

UptownCore

Growth Area Review

Planning and Development Council
Project Update and Draft Preferred Scenario

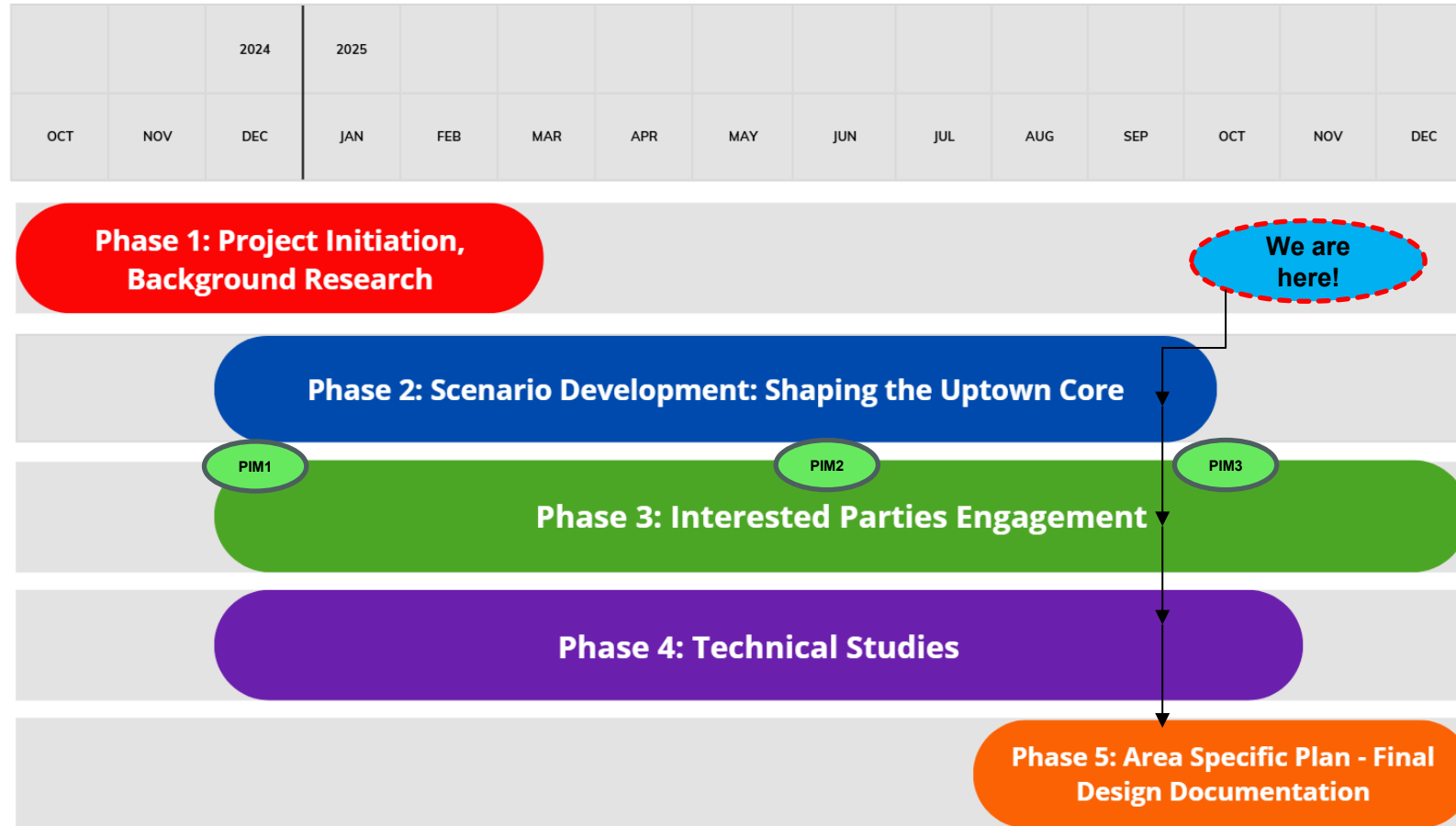
September 22, 2025



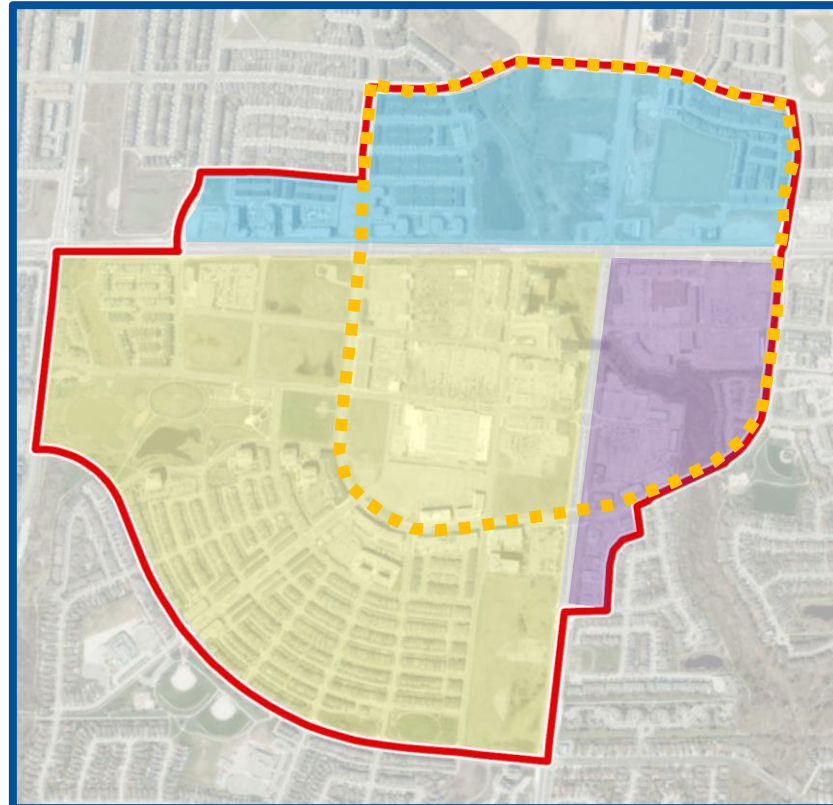
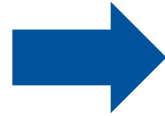
Why are we reviewing the Uptown Core?

1. To **meet provincial requirements**, including growth area planning to 2051 and beyond per the Provincial Planning Statement, 2024.
2. To respond to **population growth demand, housing supply challenges and increasing market pressure** to keep our planning decisions with the town.
3. To continue **the development of a complete community** that includes transit, people, jobs, and sustainability in growth planning.
4. To **study the Dundas and Trafalgar node** as required by the town's official plan.
5. To fulfil the intent of the **Trafalgar Road Corridor** study to provide for the redevelopment of properties along Trafalgar Road, between Dundas and the QEW, for transit supportive development.
6. To complete the related action item in the **Housing Strategy and Action Plan**, to create additional housing units that are transit supportive and offer greater housing diversity and affordability.

