



# 530, 550, 580 Kerr Street and 131, 171 Speers Road

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## Official Plan Amendment Planning Justification Report

November 12 2021

**URBAN  
STRATEGIES  
INC .**



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**1.0**

**INTRODUCTION**

# 1.0 INTRODUCTION

This Planning Rationale document has been prepared by Urban Strategies Inc. on behalf of April Investments Limited (owner of 588 Kerr Street), 527079 Ontario Limited (owner of 530 Kerr Street), Trans County Development Corporation Limited (owner of 131 Speers Road), and Oakville Developments (2010) Inc (owner of 550 Kerr Street) (**together known as the “landowners”**). This document is in support of an Official Plan Amendment (**the “OPA”**) to permit the redevelopment of lands municipally addressed 530, 550, 580 Kerr Street, 131 and 171 Speers Road (**together known as the “subject site”**) into a comprehensive mixed use, transit supportive neighbourhood (**the “Proposal”**).

The purpose of this document is to analyze the Proposal with respect to all applicable planning policies and urban design guidelines and to provide a rationale for the proposed Comprehensive Development Plan and implementing Official Plan Amendment.

The subject site is comprised of a 4.8 ha block located within the Town of Oakville’s Kerr Village, more specifically consisting of 5 properties on the northwest quadrant of the Kerr Street and Speers Road intersection. Kerr Village has been identified by the Livable Oakville Plan (**the “Plan”**) as one of the six Growth Areas within the Town of Oakville for which growth through intensification in the form of compact transit-supportive development with a mix of uses is to be concentrated. Figures 1 and 2 depict the existing retail uses on the site, its approximate size, and the boundaries of the five properties located within the subject site.



Figure 1. Existing retail uses on the subject site including a grocery store, Shopper’s Drug Mart, hardware store, and furniture store.



Figure 2. The Subject Site and five properties.

- Post Expropriation Site Boundary
- Boundary Between Existing Properties

# 1.1. The Proposal

The Proposal plans for the high density, mixed use intensification of a large underutilized site within a planned Growth Area and along a Regional Transit Corridor in the Town of Oakville.

In keeping with the Town’s Official Plan policies, a Comprehensive Development Plan (shown on Figures 3 and 4) has been created which considers the phased and full build out potential of the subject site. In preparing the block design, we have considered redevelopment on the basis of a coordinated approach to achieve full build out potential on the site.

The Proposal includes an enhanced public realm, an urban street and block pattern that connects to the surrounding urban fabric, and a compact built form which responds to the surrounding context through appropriate transitions. Massing and height have been strategically distributed across the blocks in a manner that creates a pedestrian-friendly and animated public realm, optimizes solar access to the conceptual public park, and places the tallest heights at identified gateway locations. A range of uses and amenities are vertically integrated within buildings.

The intent of this OPA is to permit a Comprehensive Development Plan which will enable the delivery of a mixed-use complete vertical community containing urban development blocks with building heights ranging from eight to 28 storeys, a total GFA of 194,200 square metres, and a density of 3.4 FSI, outlined in Table 1 below.

Overall, the Comprehensive Development Plan is consistent and conforms with Provincial, Regional, and Town policies and guidelines related to planning for growth in a manner that creates a transit-oriented, complete, and liveable community.

### Mix of Uses

A mix of residential, retail, and non-residential uses are planned for the site, and will be vertically integrated within buildings. Frontages are proposed to include active and non-residential uses, providing animated at-grade pedestrian experiences at key street frontages. The planned retail component includes a grocery store use.

### Streets and Blocks

The street network connects to the surrounding urban fabric, and proposes to facilitate the planned extension of Shepherd Road and St. Augustine Drive as public roads. A private road and mid-block connections create connectivity to the central public park. At the site’s full build out, the looped road frames the park in its entirety and presents an opportunity for buildings to front onto the park. From this street network a series of seven blocks are proposed.

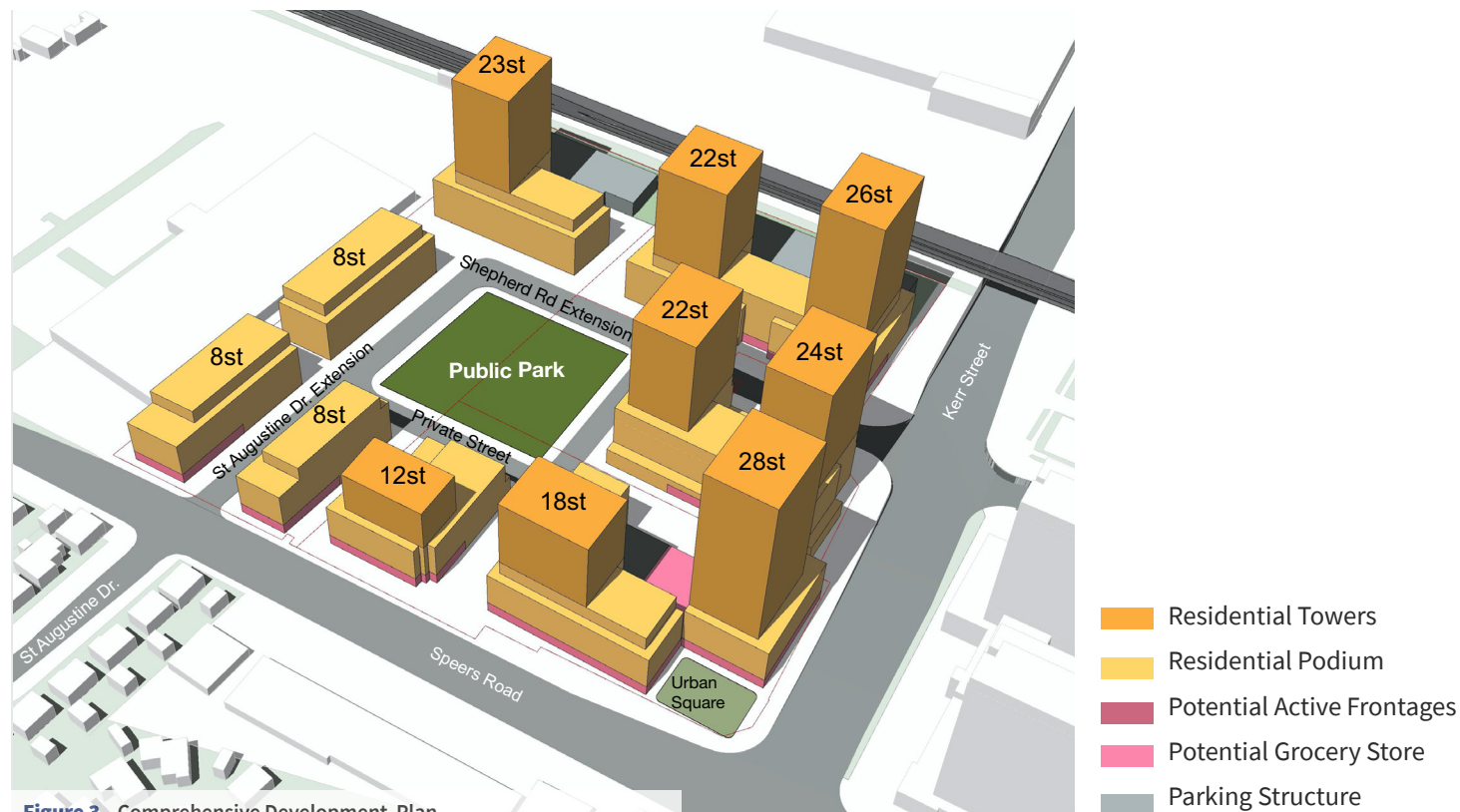


Figure 3. Comprehensive Development Plan

Table 1. KEY STATISTICS

Site by Property	Post Expropriation Land Area (ha)	Retail GFA (sq m)	Above Grade Parking (sq m)	Residential GFA (sq m)	Total GFA (sq m)	# of Units	Total NFA (sq m)	FSI
588 Kerr (AREA A)	0.9	1,000	6,500	40,000	47,500	430	40,380	4.5
550 Kerr (AREA B)	0.8	1,900	2,800	40,000	44,700	428	34,850	4.4
530 Kerr + 131 Speers (AREA C)	1.2	4,000	0	48,000	52,000	516	44,200	3.6
171 Speers (AREA D)	1.9	1,000	5,000	44,000	50,000	473	42,500	2.3
<b>TOTAL</b>	<b>4.8</b>	<b>7,900</b>	<b>2,800</b>	<b>172,000</b>	<b>194,200</b>	<b>1,847</b>	<b>161,930</b>	<b>3.4</b>

\*FSI calculated based on Town of Oakville’s definition using net floor area/site area. GFA and NFA for Area A and D includes structure parking within non-residential zone

**Enhanced Public Realm**

The Proposal includes a centrally located one-acre public park framed by streets. The park contributes to the high degree of pedestrian connectivity throughout the site by also serving as a mid-block connection. Animated and active uses at-grade of buildings framing Kerr Street and Speers Road will also serve to enhance streetscapes and foster a comfortable pedestrian environment.

