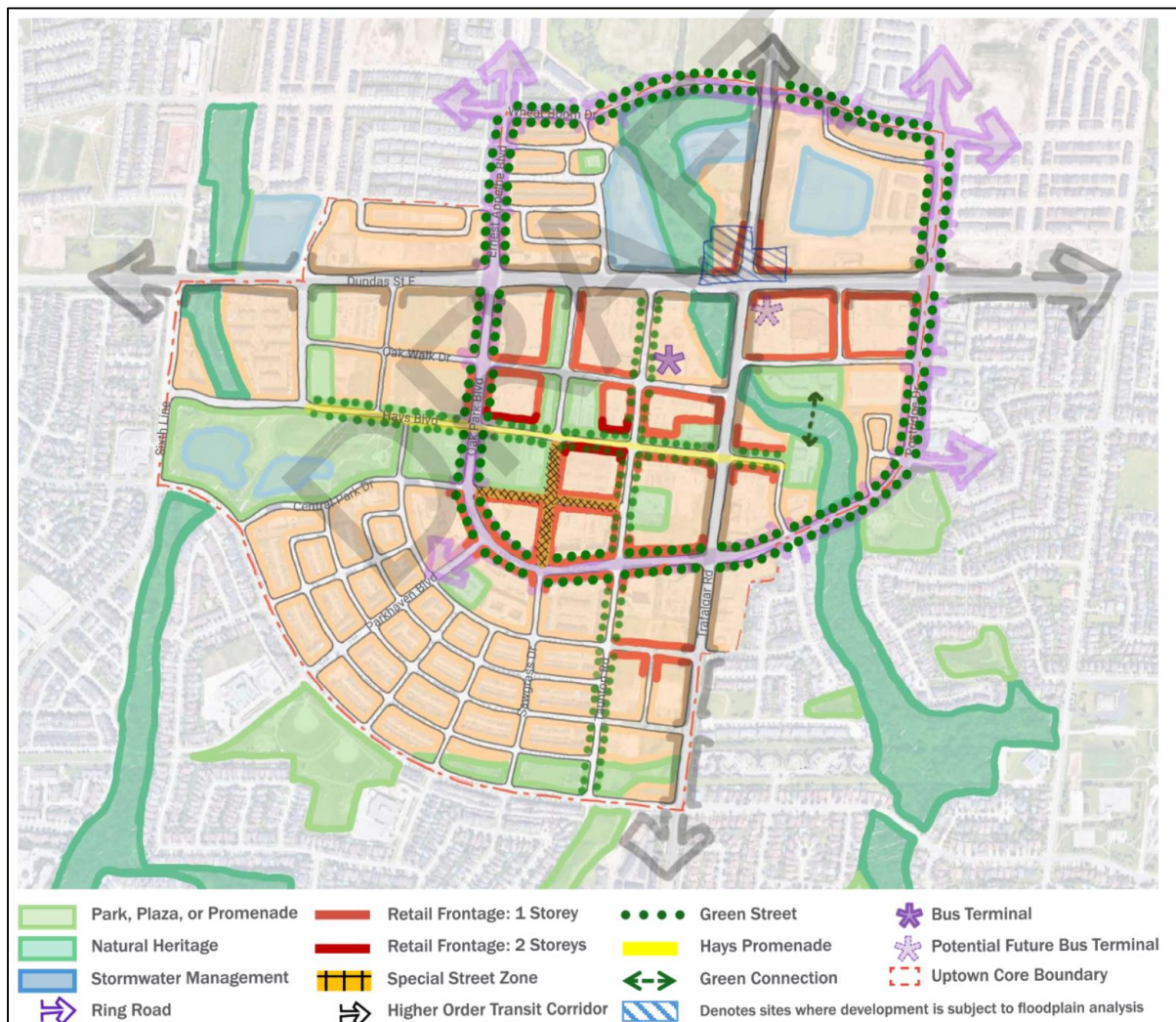


Figure 8 – Draft Preferred Scenario (Draft Preferred Scenario Directions Report, August 2025 – Figure 7)

The Draft Preferred Scenario incorporates the height regime from Preliminary Scenario 2 with modifications (see Figure 7 for Preliminary Scenario 2 Building Height Ranges and Figure 9 for the Draft Preferred Scenario Heights). One modification is at the southeast quadrant a height range of 8 to 30 storeys is provided to account for the potential relocated transit terminal, pending further study and consideration. The second modification is along Postridge Drive, just north of Fairgate Way, where the height range is reduced to 4 to 8 storeys.