Uptown Core Growth Area Review Project Update



Uptown Core Expansion




 REGIONAL TRANSIT NODE

 NODES AND CORRIDORS FOR FURTHER STUDY

- Dundas & Trafalgar intersection of 2 major transit and intensification corridors
- Including land already designated as a growth area in the Urban Structure to provide a consistent policy framework for all quadrants
- Opportunities for better connectivity between North & South, East & West
- Underutilized commercial plazas with large surface parking areas

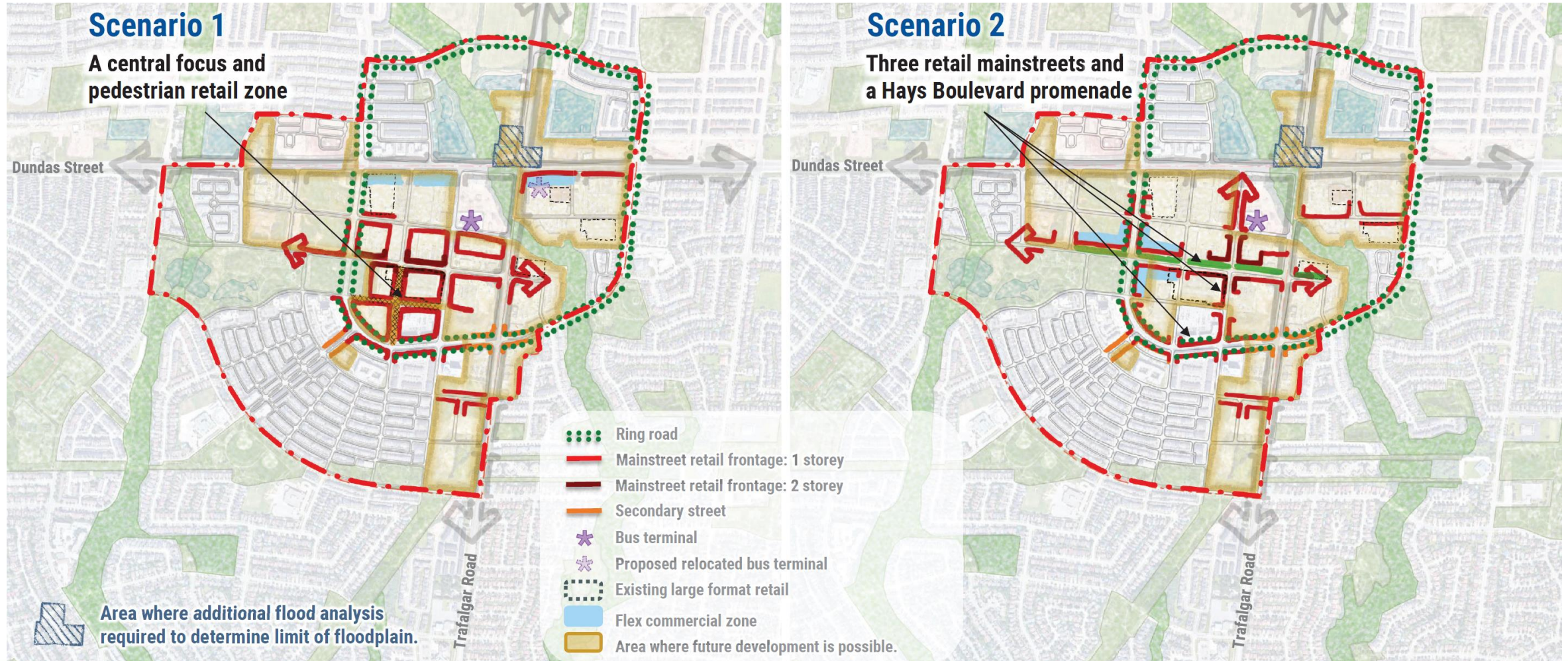
 Existing Uptown Core Growth Area

 Northern Expansion Area

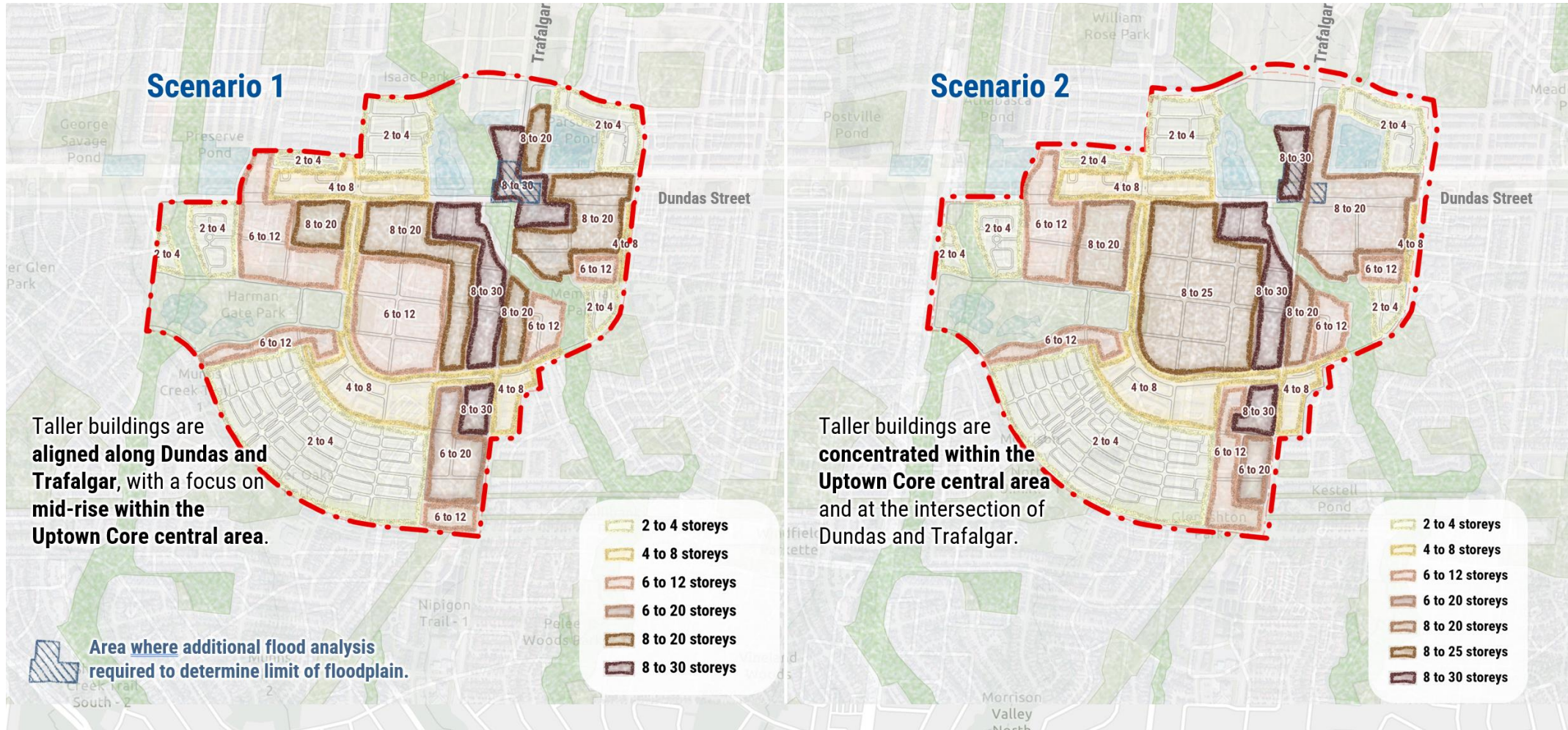
 Eastern Expansion Area

 Ring Road

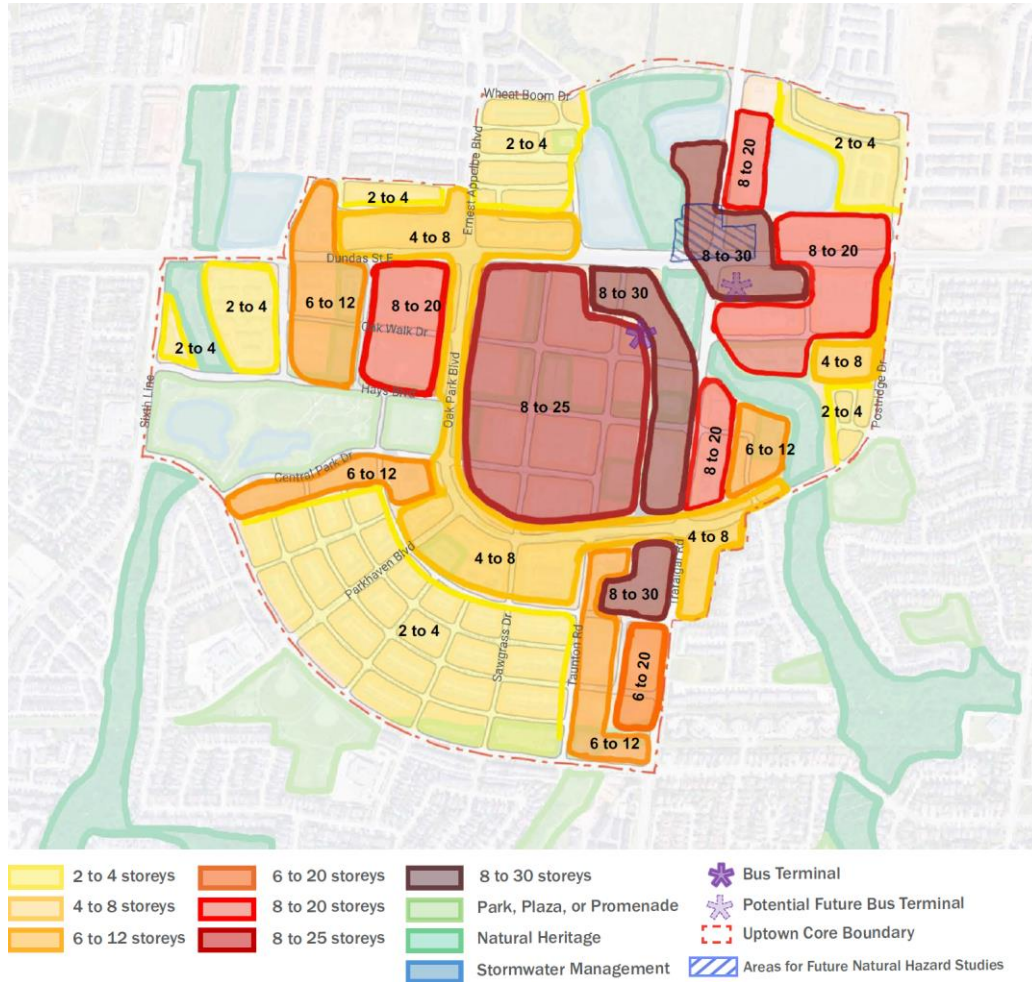
Preliminary land use scenarios:



Preliminary scenarios building heights



Draft preferred building heights



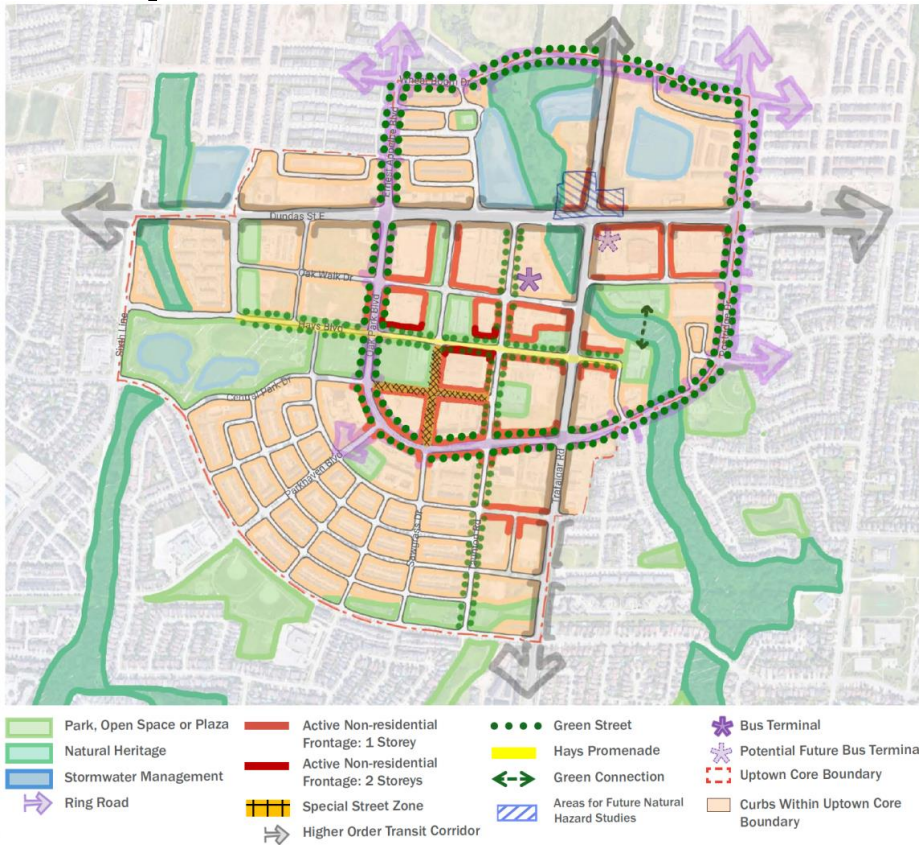
- Transit supportive heights focused along higher order transit corridors
- Transitions from higher density development to existing and planned medium density development
- Accommodation of permitted and approved heights
- Acknowledgement of planning processes for the former public works site

Staff recommendation:

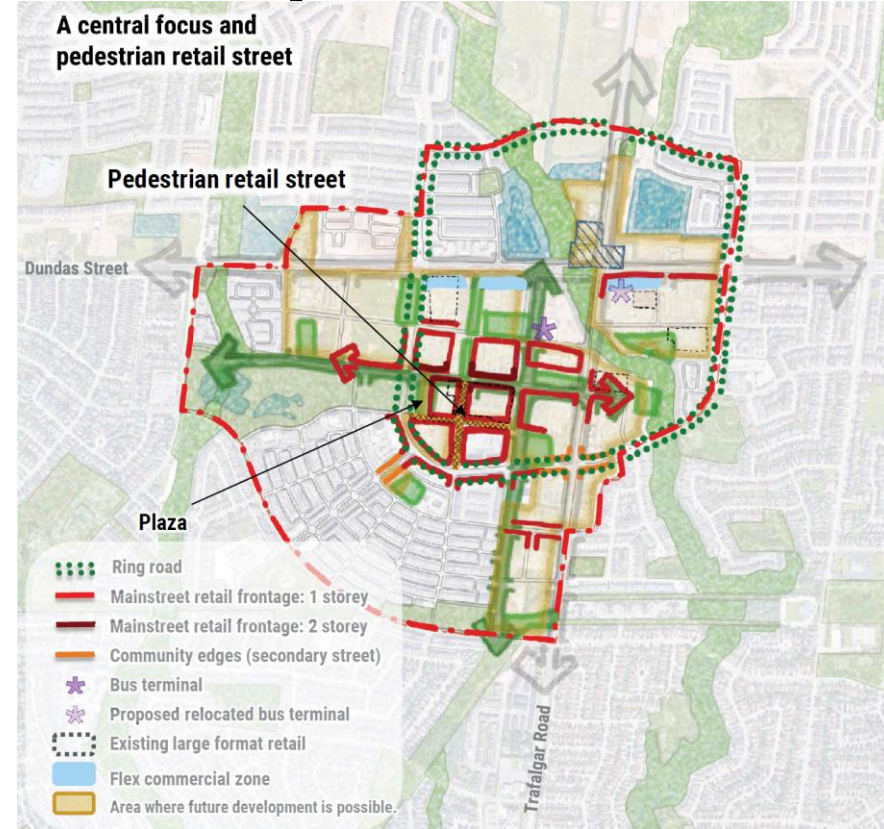
That the draft preferred scenario presented in the report titled “Uptown Core Strategic Growth Area Review – Project Update, File No. 42.15.66” be the subject of further public engagement.