A publicly accessible urban square, green connections, and gateways established through this Proposal, will also contribute to a pedestrian-oriented public realm and will enhance place-making opportunities in Kerr Village.

**A Diverse and Compact Built Form**

A diverse range of massing and building heights are planned across the subject site. Building podiums are proposed up to 8 storeys, with some podiums including partial bases as low as 2-storeys. Podiums will include animated uses fronting Kerr Street, Speers Road, and Shepherd Road. The tallest building heights are proposed

to be 26 and 28 storeys in height. These buildings are strategically located to frame two gateways at the northeast and southeast corners of the site. The buildings are also appropriately massed to minimize impacts on the public park and on nearby low-rise uses, reinforcing transitions and compatibility with the surrounding urban fabric.

**Phased Development**

Given the scale of the subject site, the Proposal will be developed in a phased manner which responds to the existing uses and ownership parcels. Approaches to phasing may vary, and will be contemplated upon submission of future site-specific development applications.

The Comprehensive Development Plan has been designed to anticipate a mix of uses and amenities are delivered in a phased manner and considers the potential of the subject site at full build out, allowing for existing uses to continue operation. The public park and road network will be able to function in an interim and full build out scenario.

The Proposal and related Comprehensive Development Plan considers the subject site in its entirety and plans the site comprehensively to support a greater amount of residential and employment density which serves to meet Town, Regional, and Provincial intensification targets.

Furthermore, the Proposal's utilization of the entire site meets the Town's policy objectives for the Kerr Village Growth Area and Upper Kerr Village District by enabling the delivery of a Comprehensive Development Plan and mixed use, complete community.

With respect to the Livable Oakville Plan policies for the Kerr Village Growth Area, the parcels comprising the subject site are intended to redevelop comprehensively as one block. This allows for a development framework that can best accommodate the planned extensions of Shepherd Road and St. Augustine Drive, and introduce a coordinated circulation and public realm network.

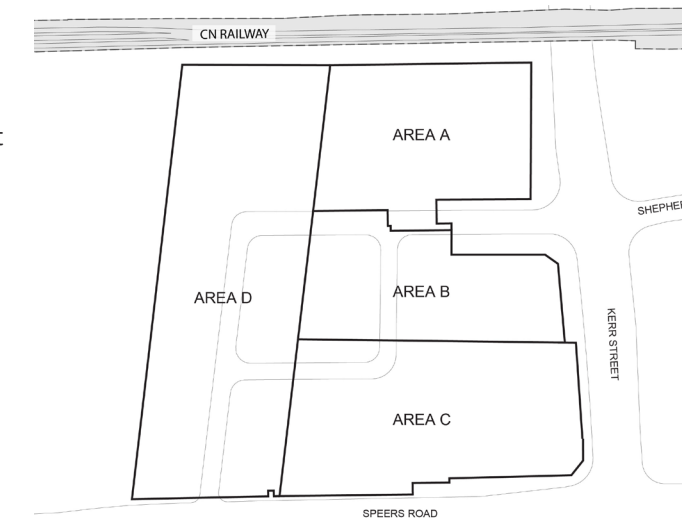


Figure 5. Development Blocks

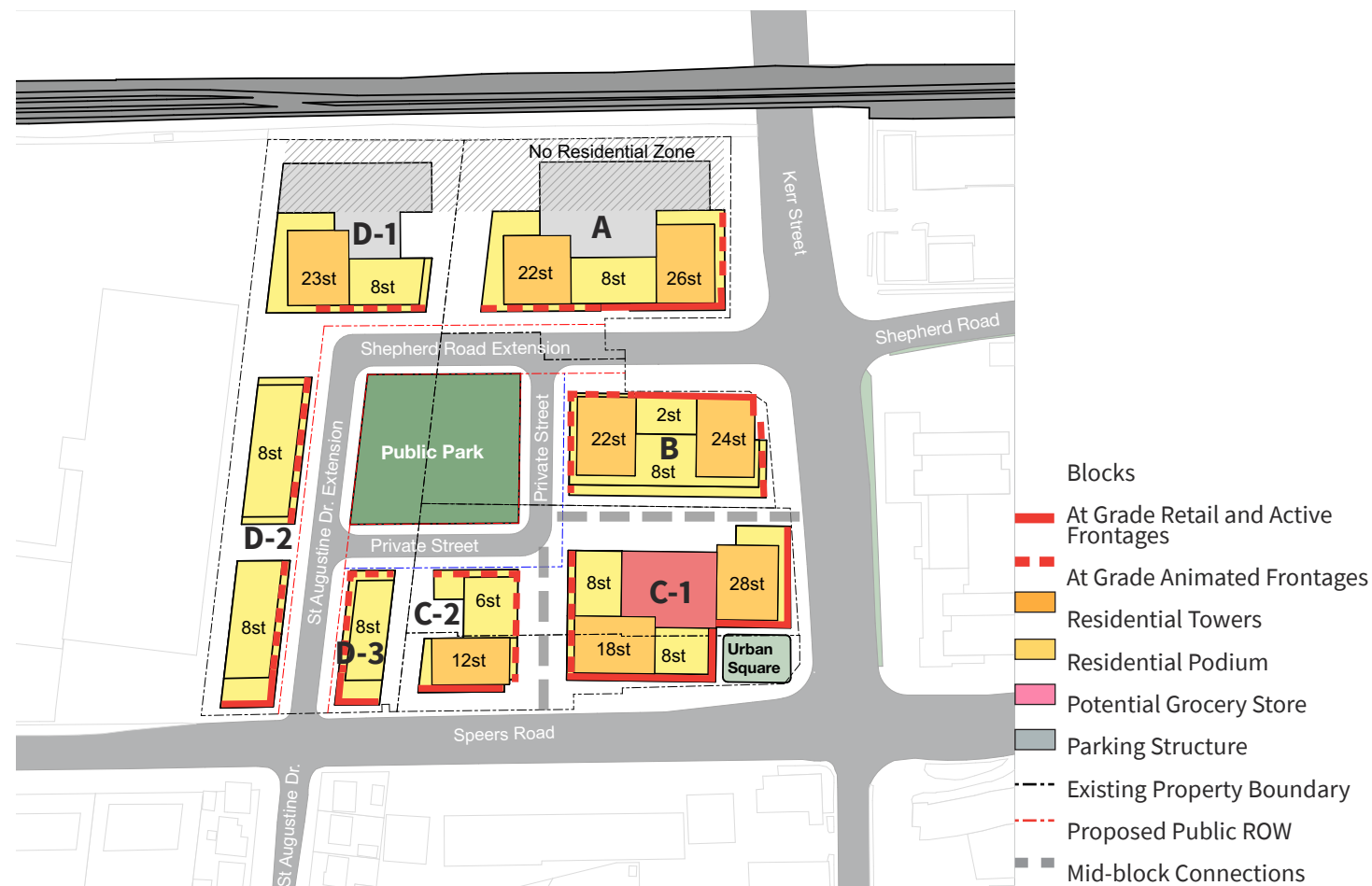


Figure 4. Comprehensive Development Plan



Figure 6. Demonstration Plan

## 1.2. Intent of the Official Plan Amendment

This OPA submission delivers a Comprehensive Development Plan (Figure 4) for the subject site and proposes additional height than currently permitted in the Livable Oakville Plan.

A draft Official Plan amendment has been included with the submission that proposes to repeal and replace Official Plan sections to implement the Comprehensive Development Plan. More specifically, the draft OPA proposes to repeal and replace Policy 23.7.1 which requires a comprehensive development plan that demonstrates the full build out potential of the subject lands, recognizes the phased manner of redevelopment and determination of non-residential uses adjacent to the railway lands.

The Proposal and proposed replacement language included in the draft OPA, are intended to implement the Comprehensive Development Plan, including provisions related to streets, public space, development blocks and built form, while effectively addressing these policies. Policy 23.8.2a is proposed to be repealed and replaced with a provision related to bonusing as will be determined through the development approval process, included in the final OPA. The Proposal meets the requirements outlined for site-specific Official Plan Amendments in Section 28.2 of the Plan.

The applicants acknowledge that full development entitlements will require Zoning By-law amendments and more detailed technical studies. In particular, further technical reports including functional servicing, transportation, environmental, noise will be required in support of the Official Plan Amendment and will be submitted before the Public Statutory Meeting.

The Proposal, illustrated in the Demonstration Plan (Figure 6) provides a development concept for the subject site which comprehensively considers all parcels on the subject site, while also proposing to provide parkland and a well-connected road network which would subsequently serve as a long-term benefit to the Kerr Village community.



