

**PUBLIC INFORMATION MEETING RE: 530, 550,
588 KERR STREET AND 131, 171 SPEERS ROAD
SUMMARY OF MINUTES**

January 19, 2022

SUBJECT: SUMMARY OF MEETING MINUTES– Upper Kerr OPA Application re: 530, 550, 588
Kerr Street and 131, 171 Speers Road

LOCATION: Zoom Webinar

ATTENDEES

Town of Oakville – Paul Barrette, Charlie McConnell

Urban Strategies Inc. – Melanie Hare, Yiwen Zhu, Izabela Molendowski, Ning Lin,
Kenny Lamizana

BA Group - Tim Arnott

Landowner Group – Cory Basil, G Perkell, Gerald Lokash, Marc Lefler, Paula Basil,
Piper Morley, Rob MacFarlane, Sabina Lefler

Town and Regional Ward 2 Councillors – Cathy Duddeck, Ray Chisholm

Public Attendees (as captured from participant list)– Ted Haugen, Susan Haugen,
Vanessa Dorrington, Nicole LeBlanc, Alexandria De Sousa, Tracy Nursall, Rosanna,
Doug Sams, Jeff Knolls Film.ca, Albert Mansour, Aleida, Alex, Ali, Ali, Amanda,
Andrea T, Anita Yu, Anne Ribau, Anusha Shanmugarajah, Anya, B M, Ben Peacock,
Bill, Brenda, Brody Smollet, Caroline, Catherine Berry, Cecilia, CRM, Devin Bright,
Doug McKirgan, Elaine Sigurdson, Elena, Elio, Erin, Fiona, Front Line Outreach,
Gavin, Graham Family, guest 1000, J.R. Pearse, Jackie Connolly, Jay Zhu, Jayne,
John Andrews, JP Stephan, Kathy Stubits, Kelly Millar, Kerr village T, Lawrence
Tsang, Lenovo, Lesley Anderson, Ifrivalt, Lisa-Kaye W, Lynne McCart, Maria, Mariusz
Wiercioch, Mark, Martin Fink, Megan, Melissa, Michal Minkowski, Mike Laurie,
Milay, Nancy B, Patrick Bright, Paul, Paul Toms, Rania, Rob and Kate Pattinson,
Roseanna, Ruchika, Sandra DalBello, Saori McClure, Shuggy O'Donnell, Sid Mehta,
Sondra, Stephen, Sue Carduelis, Thomas Barakat, Thomas Szeto, Toni Rae, Trish,
Victoria, Vijvel, Yk,

Purpose of the Meeting: The purpose of this Public Information Meeting was to provide an overview of the Proposal for the Upper Kerr phased Official Plan Amendment, answer any questions, and hear feedback from the community.

An overview presentation of the context to the application and the Proposal was provided by Melanie Hare and Yiwen Zhu of Urban Strategies. Questions and comments were then invited from the participants. The following is a summary of the questions and comments section of the meeting. The public meeting was well attended with approximately 86 attendees in the Webinar. There was considerable overlap between some of the questions and comments that were shared in the Q&A function of the Zoom Webinar and during the commenting period. This summary captures comments made and questions posed during the meeting. The proponent's responses to questions are also summarized below under nine key themes and categories.

1. Defining the Long-Term Development Timeline
2. Design, Building Heights, and Density
3. Housing Typologies, Tenure, and Affordable Housing
4. Grocery Store, Commercial Uses, and Amenities
5. Park, Urban Square, and Public Realm
6. Mobility and Traffic Generation
7. Parking
8. 171 Speers Road – Film.ca Cinemas
9. Meeting Format and Next Steps

Summary of Questions and Comments

1. Defining the Long-Term Development Timeline

Several questions and concerns were raised regarding defining long-term development and the prospective timeline for a complete, mixed use community to materialize on the subject site. Inquiries under this category questioned the overall timeline and commencement of the project, if there is a developer already involved, and how long the overall construction is anticipated to last. Attendees asked for a specific breakdown of the phased approach to redevelopment and inquired about the details of what each phase would entail, most specifically the first phase.

Urban Strategies Inc. advised that this would be a long-term project, given the existing lease obligations on site and noted that the OPA is the start of the longer planning process. Any development would also need to secure Zoning and Site Plan approval, likely requiring 3-5 years before any construction can begin. Once this occurs, the development would be phased and likely take 10-15 years to full build out.

Other questions related to nearby developments and proposed projects in Kerr Village include the timeline relative to the Metrolinx's Kerr Street Underpass Project and whether the Upper Kerr phased OPA is a joint or separate project. Urban Strategies Inc. confirmed that they are two separate projects with their own timelines.

Urban Strategies clarified that the Kerr Street Underpass Project, a critical part of the town's Transportation Master Plan and approved EA, is a separate project with its own timeline.