Land use comparison

Draft preferred scenario

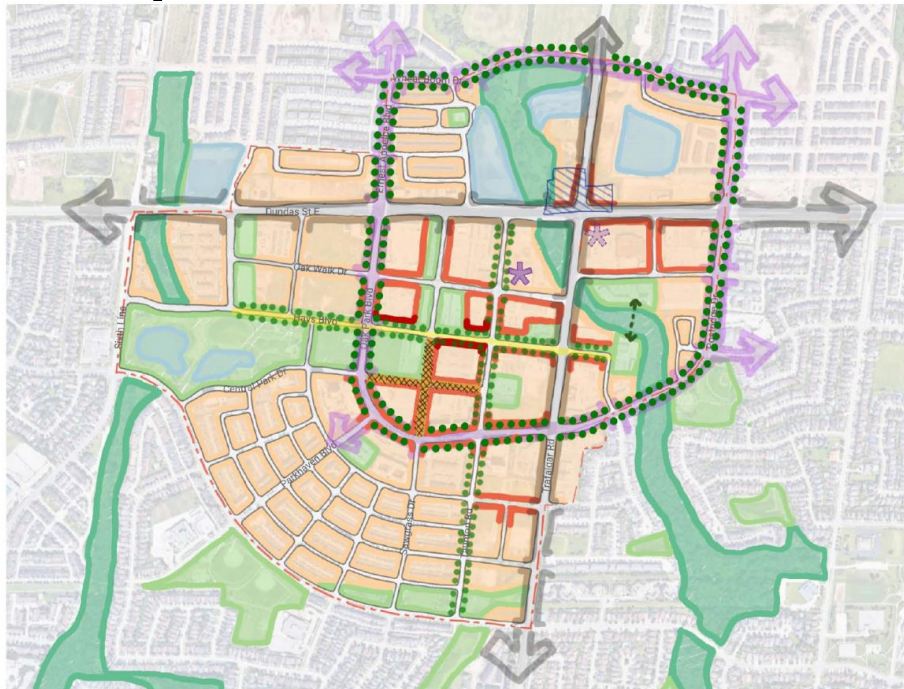


Preliminary land use scenario 1



Land use comparison

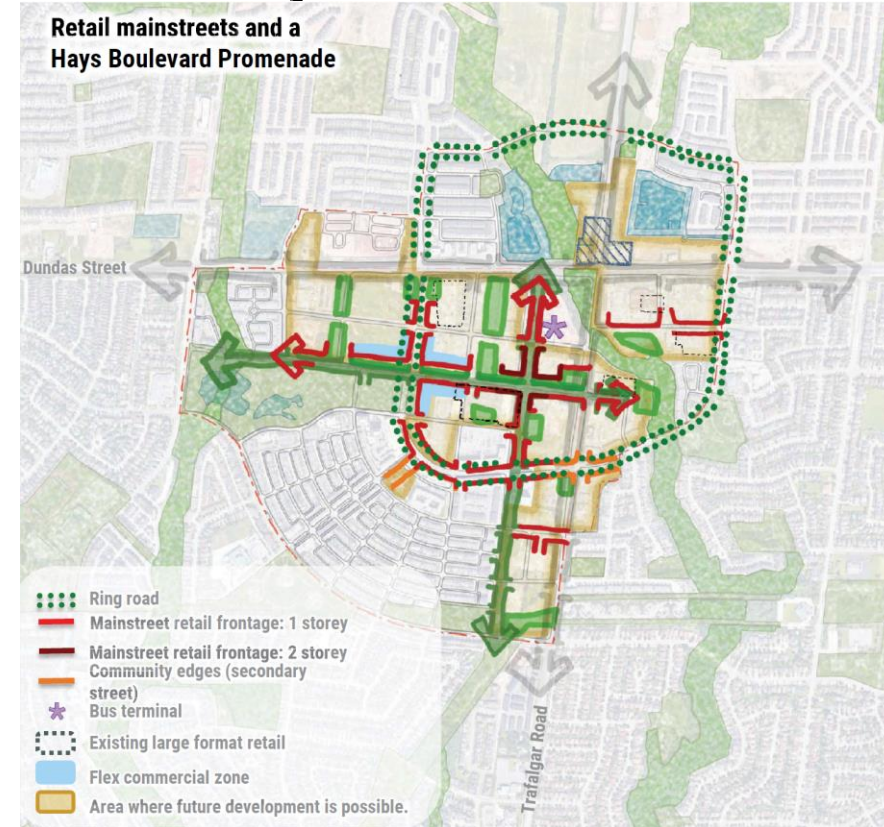
Draft preferred scenario



- | | | | |
|-------------------------------|--|-----------------------------------|-------------------------------|
| Park, Open Space or Plaza | Active Non-residential Frontage: 1 Storey | Green Street | Bus Terminal |
| Natural Heritage | Active Non-residential Frontage: 2 Storeys | Hays Promenade | Potential Future Bus Terminal |
| Stormwater Management | Special Street Zone | Green Connection | Uptown Core Boundary |
| Ring Road | Areas for Future Natural Hazard Studies | Curbs Within Uptown Core Boundary | |
| Higher Order Transit Corridor | | | |

Figure 7. Draft Preferred Scenario

Preliminary land use scenario 2

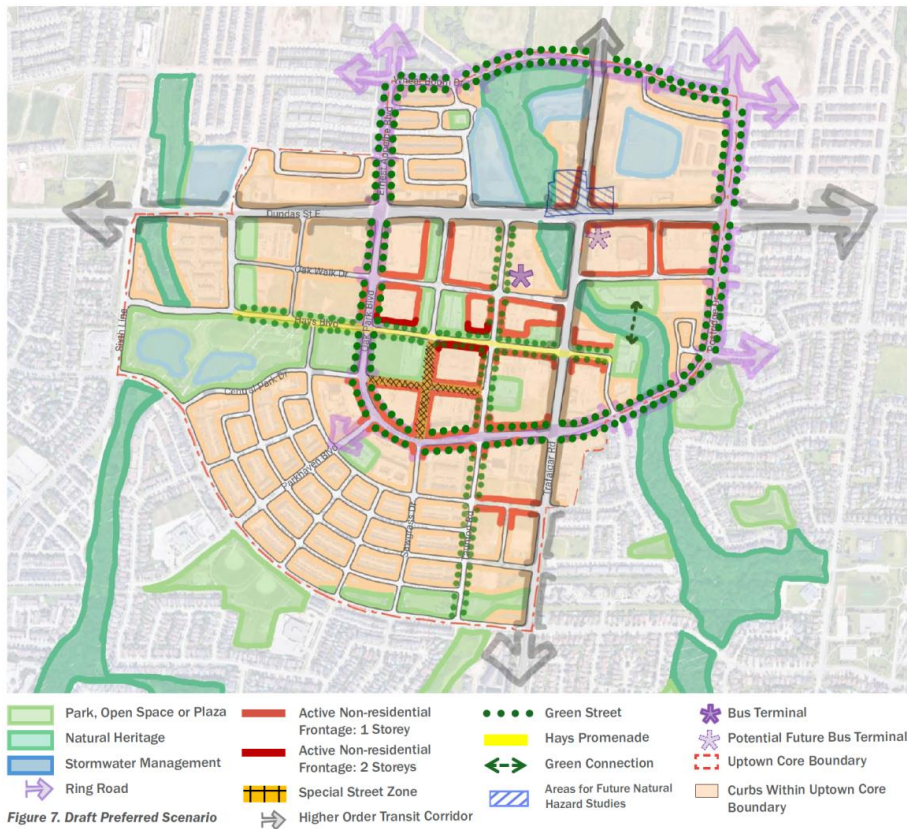


Retail mainstreets and a Hays Boulevard Promenade

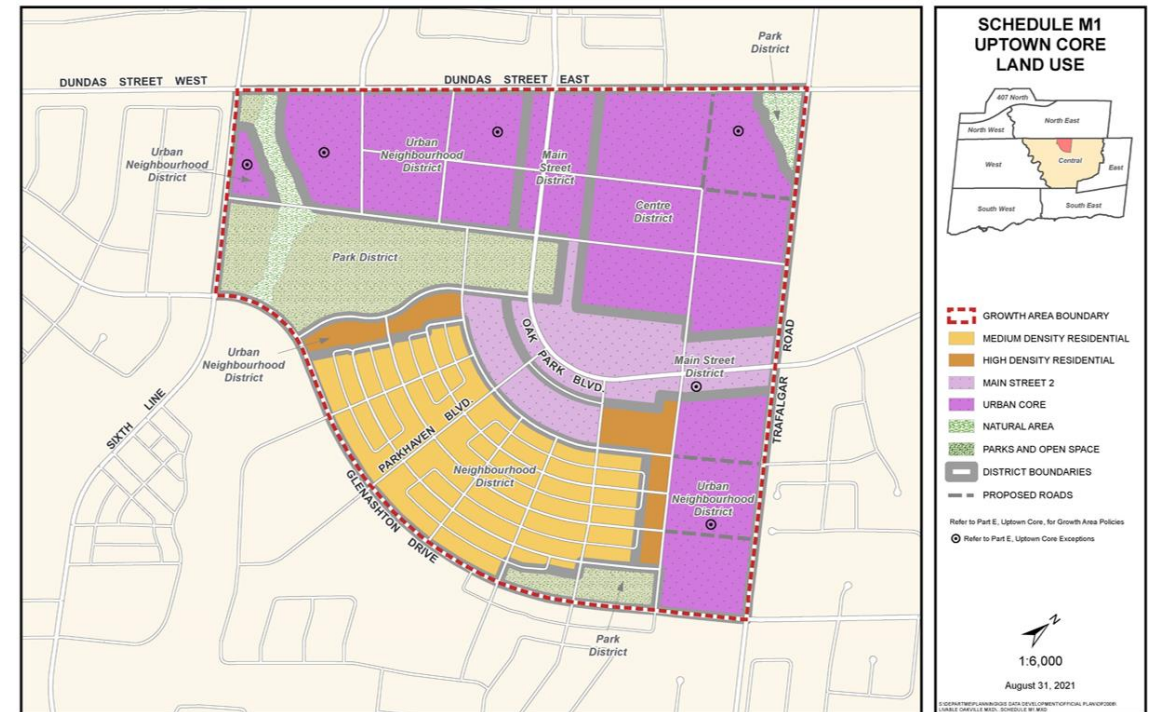
- Ring road
- Mainstreet retail frontage: 1 storey
- Mainstreet retail frontage: 2 storey
- Community edges (secondary street)
- Bus terminal
- Existing large format retail
- Flex commercial zone
- Area where future development is possible.

