

Speers Road Corridor – Study Area

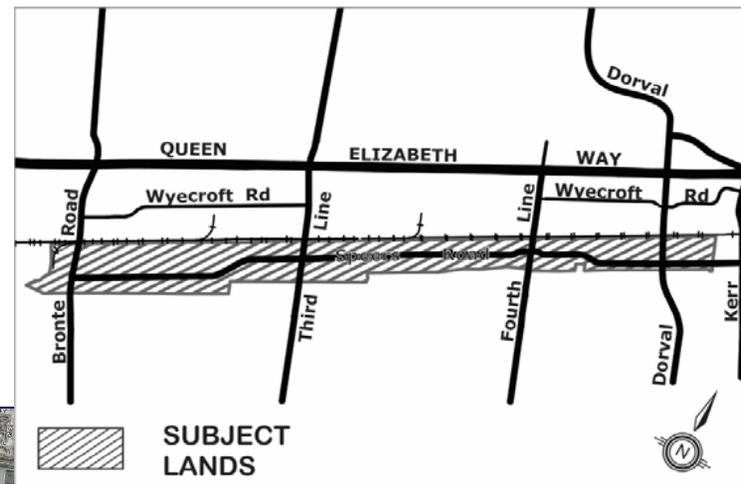
The study reviewed the lands bound by:

North: Railway tracks

East: Kerr Street *

South: Boundary between the employment area and southerly residential area

West: Bronte Creek



* The east end of study area is located within the Kerr Village Growth Area. The proposed Speers Road Corridor policies do not apply to this area.

Speers Road Corridor Study – Timeline

Why study the Speers Road Corridor?

The town's approved Official Plan – Livable Oakville, adopted by Council in 2009, identifies Speers Road as a special policy area which is to be studied to confirm long-term land uses and opportunities for suitable intensification.

Livable Oakville Council Subcommittee

With direction from the Employment and Commercial Review, the Speers Road Corridor Study got underway. Reports provided to the subcommittee outlined staff's assessment of the policies, plans, and existing conditions which may impact planning for Speers Road. Reports were presented in two phases: 1) preliminary directions, and 2) draft policies.



Official Plan Review

The town's five year Official Plan Review, required by the *Planning Act*, was launched at Council. The Speers Road Corridor Study was identified and to be completed in coordination with the town-wide Employment and Commercial Review.