**2.0**

**THE SITE AND  
SURROUNDING  
CONTEXT**



# 2.0 SITE & SURROUNDING CONTEXT

## 2.1. The Subject Site

The subject site is located at the northwest corner of Kerr Street and Speers Road in the Town of Oakville's Kerr Village.

The subject site is bound by Speers Road to the South, Kerr Street to the east, a CN rail corridor to the north, and a single storey heritage building at 201 Speers Road to the west. It is a Listed property in the Town's Heritage Register but is not designated under Part IV of the Heritage Act. The Town states that it was identified as a property with potential cultural heritage value for its industrial building designed by a renowned architect.

The subject site consists of 5 properties (530, 550, 580 Kerr Street, 131 and 171 Speers Road) with a total site area of approximately 4.8 ha (11.8 acres), including about 7,721 square metres of surface parking. Given the land expropriation and realignment of Kerr Street

and Speers Road as part of a grade separation project conducted by Metrolinx, the subject site area is reduced to approximately 2.1 ha (5.25 acres).

Today, the subject site is occupied by commercial plaza and buildings containing a variety of retail and commercial uses:

- A cinema and education centre with associated parking areas at 171 Speers Road (Figure 7).
- A home furnishings retail occupied by DOT Furniture at 131 Speers Road (Figure 8).
- A JYSK retail store, Shoppers Drug Mart retail store and associated parking areas at 550 Kerr Street (Figure 9).
- A Food Basics grocery store at 530 Kerr Street (Figure 9).
- A range of commercial uses and associated parking areas including a book store at 580 Kerr Street (Figure 10).

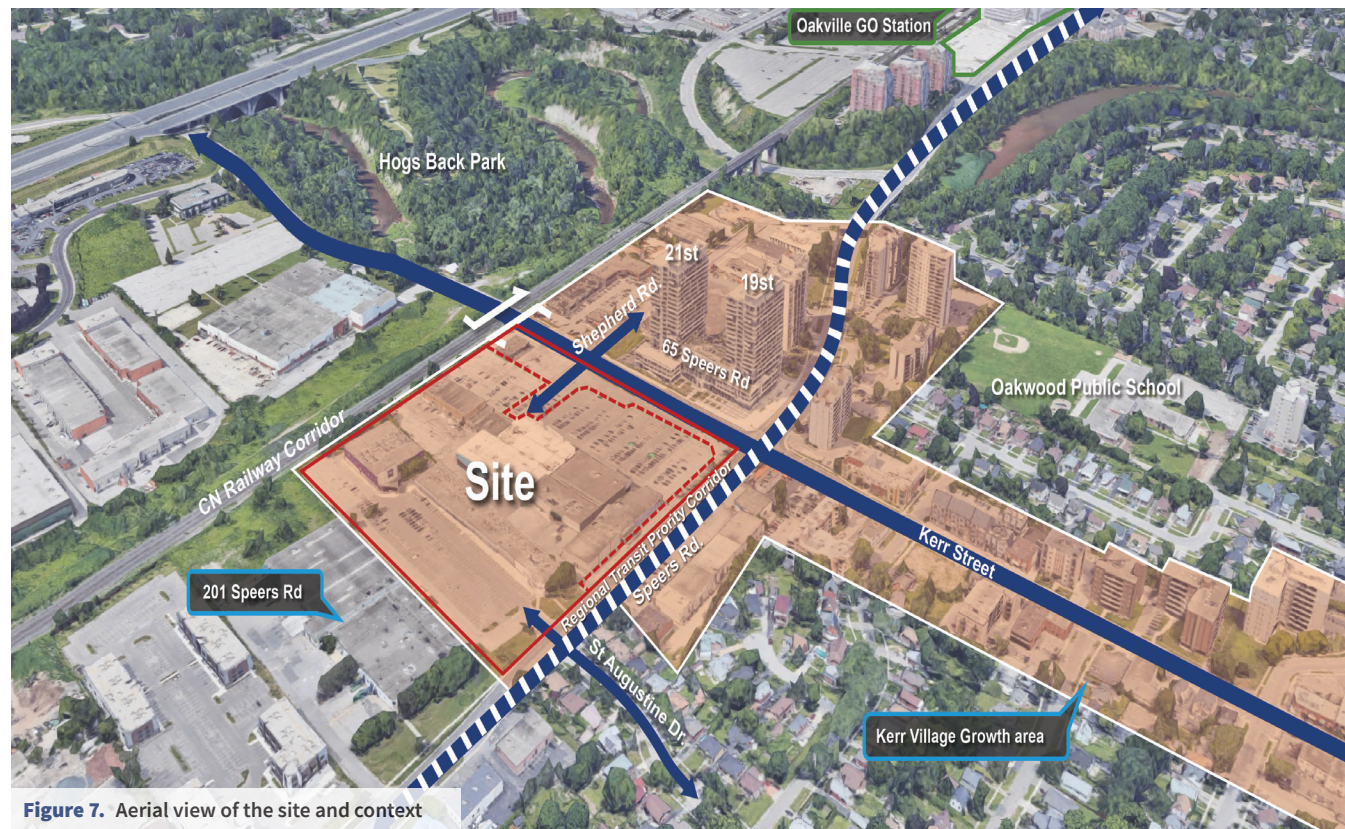


Figure 7. Aerial view of the site and context



Figure 8. 171 SPEERS ROAD



Figure 9. 131 SPEERS ROAD



Figure 10. 530 AND 550 KERR STREET

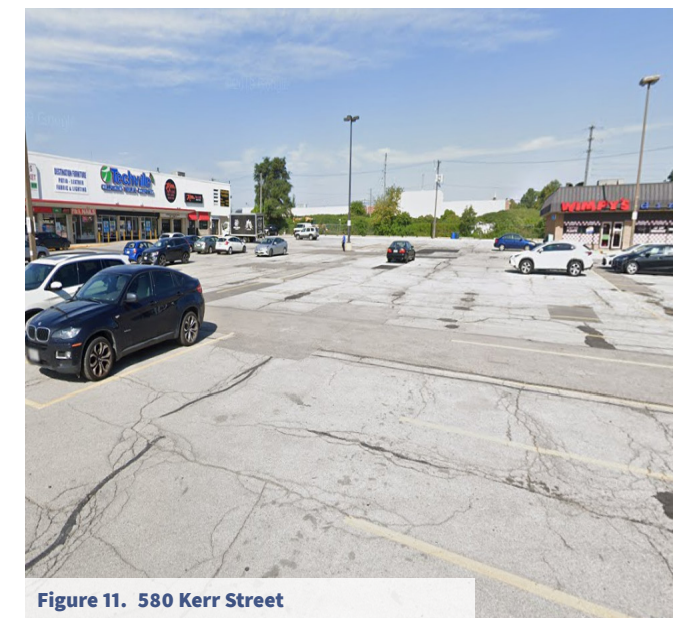


Figure 11. 580 Kerr Street

## 2.2. Surrounding Context

The subject site and surrounding properties are located within the Kerr Village Growth Area, an area which is planned for higher density development. Generally, the land uses and building forms in immediate proximity to the subject site are characterized by a mix of low-scale residential, business, and commercial uses with higher-density residential uses along the main arterial roads.

**North:** Immediately adjacent to the subject site is the CN rail corridor.

**East:** A mixed-use development is located at the northeast corner of Kerr Street and Speers Road. Mid-rise apartment buildings are located further to the east along Speers Road, between Kerr Street and Queen Mary Drive.

**South:** Low-rise residential uses in the form of single and semi-detached homes are predominantly concentrated to the south of the subject site. Further south, along Kerr Street, are a mix of low and mid-rise buildings with institutional, office and commercial uses.

**West:** Alliance Labelling Inc, a packaging service, is located within a single storey industrial building listed as an heritage property at 201 Speers Road. Low-rise commercial uses are located further to the west along Speers Road.