Land use comparison

Draft preferred scenario

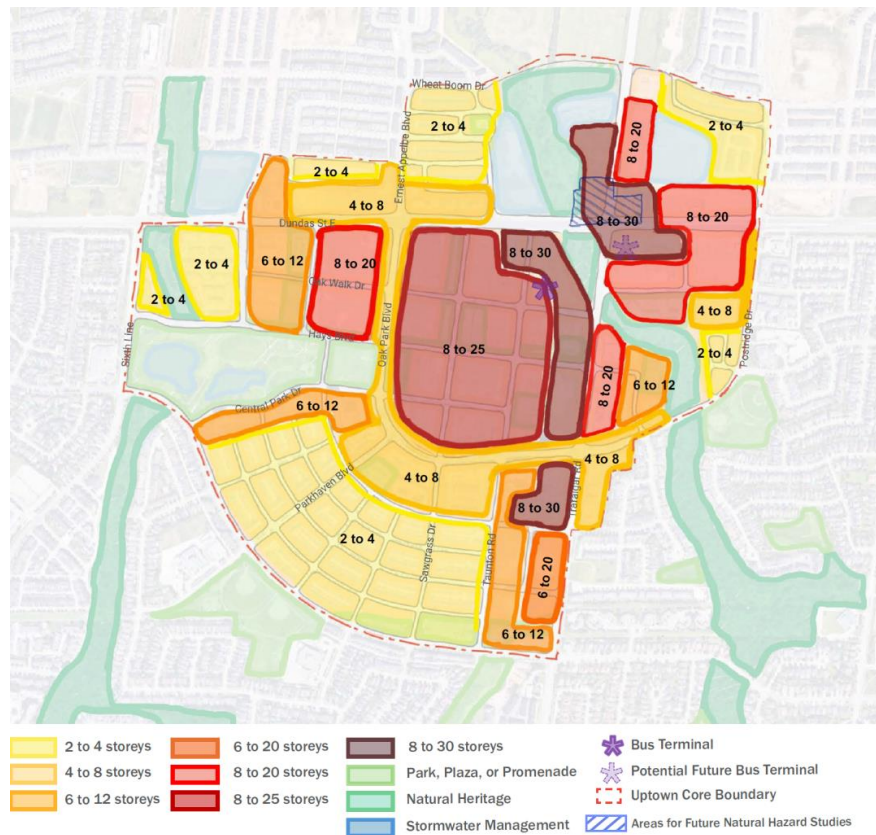


Existing land use scenario

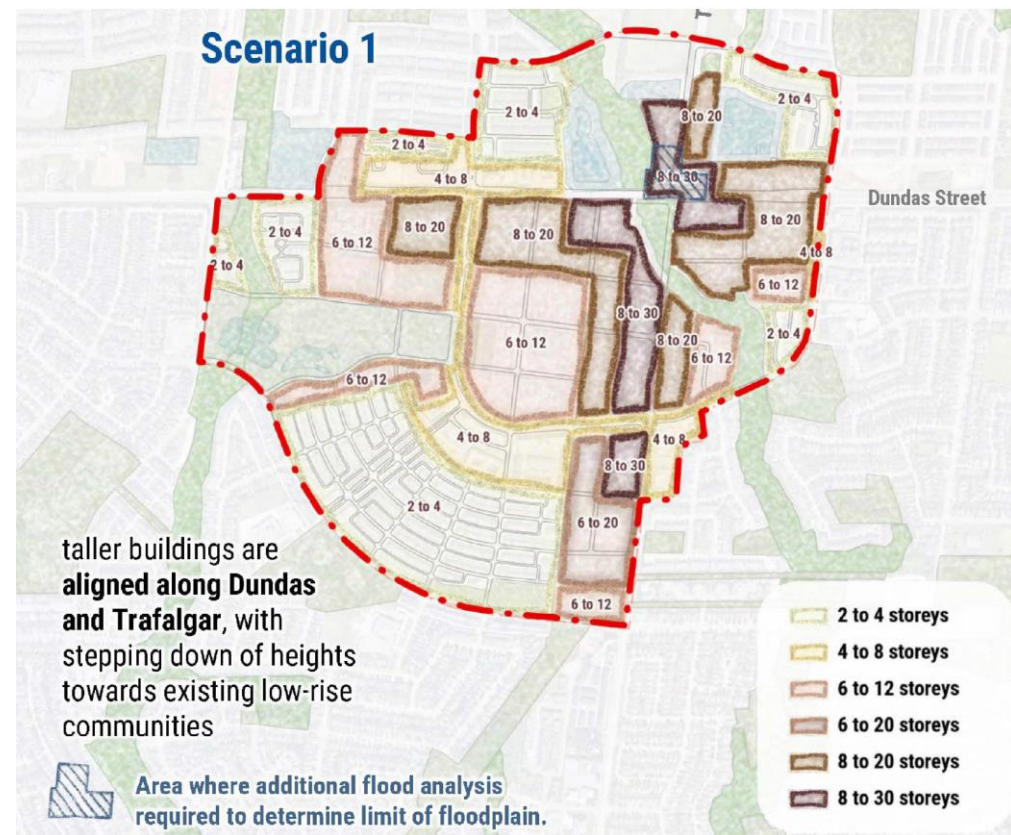


Building height comparison

Draft preferred building heights

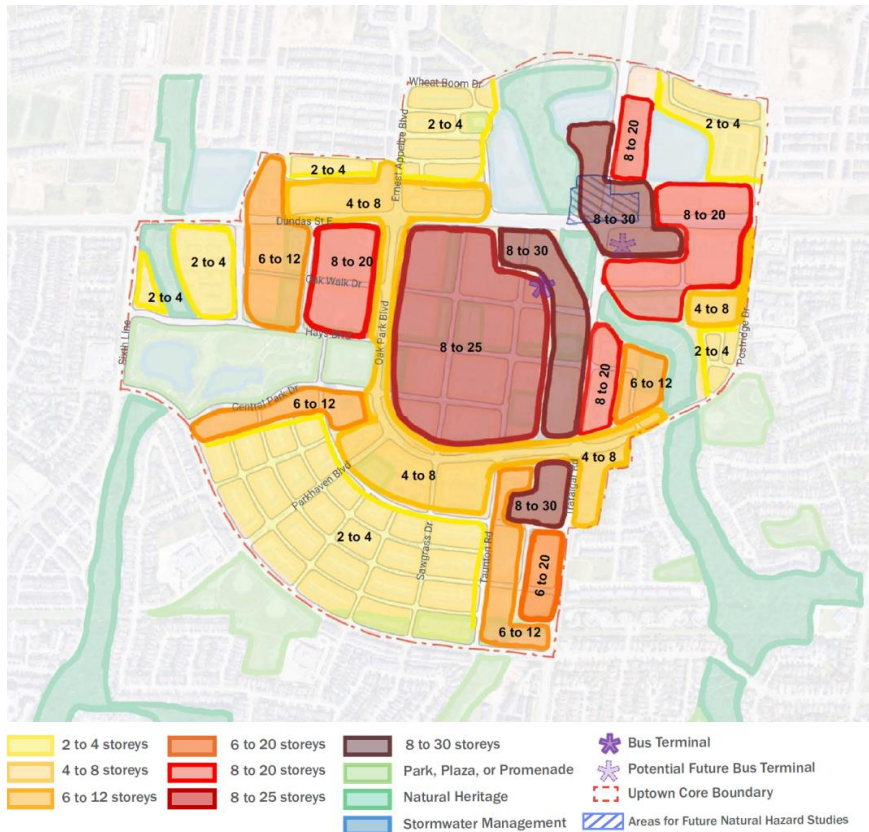


Scenario 1 building heights

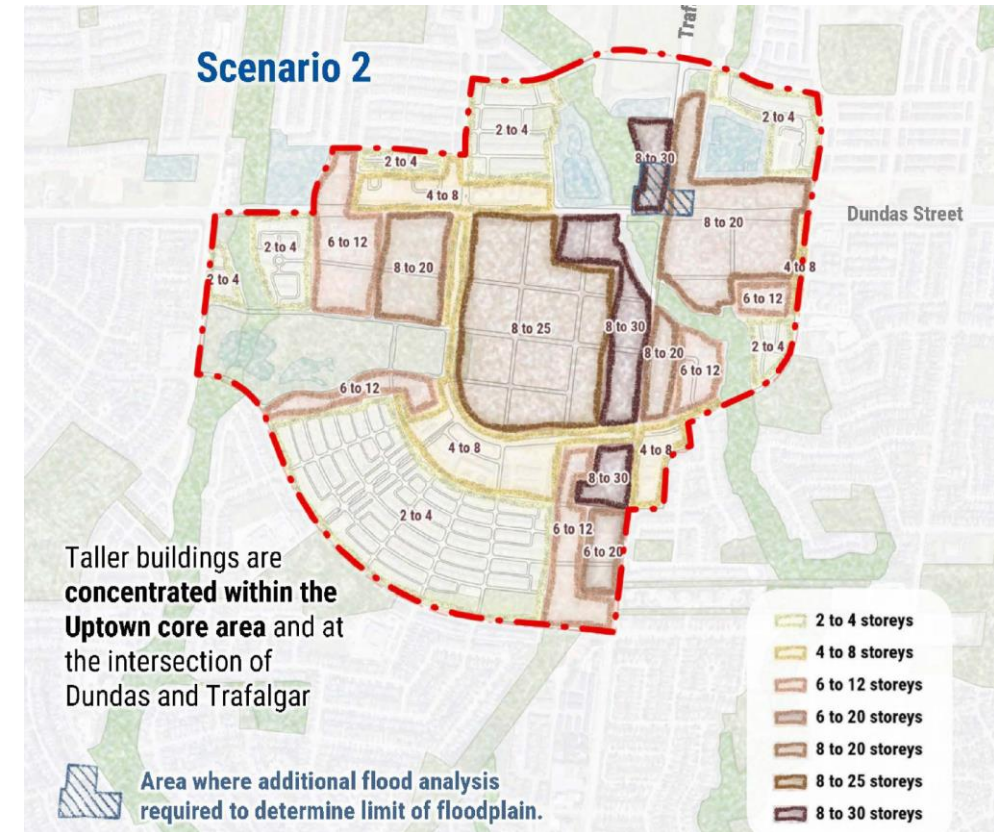


Building height comparison

Draft preferred building heights

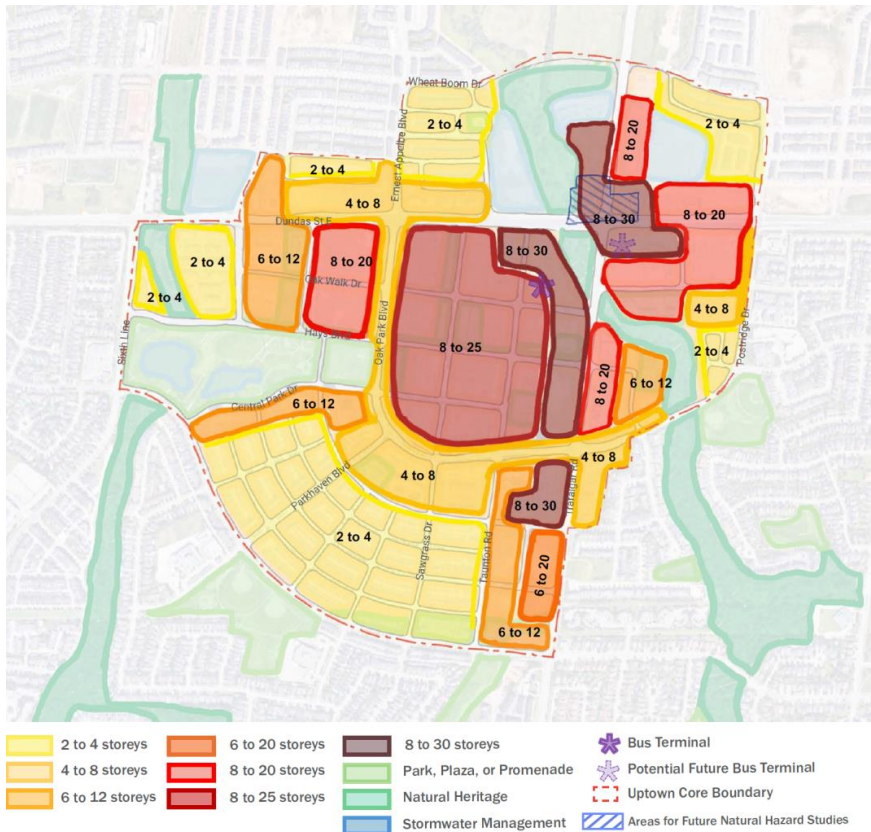


Scenario 2 building heights

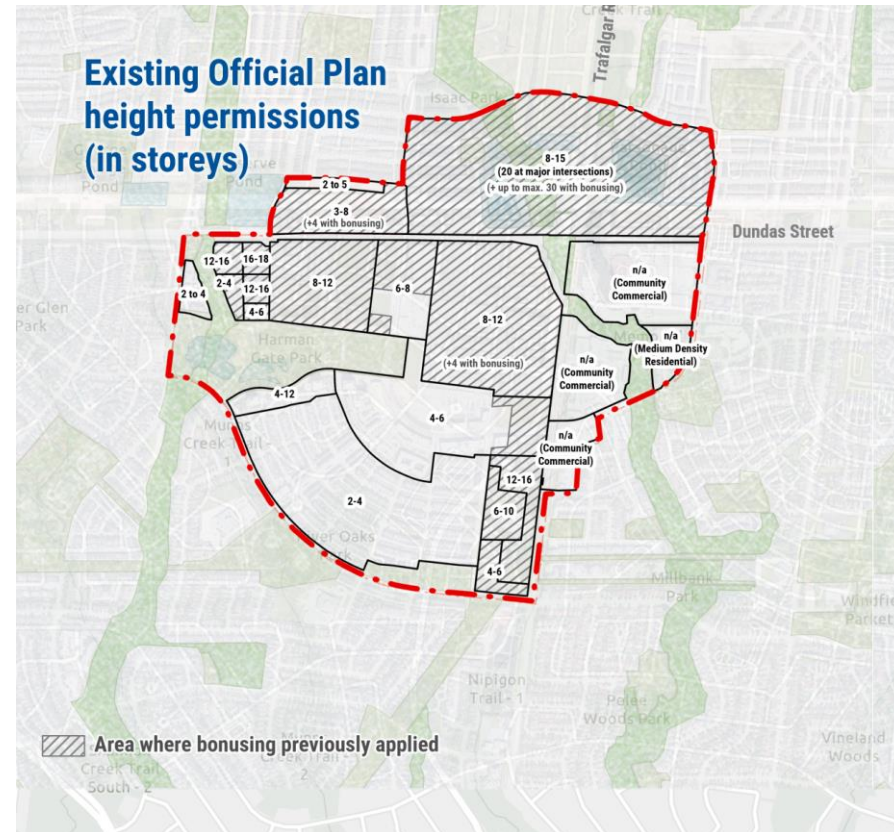


Building height comparison