Public Input - Official Plan Amendment

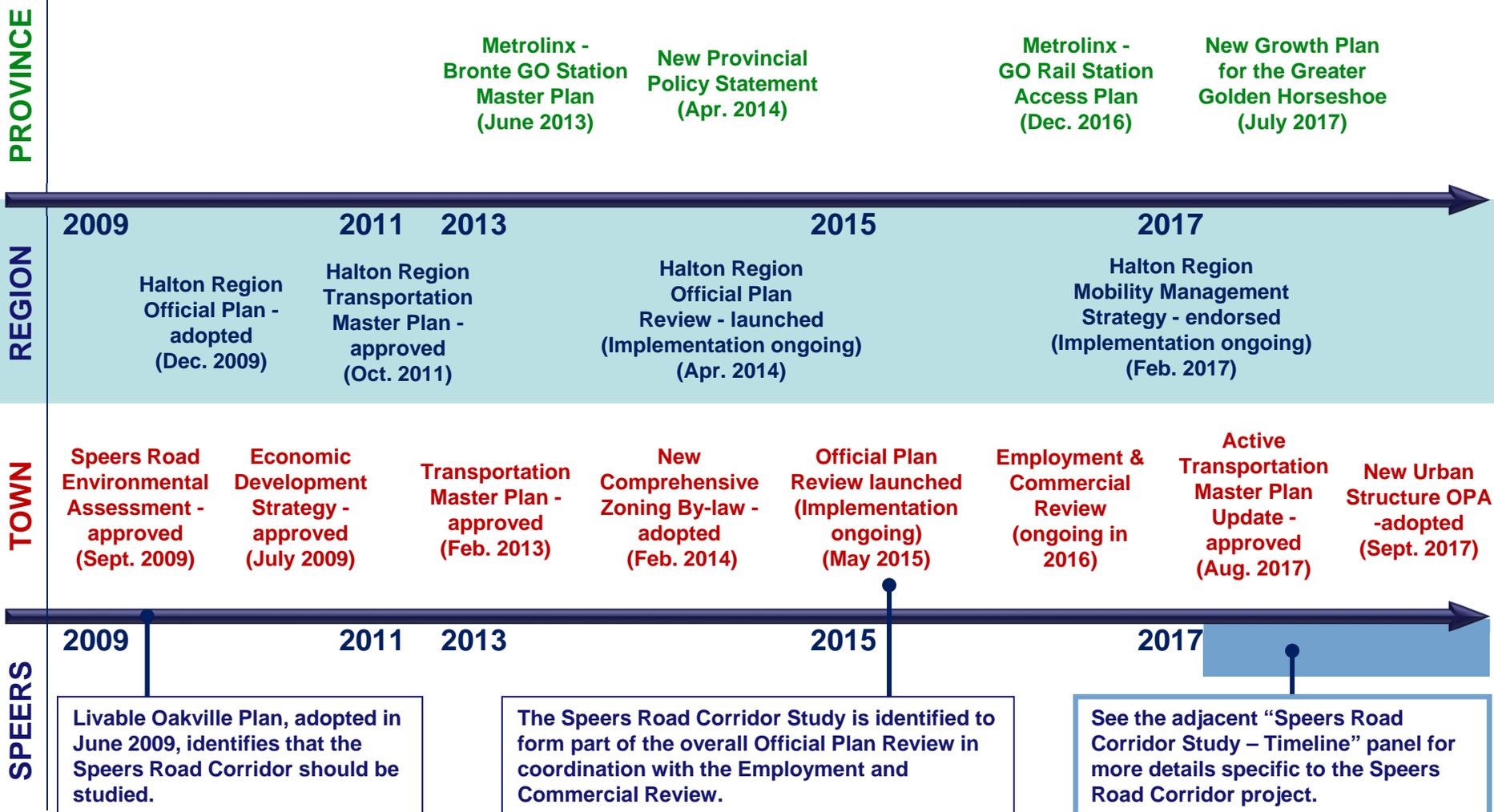
Based on all input to date, town staff drafted an Official Plan Amendment (OPA) to solicit public input and comments. A Statutory Public Meeting at Council is scheduled for November 6, 2017 to hear comments from the public.

Recommendation

Staff anticipate recommending an OPA for Council's consideration and adoption.

Speers Road Corridor – Study Inputs

Provincial, Regional and Town plans, policies and documents inform policy development. Below is a timeline of applicable documents which have been reviewed to inform the proposed Official Plan Amendment for the Speers Road Corridor.



Speers Road Corridor – Proposed OPA

Basis of the Official Plan Amendment

The proposed Official Plan Amendment (OPA) has been developed based on :

- The Speers Road Corridor Study report findings (March 2017 & September 2017);
- Input from the Livable Oakville Council Subcommittee;
- Ongoing review of study inputs;
- Consultation with town departments, Halton Region, and initial business and property owner meetings; and,

Your Input!



Public input on the proposed OPA will further inform a final recommendation to Council.

We'd like to hear from you!

Send your comments about the proposed OPA to:

townclerk@oakville.ca

Format of the Official Plan Amendment

The proposed OPA for Speers Road contains, **goals, objectives, a development concept, functional policies, land use policies** and **implementation policies** to guide growth and decision making along the corridor.

Speers Road Corridor – Proposed OPA

Goal

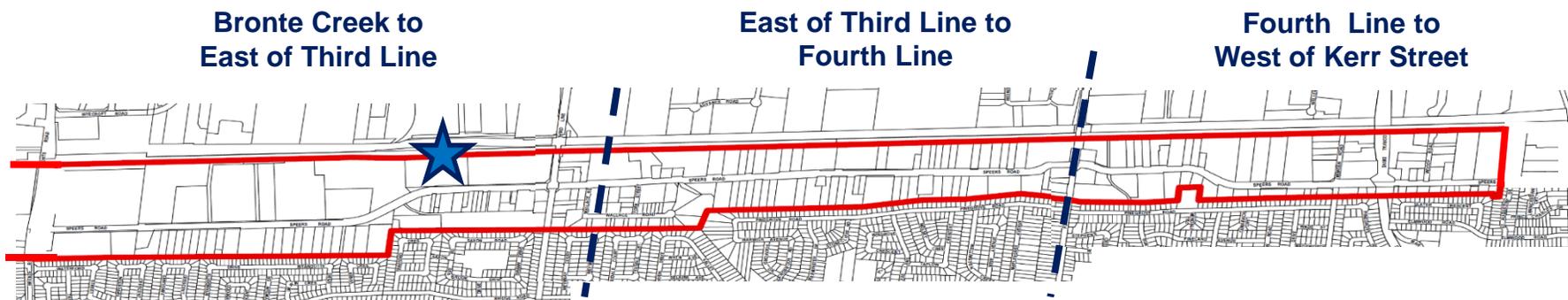
“The Speers Road Corridor will support the town’s urban structure as an *intensification corridor* and *regional transit priority corridor* which will be a multi modal, *transit supportive*, *employment area* where a wide range and mix of business and economic activities can thrive.”