2. Design, Building Heights and Density

The design of the Proposal generated considerable discussion, and attendees raised many questions and concerns regarding the design, heights, and density of the project. While there is overlap between the three categories, they have been divided below to capture the detailed inquiries:

Height and Tower Location

Members of the public were largely concerned by the scale and height of the Proposal, some commenting that a 28-storey height limit is too tall for Kerr Street and inquiring about the podium height. A member commented that the 2009 Livable Oakville Plan recommends buildings to be 8 to 12 storeys and required clarification on the rationale for the scale of intensification. While there were different opinions expressed on the maximum number of storeys, with attendees recommending different ranges, many suggested that the height should not exceed 25 storeys.

Urban Strategies clarified that the 28-storey building includes the podium, and that all podiums are no taller than 6-storey in height. While the Proposal is still at its early stages, Town policies seek podium designs that are scaled and animated to contribute to the public realm and positive pedestrian experience.

Concerns were raised about the location of the tallest buildings along Kerr Street instead of other areas, such as along the extension of Shepperd Road and/or St. Augustine Drive. Several attendees suggested relocating the taller buildings to the north and/or western portion of the site in addition to reducing the height of the tallest building. Members mentioned wanting to preserve the village character of Kerr Street and not have the tall buildings create a division from the remainder of the neighbourhood. Attendees inquired about the height restrictions for buildings in the Kerr Street Village Main Street District and where this height information could be found for the area. Attendees were also concerned about uncomfortable wind conditions, loss of sunlight, and sky views that tall buildings along Kerr Street could create.

Urban Strategies responded that the approach to the built form is based on key Town's design guidelines and principles, with requirements for the gateway locations to be located at specific locations such as the Speers Road and Kerr Street intersection and the gateway images to be distinct and recognizable. The Comprehensive Development Plan has included a variety of heights and placed the taller buildings at the northwest corner of Speers Road and Kerr Street to emphasize the intersection, provide an opportunity for variation in the skyline with distinct peak points, and to create a dynamic relationship.

Density

Attendees also voiced concerns about the Proposal's density, questioning the rationale for the proposal heights as it relates to the maximum height allowed currently by the Official Plan (OP) (tallest towers would be 16 storeys) and the appropriateness of an almost 50% increase. Attendees also asked about Oakville's residential density allocation seeking to know what percentage of this development it represents.

Concerns were also raised on the pressure that the increased height and density could have on servicing, including whether there could be a risk of drainage problems and flooding.

Servicing infrastructure related concerns will be addressed in the IBI Group Functional Servicing and Stormwater Management Report, which aims to identify whether existing and planned infrastructure is able to support the Proposal.

Design

Attendees raised inquiries over the design elements of the Proposal. Members requested that more design plans be presented to obtain more detail and clarity about the development approach. They also questioned whether the renderings reflected the 28-storey building massed on the site. Attendees also questioned how the Kerr Village Urban Design Guidelines influenced the design concept of the development as it was not discernable from their perspective. Several attendees commented that they love Kerr Village the way it is and are not fond of the idea of turning it into a "concrete jungle".

Other design-related questions sought clarifications on the meaning of 'landmark' buildings, whether the Proposal incorporates any artistic features, and the provision of gateway features. One member also encouraged the design of buildings to address climate change, whether through geothermal, heat pumps, or other green energy sources, to heat and cool the proposed buildings.

Urban Strategies responded that landmark buildings are defined as architecturally significant buildings that serve as a gateway into the area and contribute to its skyline.

Attendees were also seeking clarification of how this Proposal compares to the nearby Rain Condos located at 55/65 Speers Road and raised concerns on shadow impacts on the nearby development, suggesting the relocation of the proposed 28 storey building facing the Rain condos on the industrial west side. Alternative solutions also suggested locating the taller buildings on the outer edges of the site with smaller buildings located in the centre near the park to prevent obstructing the entire skyline for the nearby condo residents.

3. Housing Typologies, Tenure, and Affordable Housing

Attendees showed great interest about the tenure and housing options. Many members inquired whether the Proposal would include affordable housing, rent geared to income housing, or subsidized housing. If affordable housing is to be included in the Proposal, attendees asked what the breakdown or percentage of affordable housing units would be. Some attendees appreciated the additional housing the Proposal contributes in the Town which is rapidly growing and has a need for new forms of housing. Others had mixed reactions and suggested that the area is not appropriate for subsidized housing and townhouses should be included as part of the mix of housing as they would be more compatible with the existing single-detached homes south of Speers Road.

Urban Strategies responded that the Proposal plans for a mix of mid-rise and tall buildings and a range of housing units but is still in its early stages of development to address tenure and housing types. However, the intent is that there is a range of housing options and there is an interest in hearing what the priority is for the community.