Figure 12. Street view looking north of the subject site towards CN rail corridor



Figure 15. Looking west towards 201 Speers Road heritage building



Figure 16. View of Speers Road looking west



Figure 13. Mixed-use development located east of Kerr Street



Figure 17. Looking east towards residential buildings along Speers Road



Figure 18. View of low-rise commercial buildings located south of the subject site



Figure 14. Mid-rise apartment building at 80 Speers Road



Figure 19. Street view of Kerr Street looking south of Speers Road

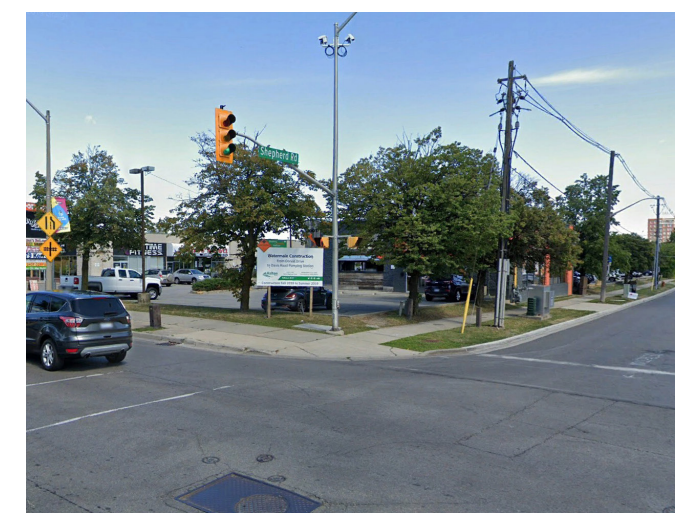


Figure 20. Commercial plaza located north of Shepherd Road

## 2.3. Development Context

There are a number of proposed, approved or recently submitted planning applications for residential or mixed-use developments with varying building heights in Kerr Village and the nearby surrounding area.

Within Kerr Village, building heights range from 4 to 21 storeys, including an approved mixed-use development consisting of two tall buildings of 19 and 21 storeys at 65 Speers Road, 66 and 70 Shepherd, and a proposed 12-storey mixed-use development at 150 Randall Street (shown on Figure 20), 125 Navy Street & 143 Church Street.

Within the vicinity of Kerr Village, in Midtown Oakville, and closer to Oakville GO station, there are proposed developments with up to 27 storeys, including a proposed 27-storey residential tower at 627 Lyons Lane, which is located south of the Queen Elizabeth Way and approximately 1.3 kilometres east of the subject site and within 800 metres to the GO station. There is also an application for a mixed-use development at 157 Cross Avenue, proposing building heights of 12 and 26 storeys, as well as an application for two mixed-use buildings of 14 and 19 storeys at 271 Cornwall Road and 485 Trafalgar Road (Figure 21).

Nearby proposed, approved, or recently completed developments are further summarized in Table 2 and depicted on Figure 23.



Figure 21. A 12-storey mixed use building at 150 Randall Street



Figure 22. Mixed-use buildings of 14 and 19 storeys at 271 Cornwall



Figure 23. Low-rise residential building at 70 Stewart Street

Table 2. NEARBY DEVELOPMENT APPLICATIONS

#	Address	Ward	Location	Application Type	Status	Land Use	Density (FSI)	Height (Storeys)	Description and Notes
1	105, 113 - 131 Garden Drive	2	Lower Kerr Village Lakeshore Rd W / Garden Drive	ZBA / OPA	Under Review	Residential	2.49	4 + 1 (Terrace)	Proposed four storey retirement residence containing 100 independent supportive living units and 32 assisted living units.
2	105 and 115-159 Garden Drive	2	Lower Kerr Village Lakeshore Rd W / Garden Drive	Site Plan	Under Review	Mixed Use	-	5	Five-storey retirement residence containing 100 independent supportive living units and 32 assisted living units and 104 square metres of retail space
3	152 Wilson Street	2	Kerr Village Rebecca Street / Kerr Street	ZBA / OPA	Under Review	Mixed Use	-	6	6 storey retirement home with 230 units, 110 parkings stalls and indoor and outdoor amenity space. Retail at-grade.
4	58 and 62 Shepherd Road	2	Upper Kerr Village Kerr Street / Shepherd Road	Site Plan	Under Review	Residential	-	10	A 10 storey building with 192 residential units and 9 live-work units at grade
5	224 and 234 Kerr Street and 110, 118, 120 and 124 Deane Avenue	2	Lower Kerr Kerr Street / Deane Avenue	Site Plan	Under Review	Mixed Use	-	4	-
6	174 Lakeshore Road West	2	Lower Kerr Village Lakeshore Rd W / Brookfield Rd	ZBA	Approved	Residential	1.97	4	Collection of 22 high-end three-storey townhomes.
7	65 Speers Road, 66 and 70 Shepherd	2	Upper Kerr Village Shepherd Road / Kerr Street		Approved	Residential	-	21	"Condo consists of two towers - 19 and 21 storeys - that are connected by a five-storey podium.  Construction completed in 2014."
8	70 Stewart Street and 73 Washington Avenue	2	Kerr Village Stewart Street / Kerr Street	Draft Plan of Condominium	Approved	Residential	-	4	"Condo consists of 39 apartment units.  Construction completed in 2017."
9	74 Stewart Street	2	Kerr Village Stewart Street / Kerr Street	Site Plan	Under Review	Mixed Use	-	4	Mixed use development with one commercial unit and seven residential units
10	627 Lyons Lane	3	South of Queen Elizabeth Way	ZBA	Under Review	Residential	-	27	
11	150 Randall Street, 125 Navy Street & 143 Church Street	3	Kerr Village Kerr Street / Florence Drive	ZBA	Under Review	Mixed Use	-	12	Development of a 12-storey mixed-use building
12	271 Cornwall Road and 485 Trafalgar Road	3	Midtown Oakville Cornwall Road / Trafalgar	ZBA / OPA	Under Review	Mixed Use	-	14, 19	Redevelopment of the westerly portion of the Olde Oakville Market Place for two mixed-use buildings of 14 and 19 storeys.
13	157 Cross Avenue	3	"Midtown Oakville South of Queen Elizabeth Way / Cross Avenue "	ZBA / OPA	Under Review	Mixed Use	-	26, 12	Redevelopment of a single storey commercial building with a mixed use development containing a 26-storey high-rise tower and 12-storey mid-rise component.

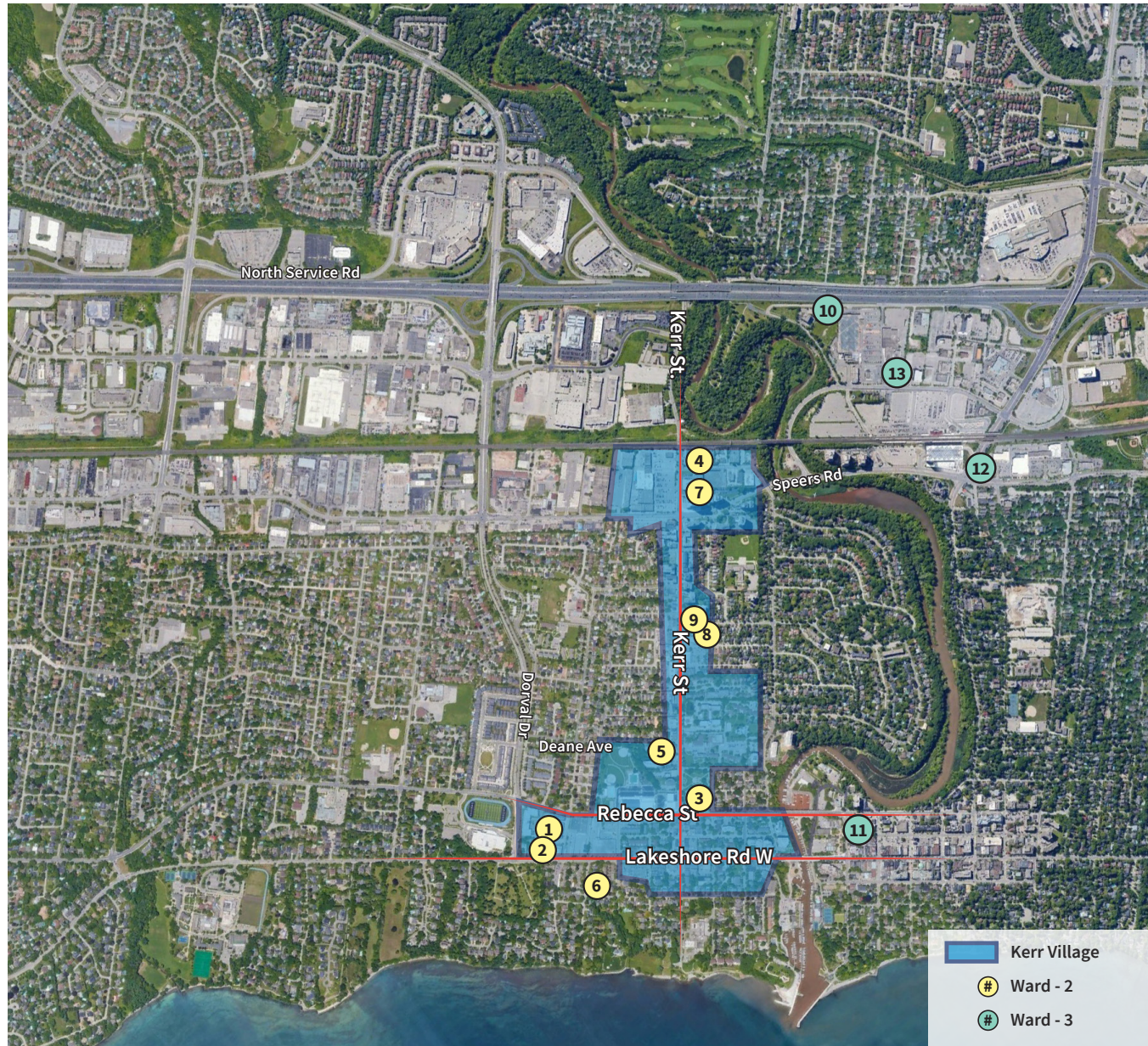


Figure 24. Nearby Development Applications Map



**3.0**

**PLANNING  
AND POLICY  
FRAMEWORK**

## 3.0 PLANNING AND POLICY FRAMEWORK

### 3.1. The Planning Act (1990 as amended)

The Planning Act R.S.O, 1990. c. P.13 determines the overall regulatory framework for land use planning in Ontario. Section 2 of the Act lists matters of provincial interest to which municipalities shall have regard to, including the orderly development of safe and healthy communities (2.h) and the promotion of well-designed built form that encourages a sense of place and provides high quality, safe, accessible, attractive and vibrant public spaces (2.r).