Draft preferred building heights



Existing permitted building heights

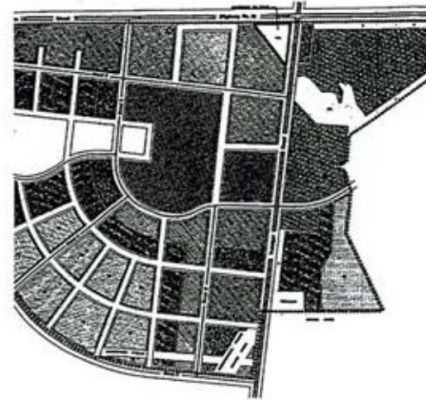


History

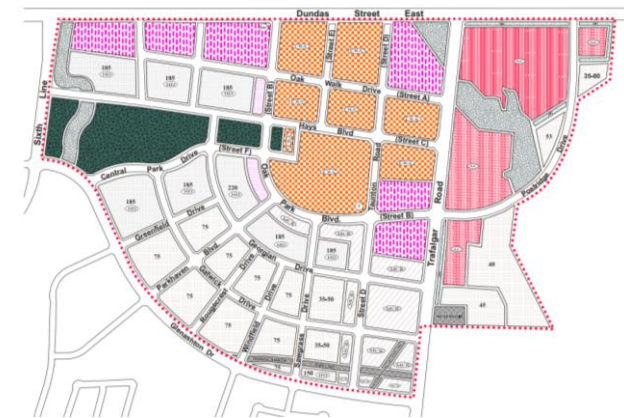
The concept of the Uptown Core has been considered in Oakville's official plans since the 1960s



The **1988 Official Plan** consolidation was the first to show the current location of the Uptown Core with an extension east of Trafalgar Road. It showed a grid structure and several small parks.



The **1991 Official Plan** consolidation revised the plan to a radial grid network and one large central park area.