4. Grocery Store, Commercial Uses, and Amenities

There was a lot of discussion around the current amenities available on the site including the grocery store, the Shoppers Drug Mart, and other relevant services. Several main themes of questions that were raised include: retaining access to affordable grocery options and the drug store, commercial and entertainment use, and other concerns such as impacts on school capacity.

Grocery Store and Drug Store

Attendees requested clarification on whether the grocery store and the Urban Square are being proposed as they were listed as "potential" land uses. Attendees were also worried that the addition of 1800 units and 3,000 potential new residents to Kerr Village would overrun the amenities. To better understand the anticipated increase, attendees wanted to know the amount of people who currently shop at the grocery store and what the new square footage of the grocery store would be.

Urban Strategies clarified that the Proposal plans for a total of approximately 7,900 square metres of retail provision and spaces mainly along Speers Road and Kerr Street which will contribute to animate these frontages. Urban Strategies also explained that the grocery store, central park, and

urban square are listed as “potential” land uses because it is a concept development that illustrates an intention to have these amenities and further discussion with the Town and the community through the approval process will help refine their location.

Attendees raised the concern that an affordable grocery store, such as Food Basics, is an important amenity for the community especially given the considerable presence of low to middle-income households in the area. Attendees inquired if there is a level of commitment to including a discount grocery store, post office, and pharmacy on the site. Members were also curious whether the Proposal will retain the Shoppers Drug Mart as many residents found it to be a great amenity for accessing health-related resources, especially for the elderly. Others mentioned preferring Food Basics over Shoppers Drug Mart as the pharmacy is open until midnight and/or 24 hours.

While the Proposal is in the early stages of the planning and approval process, Urban Strategies has planned for the physical space for a grocery store, similar in scale to Food Basics, to be replaced in a way where there could be developed without displacing the existing grocery store

Commercial and Entertainment Uses

Attendees wanted clarification as to the amount of commercial uses (which include small-scale retail, restaurants, and entertainment uses) proposed in addition to the grocery store. Inquiries about whether the site could accommodate a “Mom and Pop” style retail store were also raised. Attendees questioned the future of current commercial uses and services on the site, such as the convenience store, pizza restaurant, barber, furniture shops, and pharmacy. Some attendees mentioned preferring the site to be redeveloped with retail, dining, and entertainment uses instead of new residential towers.

Urban Strategies expressed an interest in learning more from the community on the types of retail they would like to see on the site.

Other Concerns related to Amenities

A few attendees were worried about the impact of the Proposal on the nearby elementary schools. As the current elementary schools have limited space with some utilizing portables for space, members were concerned how the density of the influx of residents - including children - would impact the capacity of local schools.

5. Park, Urban Square, and Public Realm

Attendees inquired about the public realm and open spaces such as the Urban Square and proposed central public park. Regarding ownership, attendees asked for clarification on whether the park will be publicly or privately owned. Members were also concerned that the park may be too small in size to support the higher density of the Proposal.

Urban Strategies clarified that the central park would be owned by the Town of Oakville (public park) and the urban square would be privately-owned but publicly accessible.

Attendees also expressed great interest in the inclusion of a dog park within the central park.

Urban Strategies acknowledged that pet amenities are important in planning for vertical communities and has considered use of lands within the railway setback/non-residential zone for this purpose. However, the public park design would be undertaken by the Town of Oakville and through future public consultation.

6. Mobility and Traffic Generation

There was a large discussion around mobility, traffic generation, and street connectivity which raised several concerns and questions in need of clarification. While there is overlap between the issues raised, the subjects have been divided into the following four categories: Traffic Generation and Infrastructure Adjustments, Mobility and Pedestrian Access, Public and Active Transportation, and Access and Loading.

Transportation/mobility related concerns will be addressed in the BA Group Part 2 Transportation Impact Assessment.

Traffic Generation and Infrastructure Adjustments

There were multiple concerns regarding the increase of traffic generated from past developments and the Proposal. Attendees noted that the local streets are being utilized as a bypass to Kerr Street which is already congested and busy south of Speers Road. Some also made note that Kerr Street and Speers Road are heavily utilized to access nearby services, Downtown Oakville, and the Oakville GO station. Multiple attendees wanted to know what steps were being taken to ensure that traffic is reduced, moves smoothly and effectively, and connecting streets such as St. Augustine and Queen Mary will not be over burdened.

BA Group has been consulting with the Town to identify what better linkages could be through this area to provide both mobility and congestion relief associated with intensification, including through alternatives to driving and reduced parking.

In addition, concerns were raised that the current site cannot support a large-scale project and is not sustainable from an infrastructure standpoint as the roads cannot be widened any further on Kerr Street. Attendees were also curious if there were any plans for widening road infrastructure of Kerr Street from Speers Road to Lakeshore Road West and adding traffic lights at St. Augustine and Speers. Some attendees raised idea for potential solutions to the traffic congestion such as planning for a QEW entry and exit to Kerr Street. Others were also wondering what the impact of the Proposal will be on the QEW with the additional traffic.