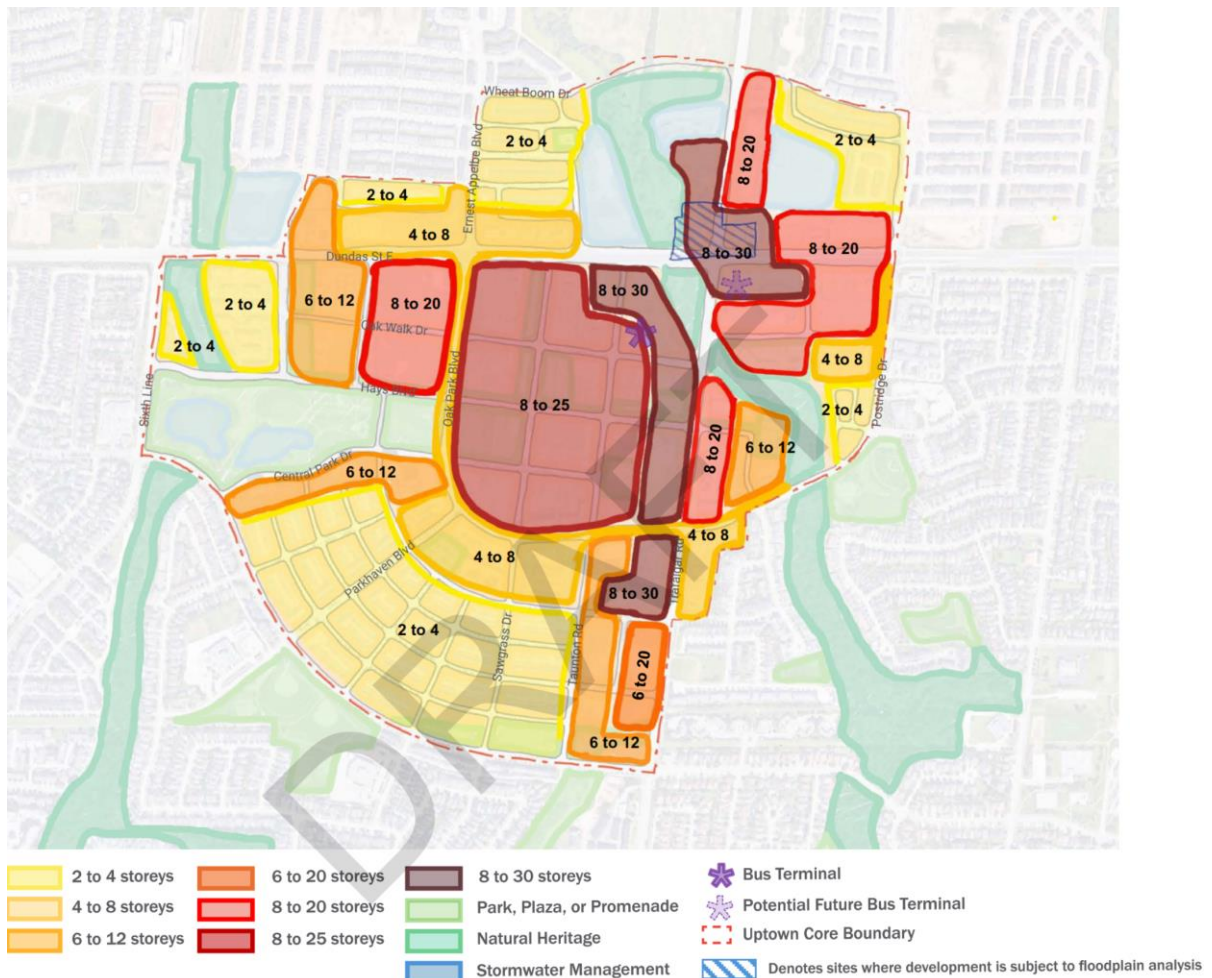


Figure 9 – Draft Preferred Scenario Heights (Draft Preferred Scenario Directions Report, August 2025 – Figure 8)

Next Steps

Following Council’s consideration of this staff report and the *Draft Preferred Scenario Directions Report, August 2025*, and pending Council direction, staff intend to proceed with the third and final round of engagement with interested parties in

October 2025. A statutory public meeting on a draft Official Plan Amendment is planned for November, and a meeting requesting a decision on a final recommendation is planned for December of this year.

CONCLUSION

The purpose of the UCGAR is to update the existing policies that guide growth and change in the Uptown Core and further study the area around the Dundas Street East and Trafalgar Road intersection to consider these lands for integration in the Uptown Core Strategic Growth Area. This project intends to build upon the existing policy framework through a refinement process that takes into consideration previous Council direction through long range studies as well as the significant changes related to population growth, housing supply and market pressures since the existing Uptown Core policies were established in 2009.

The Official Plan Amendment at the end of the review will consider updated designations and policies to implement the in-effect, town-wide urban structure and guide development-related decisions for the area for the long term.

The above has been a summary of relevant policy framework and a project status update. It has included an explanation and justification of the strategic growth area boundary expansion, details on public engagement carried out so far, and an overview of the preliminary land use scenarios and the resulting Draft Preferred Scenario. Staff recommends continuing with detailed technical inputs and further public engagement on the Draft Preferred Scenario as next key milestones in the UCGAR project.

CONSIDERATIONS

(A) PUBLIC

No public notice is required or provided in relation to this report, however the public will be notified through the project webpage and by email. Staff will continue to communicate and engage with interested parties through all phases of this project.

(B) FINANCIAL

The project team is made up of town staff and a team of consultants and subconsultants. The project is proceeding according to a contract with a set budget and schedule.

(C) IMPACT ON OTHER DEPARTMENTS AND USERS

The internal project team includes staff from various departments. No significant impacts have been identified. On-going collaboration per the work plan and on emerging issues will occur.

(D) COUNCIL STRATEGIC PRIORITIES

This report addresses Council's strategic priorities for Growth Management, Community Belonging, and Environmental Sustainability.

(E) CLIMATE CHANGE/ACTION

The provision of a policy framework that will enable the development of complete communities and transit supportive densities is a significant municipal action to address climate change.

APPENDICES

Appendix A – Draft Preferred Scenario Directions Report, August 2025

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