#### PLANNING ACT SUMMARY OPINION

**The Proposal has regard for the provincial interests described in Section 2 of the Planning Act, in that it delivers a framework supportive of a built form which is well-designed and integrates a new public space, helping to achieve a sense of place.**

### 3.2. Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) provides broad policy direction on land use planning and development related to provincial interests with which Halton Region and the Town of Oakville's planning decisions must be consistent.

The policies outlined in Section 1.0 of the PPS support the building of strong and healthy communities through efficient land use and development patterns. Section 1.1 includes policies which promote efficient and resilient land use and development patterns. Policy 1.1.1 outlines criteria to achieve healthy, liveable and safe communities by accommodating an appropriate range and mix of land uses and housing types (1.1.1.b) and promoting transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimize transit investments and standards to minimize land consumption and servicing costs (1.1.1.e).

The PPS also directs that Settlement Areas are to be the focus of growth and development, which should be achieved through intensification and redevelopment providing for a mix of uses, densities, and complete communities designed to achieve a compact, pedestrian-oriented built form (Policy 1.1.3). Policy 1.1.3.7.b directs planning authorities to establish and implement phasing policies required to meet current and projected needs by ensuring the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities to meet current and projected needs.

#### SECTION 1.2.6 – LAND USE COMPATIBILITY

Policy 1.2.6.1 of the PPS provides direction on how sensitive land uses should be planned to minimize and mitigate potential conflict between non-compatible land uses and minimize risk to public health and safety. The subject site is adjacent to a rail corridor, and the Proposal ensures to deliver a development framework which respects the required 30 metre setback between the rail corridor and proposed sensitive uses, in order to maintain land use compatibility.

#### SECTION 1.4 TO 1.6 – HOUSING, PUBLIC SPACES, AND INFRASTRUCTURE

Section 1.4 of the PPS addresses housing, including policies which support the provision of a range and mix of housing options and densities to meet current and long-term population needs through lands suitably zoned, and a better use of existing transit and infrastructure for residential intensification and redevelopment (Policy 1.4.3. d, e).

The PPS also discusses how healthy and active communities should be promoted by ensuring public streets, spaces and facilities are safe, foster social interaction, and facilitate active transportation and community connectivity. Section 1.5 promotes the provision of a full range of publicly accessible spaces for recreation, including parks, public spaces, open space areas, trails, and linkages (Policy 1.5.1. a, b). Policy 1.6.7.4 states that land use patterns, densities, and, a mix of uses should be promoted which minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

#### PPS SUMMARY OPINION

**The Proposal is consistent with the policies of the PPS, in that it delivers a framework for intensification and growth through the provision of a mixed use, complete community on an underutilized site, capitalizing on existing and planned transit infrastructure. The Proposal provides the opportunity for future development to deliver a transit-oriented and compact, urban built form with a range of housing unit types, and contemporary commercial space while maintaining existing retail functions to meet the current and future needs of the growing population.**

### 3.3. Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (the Growth Plan), came into effect on May 16, 2019. The Growth Plan directs how regional growth in the Greater Golden Horseshoe should be managed. This new Growth Plan replaces the previous version (2017), and was further amended on August 28, 2020.

#### SECTION 1.2.1 - GUIDING PRINCIPLES

Section 1.2.1 of the Growth Plan outlines a series of principles to guide land use planning decisions and public investment in infrastructure. These principles include making efficient use of land and prioritizing intensification and higher densities in strategic growth areas, building compact, vibrant, complete communities, and, optimizing the use of existing and new infrastructure to support growth in a compact form.

#### SECTION 2.2.1 - MANAGING GROWTH

The Growth Plan directs growth and development to be focused in settlement areas with built-up, transit-supportive environments that can support the achievement of complete communities. Intensification within settlement areas is to be directed in areas with existing or planned public service facilities to support the achievement of complete communities, including through the provision of a mix of uses, a more compact built form, a vibrant public realm and open space, contributing to environmental sustainability, and a diverse range and mix of housing options (Policies 2.2.1.2.c, 2.2.1.3.c, 2.2.1.4. a, d.(iii), and e).

#### SECTION 2.2.2 – DELINEATED BUILT-UP AREAS

Section 2.2.2 of the Growth Plan sets out the policies related to intensification. Policy 2.2.2.3 directs municipalities to develop an intensification strategy to be implemented throughout delineated built-up areas, which will ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities (d); and, prioritize planning and investment in infrastructure and public service facilities that will support intensification (e).

#### SECTION 2.2.6 – HOUSING

Section 2.2.6 of the Growth Plan outlines housing policies to support the achievement of complete communities through residential development providing for a diversified housing stock that incorporates a range and mix of housing options and densities, and a mix of unit sizes to accommodate a diverse range of household sizes and incomes (Policies 2.2.6.2. c, d and 2.2.6.3).

#### SECTION 4.2.5 – PUBLIC OPEN SPACE

Section 4.2.5 of the Growth Plan encourages the development of a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that clearly demarcates where public access is and not permitted; is based on a coordinated approach to trail planning and development; and is based on good land stewardship practices for public and private lands.

### GROWTH PLAN FOR THE GGH SUMMARY OPINION

**The Proposal conforms to the policies outlined in the Growth Plan, and provides for intensification, transit-supportive development, and opportunities to promote urban growth. The Proposal delivers a framework for an appropriate level and form of intensification within a designated growth area that will optimize nearby transit services. By offering substantial new housing opportunities while maintaining the existing retail and employment function of the subject site, the Proposal will help support the realization of a complete community in a revitalizing area. As confirmed in the Transportation Impact Assessment and Urban Design Brief, the Proposal is also compatible with surrounding uses and makes efficient use of existing infrastructure by extending connectivity with existing arterial roads and a proposed street network within the site.**

### 3.4. Halton Regional Official Plan

The Halton Regional Official Plan (ROP) provides land use planning directions to guide growth and development in Halton Region to the year 2031. The policies, strategies and long-term vision outlined in the ROP support the building of mixed-use, compact, transit-supportive, walkable communities through efficient use of lands and services, prioritizing intensification and higher densities in strategic growth areas, with a minimum intensification and density target to be achieved by 2031 or earlier.

#### SECTION 72 - URBAN AREA

The subject site is within the Region's Urban Areas as per Map 1A. Section 72 of the ROP directs that growth and development within Urban Areas should be mixed use, compact, and transit-supportive, making efficient use of land and existing and planned urban services, and promoting live-work relationships to achieve complete communities (Policies 72.1 and 72.2). Policies 72.6 and 72.9 particularly encourage the development of Intensification Areas, which are to be the focus of growth, intensification and increased densities in Halton Region.

#### SECTIONS 84 TO 86 – HOUSING

Sections 84 to 86 of the ROP outline housing policies, which promote the provision of a range and mix of housing options, densities and designs. The policies direct to support residential intensification through the development or redevelopment of underutilized sites, which efficiently use existing or planned lands and services (Policy 84 and Policies 85.4, 8, 13).

### HALTON REGIONAL OP SUMMARY OPINION

**The Proposal conforms to the policies outlined in the Halton Region Official Plan, and provides for intensification, transit-supportive development, and a mix of uses on an underutilized site. The Proposal delivers a framework for increasing housing supply and accommodating population growth in the Region and efficiently utilizing land by contributing to the delivery of a compact, complete community within the Urban Area.**

### HALTON REGION MUNICIPAL COMPREHENSIVE REVIEW AND NEEDS ASSESSMENT

The Regional Official Plan (ROP) policies provide for Plan review every 5 years to ensure it is aligned with Provincial policies, reflect changes in communities. The Regional Official Plan Review process started in 2015 and has 3 phases: 1) Directions, 2) Discussion Papers, and 3) Policy Directions.