Analysis of the transportation capacity for the interim and full build out of the Proposal will be addressed in the BA Group Part 2 Transportation Impact Assessment.

Mobility and Pedestrian Access

Clarification about the mobility and pedestrian access introduced through this Proposal was raised. Attendees stated that they would like to see a pedestrian crossing between the park and the Urban Square. Attendees also inquired if there would be a pedestrian crossing at Kerr Street and Speers Road. If so, attendees inquired if such an intersection crossing would be at grade, above-grade or underground. Comments included that the walk to the GO train station is not pedestrian-friendly and whether there was an option to include a pedestrian bridge parallel to the rail lane to connect the transit hub with Kerr Village.

BA Group advised that a traffic signal at St. Augustine and Speers Road intersection is being contemplated, which would benefit from metering traffic towards Kerr.

Public and Active Transportation

In regards to public and active transportation, some attendees stated that Oakville is not like Toronto and other dense urban areas with a subway system therefore, it is not ideal to expect people to rely on public transport. Other members inquired about Oakville's public transport and the GO station and how robust it was and whether it was able to accommodate a population increase.

Attendees also asked if an allowance for cycling infrastructure and amenities such as bike lanes and locking racks, will be planned for. Questions were also raised if there are specific plans for including cycling infrastructure along Kerr Street and Speer Road, specifically due to the grade changes for Kerr Street. Attendees also inquired if there could be an opportunity for a local car share within the block and a transportation spot for Uber drivers, buses, and taxis.

Lastly, residents inquired if there was any transportation plan being created for the area with a focus on public transit. One attendee inquired if there were any previous learnings from the development of Liberty Village and the transportation approach taken there, and what measures would be considered not to repeat the same mistakes in Kerr Village.

Public transit, active transportation and alternative mobility strategies will be explored in the Part 2 Transportation Impact Assessment.

Access, Parking, and Loading

Attendees also raised concerns around general site access, parking, and loading. One attendee stated that the private streets proposed to be surrounding half of the central park prevents access to the existing community. Another attendee stated that the buildings on Kerr Street and Speers Road are already difficult to exit and this development will potentially decrease accessibility due to the influx of traffic. Attendees questioned what consideration is being given to the residents/owners who reside on Speers Road, east of Kerr, and their ability to access and depart from their homes as the street is a heavily utilized corridor and may only become more used with the increased density.

7. Parking

Some attendees wanted clarification on the amount of parking and whether there would be above ground or underground parking. In addition, there were questions about whether there would be parking allocated for the grocery store, visitors of the building, and the proposed park, where these spaces would be located and how many spaces would be provided. Attendees were concerned that the lack of parking would pose a problem as the Rain and Senses condo building at 65 Speers Road, had the majority of their visitors park at the shopping plaza and the new Proposal would decrease the availability of this surface parking which is well used by locals and visitors.

BA Group advised that parking strategy related to the commercial uses on-site, including the grocery store will encourage parking reduction strategies for the purpose of traffic relief BA Group confirmed that parking would be provided in parking decks, predominantly underground and expanded that as

part of the parking strategy, there would be car sharing opportunities which is expanding strategy in most intensification areas.

8. Film.ca Cinemas (171 Speers Road)

Attendees were concerned if they would lose the cinema at 171 Speers Road as a result of the Proposal, as it is a recreational amenity for Kerr Village and the wider Oakville community.

Mr. Jeff Knoll, identified he was attending not as a Councillor but representing his business interest as CEO of Film.ca Cinemas, currently operating at 171 Speers Road. He indicated that the 171 Speers property was being included in this application under protest, that the Cinema has an important role in the community, and this Proposal devalues this business. Mr. Knoll stated that long-term planning is in place for their business and he does not want to lose clients and investors by speculation that the property is for sale and there is potential for redevelopment.

Urban Strategies advised that this is a long-term and phased redevelopment and has contemplated an interim scenario that would demonstrate how 4 (instead of 5) parcels of the block could build out with a phased street and open space pattern. Urban Strategies also acknowledged Mr. Knoll's request to relocate the required development application signs and has moved those closer to Kerr Street.

9. Meeting Format and Next Steps

Some participants also expressed frustrations with the virtual public meeting format and desire for a in-person Town Hall public meeting. Participants wanted to know whether minutes will be shared publicly and how will they be distributed.

Urban Strategies thanked the participants and their participation through comments, questions, and suggestions and look forward to hearing more from the community. Urban Strategies will make the minutes available through the Town and participate as an observer at the upcoming Town-host public meeting (February 15).