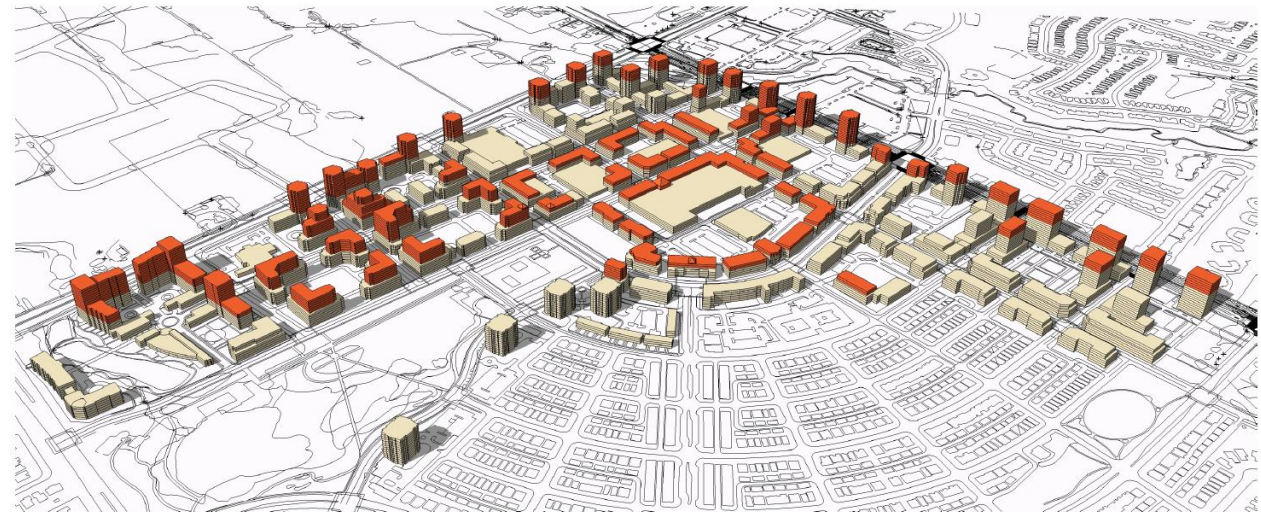


The **2001 Official Plan** consolidation reflects the existing plan for the Uptown Core Growth Area and included the area east of Trafalgar Road.

History

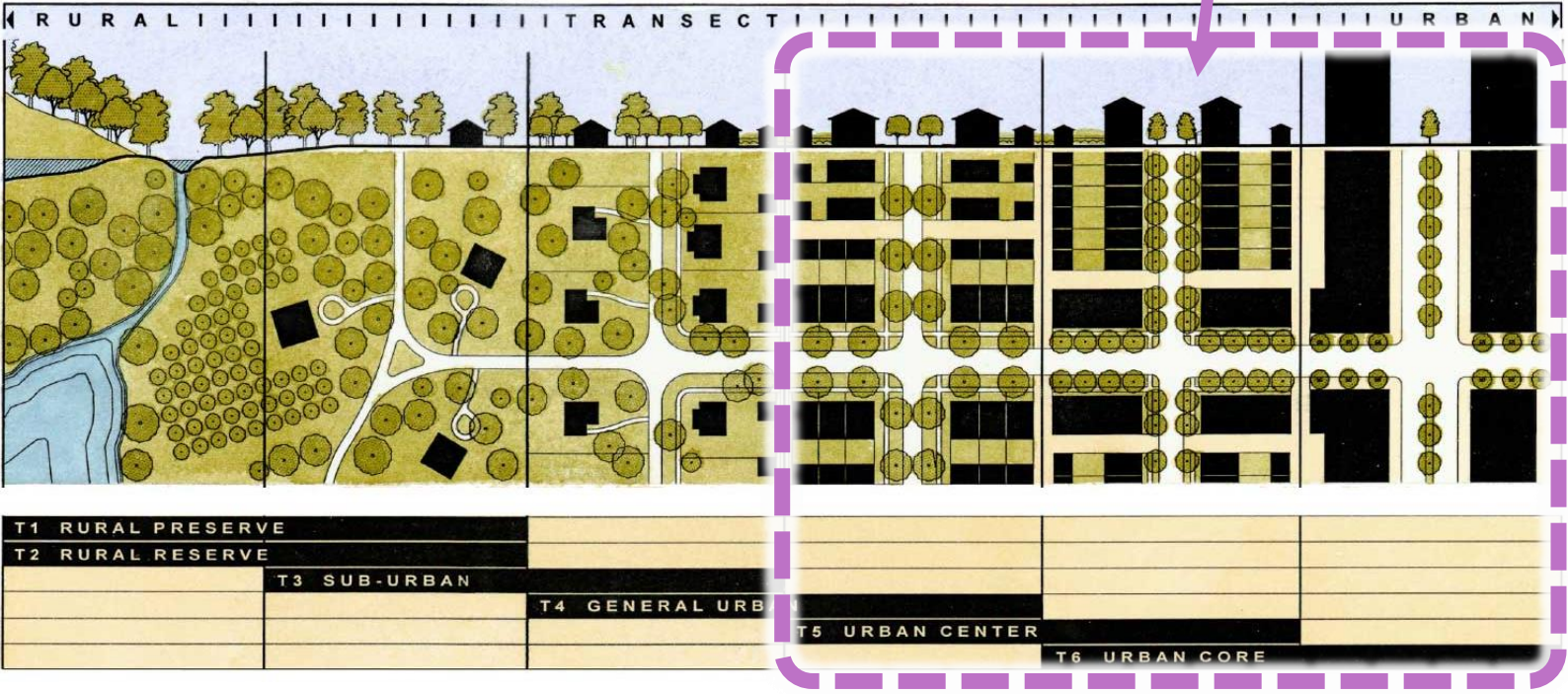


In **2009**, the **Uptown Core Review** was completed which informed the existing Uptown Core policies in the Livable Oakville Plan.



History

Uptown's vision was based on the idea that cities grow gradually along a progression of rural to urban areas over time.