The population and Employment forecasts for Halton Region from 2031 to 2051 resulting from this MCR are shown on Table 3. The Town of Oakville has indicated that a growth concept which does not involve urban expansion is the best growth management strategy. Preference for a concept which supports a shift to apartments as the primary typology used to accommodate population growth and directs employment growth to be located in mixed-use strategic growth areas, supported by office employment, has been identified.

Table 3. POPULATION AND EMPLOYMENT DISTRIBUTION

Year	Population Forecast			Employment Forecast		
	2031	2041	2051	2031	2041	2051
Halton Region	456,000	1,000,000	1,100,000	390,000	470,000	500,000

Source: Halton Region Official Plan

## 3.5. Town of Oakville Official Plan (‘Livable Oakville Plan’)

The subject site is designated as a Growth Area as per Schedule G in the Livable Oakville Plan (“the Plan”) and is further designated Urban Core in Schedule O1 of the Kerr Village Land Use Plan. The Plan identifies Kerr Village as one of the six Growth Areas that are to provide for a concentration of mixed use, higher density, development (Policy 3.2). Section 4 of the Plan provides a land use planning framework which directs and manages growth to 2031 that conforms with Provincial policies and plans, and reflect the principles of Provincial policy which seek to provide for a significant shift to a compact urban form and intensification within the built-up area. The Plan states that growth is anticipated to primarily occur within the existing built boundary and the designed Growth Areas outlined in Part E, which includes Kerr Village.

### POLICY 4.1 – GROWTH AREAS

The Plan directs that the majority of intensification shall occur within the Growth Areas, and identifies Kerr Village as one of the secondary Growth Areas in the Town. The intent for secondary Growth Areas is to promote their development as mixed use centres with viable main streets. The Plan notes that Kerr Village has been the subject of detailed, comprehensive land use studies which have resulted in objectives and policies to provide for growth opportunities.

## SECTION 6 – URBAN DESIGN

### 6.1.1 – OBJECTIVES

The general objectives outlined for urban design in Oakville focus on providing for communities which are comfortable and safe for pedestrians and all road users, compatible with their surroundings, and include accessible public spaces, streetscapes, gateways, and employ a compact urban form which is supportive of place-making opportunities, especially within Growth Areas (6.1.1.a, b, c, d).

### 6.2 TO 6.5 - PUBLIC REALM, COMPLETE STREETS, STREETSCAPES, AND STREET DESIGN

Policy directions for the public realm focus on providing for a walkable street network which promotes active transportation, a network of comfortable and highly accessible pedestrian-oriented public spaces, and the enhancement of streetscapes through the provision of street furniture, trees, softscapes, wayfinding, and public art (6.2.1.a, b, c, d, e).

Planning and designing for complete streets should also be achieved in new communities. Design elements for complete streets are outlined in Section 6.3, and include features such as adequate circulation for multi-modal transportation, convenient connections which prioritize pedestrian, cyclist, and transit usage, and high-quality public spaces (6.3.1.a, b, d).

Design objectives for streetscapes focus on enhancing the local context and creating a sense of identity, while promoting a pedestrian-oriented environment, and seamless transitions between the public and private realms (6.4.1.a, b, e). Streetscape enhancement and design criteria applicable to new development include strategically placing principal building entrances towards the street and towards corner intersections (6.4.2.a); framing the street (6.4.2.b); and, connecting active uses to the public realm (6.4.3.c).

Regarding street design and layout, policy 6.5.1.a states that development should establish or reinforce a modified grid street pattern with an interconnected network of roads designed to disperse traffic through the provision of alternative routes.

### 6.6 – GATEWAYS

The Plan underscores the importance of planning and designing for gateways which create a sense of entrance and arrival to communities through well-designed built form, landscaping and enhanced streetscape elements (6.6.1). The Plan differentiates between ‘major gateways’ and ‘minor gateways’, stating that major gateways are to be located at major entry points into the Town and Growth Areas while minor gateways are to be located at secondary entry points to the Town and at prominent intersections (6.6.2). Policy 6.6.3 directs that development at gateways should be designed with a pedestrian-scaled built form, oriented towards the public realm, and serve to complement the character of the area.

### 6.7 – URBAN SQUARES

The Plan recognizes urban squares as extensions of the public realm, and states that they should be publicly accessible, safe, and barrier-free places which integrate local history and culture, maximize user comfort, adapt to changing needs of users, and, promote formal and informal social interactions (6.7.1 a, b, c, d). Policies 6.7.2 and 6.7.3 direct that urban squares should be included

in development proposals, with particular emphasis on encouraging the provision of a single, large urban square or series of smaller urban squares in large development projects.

### 6.9 – BUILT FORM

Directions for appropriate built form are outlined in policies 6.9.1 through 6.9.15, which promote the development of compact, urban built form and focus on criteria such as high-quality architectural design, compatibility, accessibility to pedestrians, and promoting an animated public realm with active uses at grade.

Specific built form policies relevant to the proposal include designing buildings to be massed, oriented, and scaled appropriately in a form that is compatible with the immediate neighbourhood character and surrounding land uses (6.9.1 and 6.9.2). Policies 6.9.4, 6.9.5, and 6.9.6 direct that buildings in Growth Areas should be oriented on and towards street frontages, should include visually permeable facades containing human-scaled elements. Development should also be designed with varied building massing (6.9.7), and heights that are compatible with adjacent existing development which may be employed through appropriate height transitions, setbacks, and façade setbacks (6.9.9). Policy 6.9.15 directs the siting of buildings to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.

### 6.11 AND 6.12 – PEDESTRIAN ACCESS AND CIRCULATION AND VEHICULAR ACCESS AND CIRCULATION

Policy directions for how developments should incorporate pedestrian and vehicular access by providing safe and direct access and circulation routes to and through the site for the purpose of connecting pedestrians to principal entrances of buildings, amenity areas, and parking areas (6.11.2.a). Regarding vehicular access and circulation, the Plan states that developments should incorporate safe and direct vehicular access routes by including defined internal driving aisles, establishing on-site circulation, and framing parking areas (6.12.1).

The Transportation Impact Assessment confirms that the proposed road network on the site is capable of providing adequate access to both pedestrians, cyclists, and vehicles, and maintains circulation for all road users.

## SECTION 7 – COMMUNITY USES

As per Policy 7.1.2.a.v, parks are one of the several community uses that are permitted within all land use designations. The Proposal meets this requirement by providing a central one-acre park which is proposed to be accessible by a conceptual road network flanking all four edges of the park – creating an accessible open space for all road users, especially pedestrians and cyclists.

## PART D – LAND USE DESIGNATIONS

### 12.5 - URBAN CORE

Lands designated Urban Core are envisioned to include a strong urban focus, a mix of uses, and transit-supportive development. Uses permitted within the Urban Core include a wide range of retail and service commercial uses, offices, and residential uses. Retail and service commercial uses shall be provided on the ground floor of mixed-use buildings directly fronting public streets (12.5.1.a). Permitted building heights within the Urban Core are a minimum of eight storeys and a maximum of 12-storeys (12.5.2.a), and underground and/or structured parking is encouraged in order to limit surface parking and promote transit-supportive intensification (12.5.3.a).

## PART E – GROWTH AREAS, SPECIAL POLICY AREAS AND EXCEPTIONS

### SECTION 23 – KERR VILLAGE: GOALS, OBJECTIVES, AND DEVELOPMENT CONCEPT

The Kerr Village Growth Area policies found in Part E of the Livable Oakville Plan, identify the area suitable for accommodating intensification through new mixed-use development. The intent of Kerr Village is to continue its function as a location for institutional, recreational and public open space uses. Policy 23.1 identifies the overarching goal to revitalize Kerr Village into a vibrant business district and cultural area. The objectives for Kerr Village are outlined in policies 23.2.1, 23.2.2, and 23.2.3 which direct that opportunities for sustainable growth should be promoted in Kerr Village through designing new development to have a compact, urban built-form, with a mix of uses and higher densities. Development should also be transit-supportive and foster connections and circulation for cyclists, pedestrians, and public transit, while also contributing to an attractive public realm with



the inclusion of comfortable and accessible open spaces. Development should also ensure that higher density uses along main streets are appropriately transitioned and compatible with nearby lower density residential neighbourhoods.

Section 23.3 provides development concepts and their objectives for the three different Districts within Kerr Village. Policy 23.3.1 outlines the development concept for Upper Kerr Village District – in which the subject site is located – and directs that this District will evolve into a transit-supportive and mixed-use area, permitting higher density development, and will include gateway features, an urban park, and, pedestrian mid-block connections.