Objectives

Recognize the unique context of Speers Road as an employment mixed use corridor	i.e. a broad range of employment and arterial commercial uses are contemplated
Support the role of Speers Road as an intensification corridor	i.e. employment growth and redevelopment are encouraged
Support the role of Speers Road as a regional transit priority corridor	i.e. it provides an important east-west link for transit connections across the town/region

Development Concept

The development concept provides a broad vision for the corridor including three districts (seen below) and the Bronte GO Major Transit Station Area (shown with a star) which will be subject to a future study.



Speers Road Corridor – Proposed OPA

Functional Policies

Transportation

The proposed OPA provides policies to help guide the evolving transportation needs for Speers Road including: its recognition as a *regional transit priority corridor*, and protecting for future road improvements including active transportation (buffered bike lanes) and pedestrian infrastructure improvements.

Parking

The proposed OPA provides policies to help guide the provision of private parking including: the preferred location for parking (rear and side yards), encouraging reduced and/or shared driveway access points, and encouraging shared parking areas between properties where possible.

Urban Design

The proposed OPA provides policies to help guide the design of new development including: transit-supportive design, a compact built-form, direction for compatible development adjacent to residential areas, and support for enhancing pedestrian movement.

Accommodating Intensification

The proposed OPA provides policies to help guide the accommodation of additional employment growth including: encouraging land assembly to allow for comprehensive site design and development, minimum building heights (2 storeys) for new development/certain uses, and encouraging increased employment densities.

Speers Road Corridor – Proposed OPA

Land Use Policies

- The proposed OPA would permit additional uses within each land use designation (see table below) allowing for a mix of employment and commercial uses already seen today. “Major retail” uses, as defined by the Provincial Growth Plan, continue to be prohibited.
- The proposed OPA provides a new definition for “*arterial commercial*” intended to recognize and permit the many existing commercial uses on Speers Road. Arterial commercial uses are to be limited in size and will be further scoped in the zoning by-law.

“**Arterial Commercial** means a business carrying out economic activities which may serve a local or broad market area providing specialized services or products having a low intensity retail function and which does not serve the day to day needs of the public. Due to their business activity or function they are distinct from uses that normally locate within planned commercial shopping areas, retail centres or plazas.”

The OPA provides for the following **additional** uses within the following land use designations:

Business Employment	Industrial	Business Commercial
<ul style="list-style-type: none"> • Indoor sports facilities • Places of entertainment • Arterial commercial uses • Service commercial uses • Accessory retail • Major office within 500 metres of Bronte GO Station • No <u>new</u> outdoor storage adjacent to residential 	<ul style="list-style-type: none"> • Office uses • Hotels • Public halls • Places of entertainment 	<ul style="list-style-type: none"> • Light industrial uses • Arterial commercial uses • Indoor sports facilities • Places of entertainment

NOTE: As part of the Employment and Commercial Review, the lands designated “Office Employment” on the south side of Speers Road, between Bronte Road and Fourth Line, are proposed to be redesignated as “Business Employment”.

Speers Road Corridor – Proposed OPA

Implementation Policies

The proposed OPA provides a new criterion to evaluate consent applications to ensure that land divisions do not preclude comprehensive site design, development, or restrict intensification from taking place.

Phasing and Transition Policies

The proposed OPA recognizes that development in accordance with this plan will occur over the long-term. They also:

- Allow legal existing uses to continue;
- Allow reductions to the minimum building height of 2 storeys for certain uses such as warehousing or manufacturing;
- Allow a change in use, additions and expansions of existing buildings which are not subject to the minimum building height;
- Protect for the Bronte GO Station Major Transit Station Area (future study)

Programs and Initiatives

The proposed OPA coordinates planning and development with other programs and initiatives including:

- economic development strategies
- Community Improvement Plans for brownfield redevelopment
- Updates required in consultation with Halton Region

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