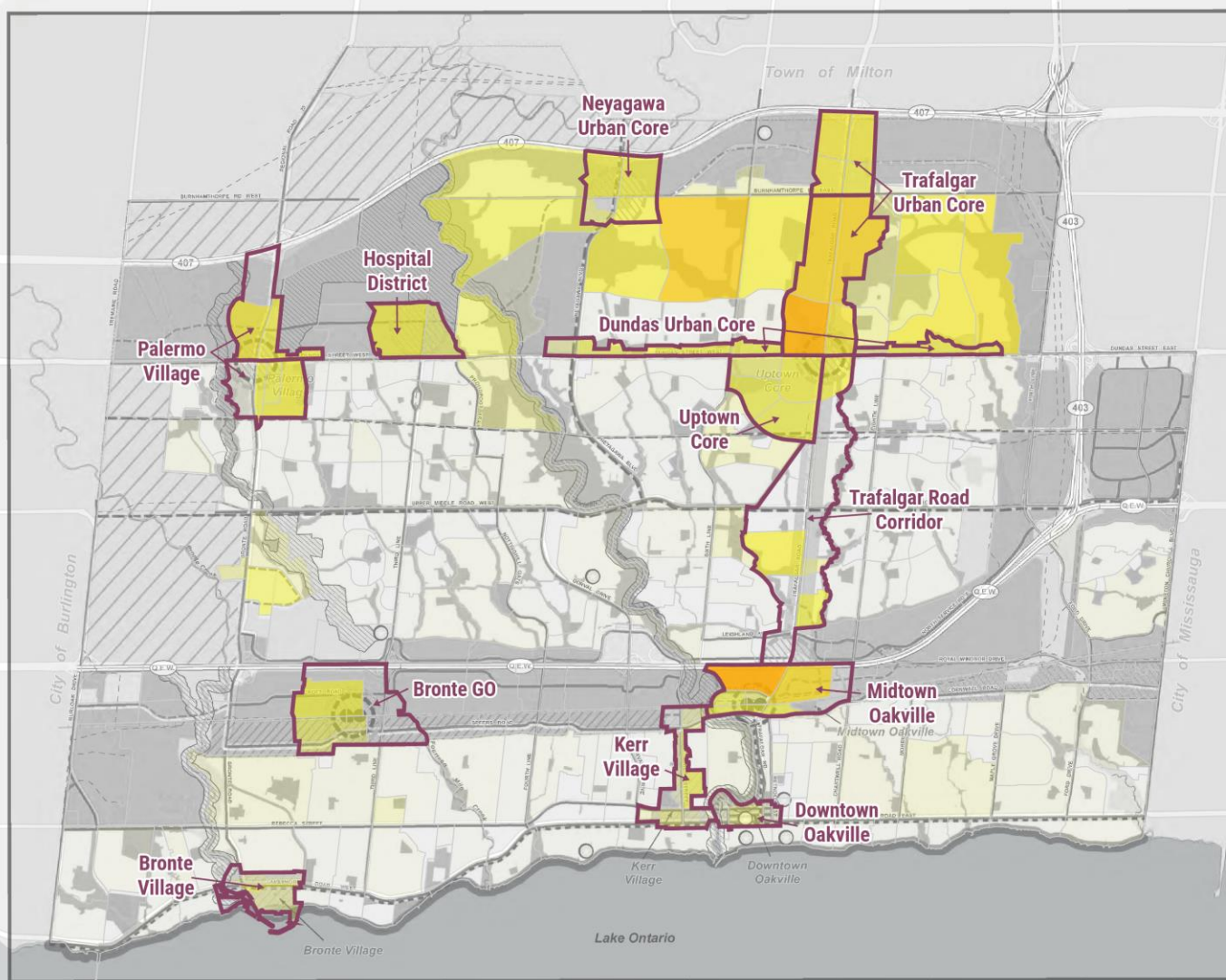


Uptown represents this portion of the continuum.

Source: Congress for New Urbanism (cnu.org)

Where growth is anticipated in the next 25 years

Based on Halton Region Joint Best Planning Estimates



Strategic Growth Area

Residential Population Growth, 2021 to 2051

Less Growth

More Growth

SCHEDULE A1 URBAN STRUCTURE

- LEGEND 1**
- PARKWAY BELT
 - GREENBELT
 - GREENBELT - URBAN RIVER VALLEY
 - NATURAL HERITAGE SYSTEM
 - PARKS, OPEN SPACE & CEMETERIES
 - WATERFRONT OPEN SPACE
 - NODES AND CORRIDORS
 - EMPLOYMENT AREAS
 - MAJOR COMMERCIAL AREAS
 - RESIDENTIAL AREAS
 - MAIN STREET AREA
 - EMPLOYMENT MIXED USE CORRIDOR
 - REGIONAL TRANSIT NODE
 - PROPOSED REGIONAL TRANSIT NODE
 - NODES AND CORRIDORS ² FOR FURTHER STUDY
 - MAJOR TRANSPORTATION CORRIDOR ³
 - PROPOSED MAJOR TRANSPORTATION CORRIDOR
 - REGIONAL TRANSIT PRIORITY CORRIDOR
 - MOBILITY LINK
 - MAJOR ACTIVE TRANSPORTATION CONNECTIONS
 - SCENIC CORRIDOR
 - UTILITY CORRIDOR
 - PROVINCIAL PRIORITY TRANSIT CORRIDOR
 - MAJOR TRANSIT STATION
 - HERITAGE CONSERVATION DISTRICTS/⁴ CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations

NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject to further study to more precisely delineate the extent of such areas

NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities

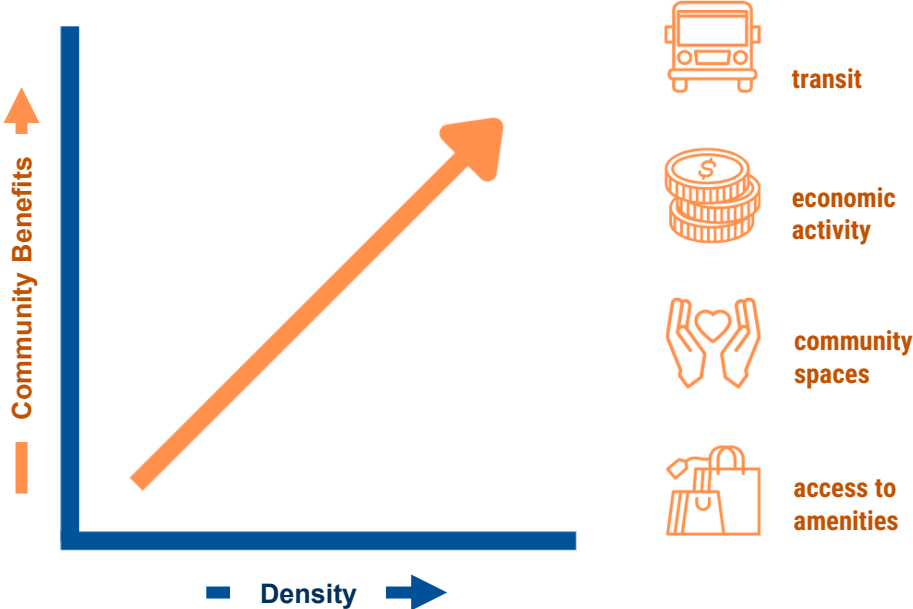
NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural heritage landscapes are designated under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure

1:50,000
August 31, 2021

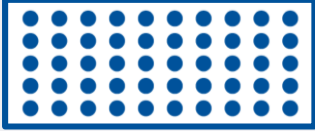
© DEPARTMENT OF PLANNING AND DEVELOPMENT/OFFICIAL PLAN FOR THE TOWN OF OAKVILLE 2021, SCHEDULE A1, URBAN STRUCTURE

Complete communities

A “complete” community is one with community benefits such as transit opportunities, economic activity, community spaces and access to amenities. Higher concentrations of people and jobs – higher densities – make the development of community benefits happen faster.



What would a complete community look like in terms of density?



Midtown
(upper limit)
~500 people and jobs / gross ha



Uptown
(potential upper limit)
~300 people and jobs / gross ha



Midtown
(required minimum)
200 people and jobs / gross ha



Uptown
(required minimum)
160 people and jobs / gross ha



Uptown
(2021 population with many underdeveloped sites)
80 people and jobs / gross ha

□ = 1 hectare ● = 10 people and jobs / gross ha

Phasing example (for illustrative purposes only – how a low scale plaza might intensify)



TODAY **~100 YEARS**