The Proposal aligns with the goals, objectives, and development concept for Upper Kerr Village by enabling the establishment of a planning framework which delivers a compact and transit-supportive complete community with a mix of uses, including community amenities such as a central park and grocery store.

### 23.5 – URBAN DESIGN

In addition to the Urban Design policies provided in section 6 of the Plan, policies 23.5.1 through 23.5.6 provide urban design policies specific to the Kerr Village area. These policies direct that public realm and streetscape improvements should be integrated through new development, especially for Kerr Street (23.5.1). The public realm and streetscapes are to be enhanced by pedestrian-oriented design elements, large building setbacks and open space areas (23.5.2). Buildings are to be designed with active uses at-grade principal entrances facing the street (23.5.3).

Policy 23.5.4.b.ii also identifies the intersection of Speers Road and Kerr Street as a location for a gateway, which is anticipated to serve the Kerr Village area through design elements such as compact built form, distinctive streetscape treatments, landscaping, and/or public art. Finally, policy 23.5.5.a states that a new park shall be provided in the Upper Kerr Village District.

### 23.6 – LAND USE POLICIES – URBAN CORE

As per Schedule O1 – Kerr Village Land Use, the subject site is designated as Urban Core and is also identified as eligible for bonusing. As per policy 23.6.2, the maintenance of a food store shall be encouraged within the Urban Core designation. As per policy 23.6.3, residential uses may be permitted on the ground floor

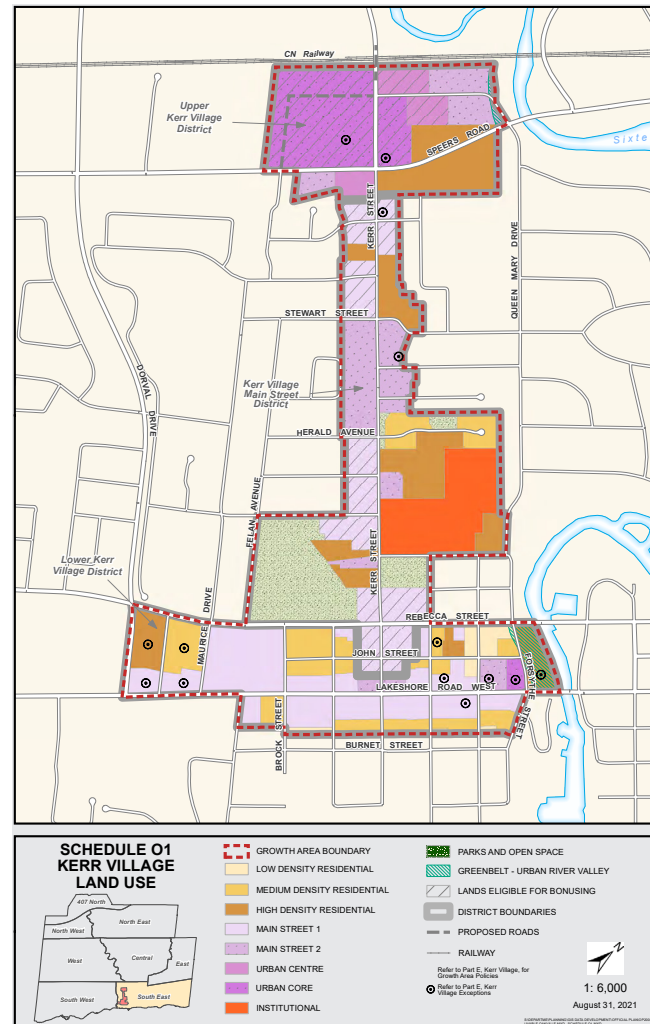


Figure 27. Livable Oakville Plan - Schedule O1 Kerr Village Land Use

on the lands designated Main Street 1 and Main Street 2, including multiple-attached dwellings and apartments, except where adjacent to Lakeshore Road West, Kerr Street and Speers Road, where commercial, community, cultural or limited office uses shall be provided on the ground floor facing the street, to maintain and enhance a pedestrian-oriented main street function.

### 23.7 – KERR VILLAGE EXCEPTIONS – SCHEDULE O1

As per policy 23.7.1, the lands designated Urban Core at the northwest corner of Speers Road and Kerr Street are subject to additional policies which direct that the lands should be redeveloped based on a comprehensive development plan demonstrating the potential full build out of the lands (23.7.1.a), which may occur in a phased manner (23.7.1.b).

### 23.8 – IMPLEMENTATION POLICIES

As per policy 23.8.1, development within Kerr Village will likely occur gradually over the long-term and be planned in conjunction with the provision of transit (i), transportation improvements (ii), water and wastewater services (iii), stormwater management facilities (iv), pedestrian and cycling facilities (v), and utilities (vi) while existing uses and buildings are intended to be redeveloped in conformity with the Plan (23.8.1.b).

As per policy 23.8.3(c), the proposed urban park in the Upper Kerr Village district west of Kerr Street north of Speers Road may be located within the site bound by the Shepherd Road extension to the north, Kerr Street to the east, Speers Road to the south and St. Augustine Road extension to the west (i); provide public underground parking facilities with a “green roof” at street level forming the urban park portion of the site (ii); be accessed at street level via mid-block pedestrian connections and from Kerr Street, Speers Road and the north Gateway (iii); and, be maintained through a public-private partnership (iv).

## PART F – IMPLEMENTATION AND INTERPRETATION

### SECTION 28.2 – SITE-SPECIFIC OFFICIAL PLAN AMENDMENTS

Section 28.2 of the Plan outlines the criteria which submissions for site-specific OPA’s need to meet, and states that the Town will evaluate site-specific amendments within the context of the goals, objectives and policies of the Plan.

As per policy 28.2.3, submissions must demonstrate that the proposed amendment is: a) consistent with the Town’s mission and guiding principles; b) does not undermine the Town’s urban structure; c) is consistent with Provincial, Regional, and Town plans for multi-modal transportation systems, municipal services, infrastructure and public service facilities; d) does not result in adverse fiscal impacts for the Town; e) is an appropriate use for the land; f) is compatible with existing and planned surrounding land uses; g) is not more appropriate under a comprehensive Official Plan review or a municipal comprehensive review; and, h) does not establish an undesirable precedent if approved; and, i) satisfies all other applicable policies in the Plan.

The Proposal meets the policy requirements for a site-specific OPA, as it is consistent with Provincial, Regional,

and Town policies, and the supporting materials provided with this report demonstrate that the proposed Comprehensive Development Plan of the subject site with increased density and height can be accommodated within the planned transportation system and will not have adverse impacts on the existing surrounding land uses. The Proposal will deliver a framework for intensifying an underutilized site in a designated Growth Area, contributing to intensification, transit-oriented development and density targets outlined in Provincial, Regional, and municipal policy documents, and is therefore an appropriate use for the land and represents good planning.

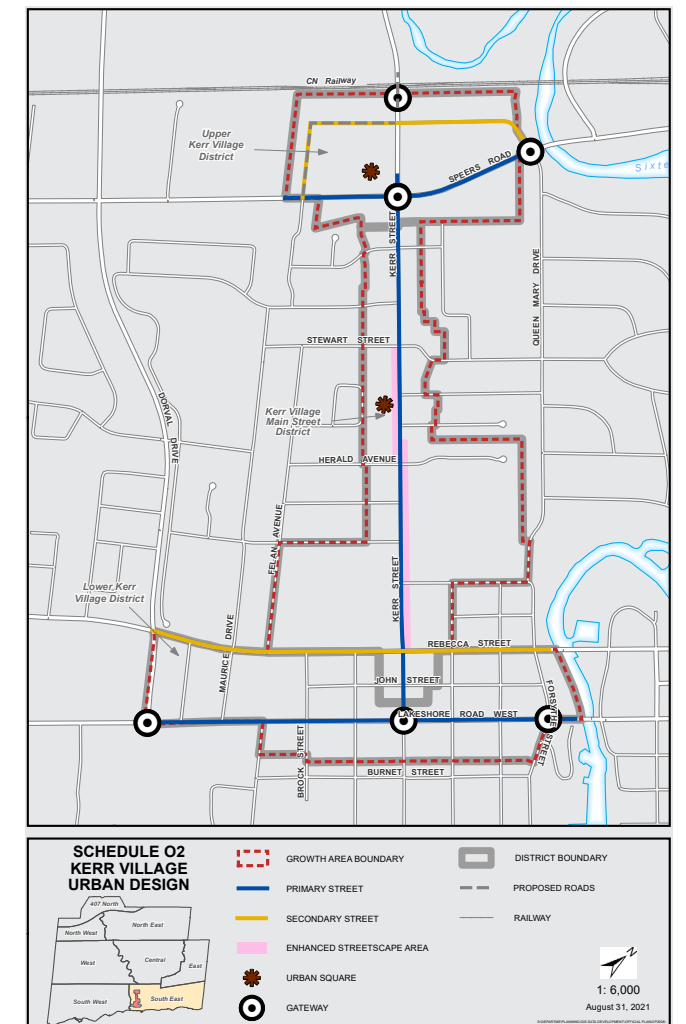


Figure 28. Livable Oakville Plan - Schedule O2

## LIVABLE OAKVILLE PLAN SUMMARY OPINION

The Proposal generally conforms to the policies outlined in the Livable Oakville Plan, including the site-specific policies outlined for the Kerr Village Growth Area. The Proposal delivers a planning framework which demonstrates the full build out potential for development for the subject site by enabling the creation of a mixed-use complete community with transit supportive development.

As confirmed in the Transportation Impact Assessment and Urban Design Brief, the Proposal also delivers a framework for providing various infrastructure enhancements and community amenities which includes facilitating the extension of Shepherd and St Augustine Roads, delivering an urban square, grocery store, and a new public park on the subject site. In doing so, the proposal addresses the key elements identified in the Livable Oakville Plan for this site and to contribute to the vibrancy of Kerr Village.

## 3.6. Livable by Design Manual – Urban Design Guidelines

The Livable by Design Manual (LBDM), which further articulates the design objectives outlined in Section 6 of the Town of Oakville’s Official Plan, provides design directions and principles to guide development and redevelopment to achieve functional and attractive urban design, contributing to the Town of Oakville’s vision to be a highly livable community. New and infill development is expected to be designed and executed in accordance with six guiding design principles, summarized below:

### 1.4 – GUIDING DESIGN PRINCIPLES

The design principles outlined in the LBDM focus on achieving neighbourhood character, land use compatibility, well-connected pedestrian environments, compact and transit-oriented development, animated public realm and comfortable pedestrian experience, and design excellence:

- 1. Sense of Identity** - This first guiding principle supports the creation of distinct and vibrant communities through the development of buildings, streetscapes, infrastructure and spaces that are permanent and enduring, memorable and beautiful, adaptable and flexible, and highly-valued.
- 2. Compatibility: fostering compatibility and context-specific design** – Compatibility is an urban design principle focused on designing new development to fit harmoniously within the surrounding context through appropriate massing, heights and built form;
- 3. Connectivity: enhancing connectivity and accessibility** – The objective of connectivity is to create ‘complete streets’ that foster opportunities for enhancing options in mobility and improved accessibility for all road users. Connectivity also considers how linkages are made to and through sites and public open spaces for shared use and community interaction;
- 4. Sustainability: integrating sustainability and resiliency** – The urban design principles of sustainability focuses on creating sustainable urban form that supports compact, transit-supportive and pedestrian-oriented development site and building adaptability, and intensification for accommodating growth;

**5. Legacy: preserving built heritage, cultural and natural resources** – Legacy is an urban design principle focused on preserving and enhancing heritage buildings and resources, while also ensuring existing neighbourhood character is maintained, and compatibility is maintained between new and old building elements; and

**6. Creativity: inspiring creativity and innovation** – The urban design principles of creativity encourages development that incorporates a range of inspired and innovative design solutions that positively respond to the scale and materiality of the local context. Key urban design elements promoted through this principle include a high-quality built environment, pedestrian-focused places, attractive streetscapes, enhanced views and vistas, and adaptable gathering places.

### SECTION 2 – PUBLIC REALM

A successful public realm is a beautiful, comfortable, safe, and accessible realm that supports urban vibrancy. Design directions outlined in Section 2 of the LBDM focus on the creation and improvements of the public realm including complete streets, streetscapes, gateways, and urban squares, which contribute to more vibrant and comfortable pedestrian environments.

#### 2.1 COMPLETE STREETS

Design objectives for complete streets focus on fostering opportunities for enhanced mobility and accessibility for all road users. Section 2.1 directs that new streets and existing streets should be designed and enhanced through the adoption of a complete streets approach, promoting a range of mobility options for pedestrians, cyclists, transit riders and drivers (2.1.1.a), providing safe and barrier free streets as well as demarcated routes to prioritize pedestrians and cyclists (2.1.1.c,d,e), and public spaces for social interaction and community life (2.1.1.g), framing the street and creating a sense of enclosure (2.1.1.h), and creating distinctive places which integrate local history and culture (2.1.1.i).

The Proposal will deliver a network of streets and pedestrian connections that supports a full range of movement to and throughout the subject site and enables a vibrant, comfortable urban environment.

## 2.2 STREETS CAPES

Design objectives for streetscapes focus on promoting a pedestrian-oriented environment. Section 2.2 encourages development to ensure seamless transitions between the public and private realms (2.2.1, 2), promoting well-designed and barrier-free sidewalks (2.2.5 to 2.2.7), providing suitable trees and street furniture, lighting and wayfinding elements (2.2.8 to 2.2.16), which help to achieve comfortable, safe and aesthetically pleasing places for pedestrians.

The Proposal integrates opportunities to expand and enhance the public realm through building frontages with potential for animated ground level uses including a grocery store, which will help animate and activate the streetscape.

## 2.3 GATEWAYS

Design objectives for gateways focus on creating a sense of entrance and arrival to communities through well-designed built form, landscaping and enhanced streetscape elements. Section 2.3.1 directs that gateways should be defined to reinforce entry points and define the community's distinctive character through consistent design elements including well-designed built form, distinctive landscaping and streetscape treatments, and, urban squares. Section 2.3.2 directs that built form at corners and other strategic locations should incorporate significant vertical elements, distinctive architectural features, varied building mass and entrances oriented towards the street to reinforce a gateway location.

The Proposal delivers two proposed peak points for the Kerr Village skyline located along Kerr Street, which will help create a strong gateway image, enhance the public realm immediately surrounding these buildings, and achieve a landmark development within the Upper Kerr District.

## 2.5 URBAN SQUARES

Design objectives for urban squares focus on creating safe, accessible and comfortable pedestrian environments that promote social interaction. Section 2.5 provides design direction for urban squares and directs that they should be highly accessible and flexible places for community interaction. Section 2.5.1 outlines that urban squares should be publicly accessible and barrier-free places which integrate local history and culture, maximize user

comfort, adapt to changing needs of users, and, promote community interactions. Key design considerations for urban squares include defining varied areas, routes, entrances (2.5.2), incorporating trees, lighting, street furniture (2.5.3), and ensuring convenient pedestrian routes (2.5.4).

The Proposal delivers a publicly accessible urban square at the intersection of Kerr Street and Speers Road, which will help contribute to the animation of the street and its public realm.

The Proposal delivers a framework for a mixed use, complete community which meets the design objectives from the Liveable By Design Manual. The Proposal enables the creation of a sustainable urban form that supports a more compact and mixed-use development, which enhances connectivity and the pedestrian experience by promoting the creation of a comfortable public realm.

## SECTION 3 – BUILT FORM

Built form plays an important role in creating a comfortable urban environment by defining streets, parks and open spaces. Section 3 of the LBDM provides design considerations to achieve well-designed built form that appropriately fit and transition to its surroundings.

### SECTION 3.1 TALL AND MID-RISE BUILDING

Built form direction for tall building are outlined in section 3.1. New tall and mid-rise buildings, which are respectively greater than 12-storeys and between 6-to-12-storeys in height, should reflect a cohesive and high-quality architectural design (Section 3.1). The LBDM provides design direction for the three integrated parts of tall and mid-rise buildings: a base that reinforce pedestrian-scale, a middle (tower) that reduces the potential appearance of bulk, and a top that creates an interesting skyline.

#### BUILDING BASE

The LBDM provides instruction on the design of the building base which directs that the base of tall and mid-rise buildings will not exceed a maximum height of 6-storeys; stepback appropriately along street frontages to frame the edges of streets and public spaces (3.1.1, 2); and locate and accentuate main building entrances on prominent facades with direct access from the public realm (3.1.7, 8, 9, 10).

Regarding frontage and setbacks, the LBDM directs that the façade of the building base should be designed and massed to create a continuous street wall and a sense of enclosure (3.1.13), occupy a minimum of 85% along the lot length abutting a street within Growth Areas and along intensification corridors (3.1.14), and address both frontages on a corner lot (3.1.15), while emphasizing human-scaled built form and façade treatments to create pedestrian-oriented public realms that are attractive and animated including active retail frontages and public spaces (3.1.17, 18).

#### BUILDING MIDDLE (TOWER)

The LBDM provides design instruction for the building middle which requires towers to be designated with a variety of architectural elements and to minimize shadow impacts on the public realm (3.1.22). Section 3.1.23 states that the tower should be appropriately stepped back from the base building to moderate the scale of the building middle and achieve visual interest, in a manner which can be extended down to ground level on corners lots, at gateways, or within a view terminus (3.1.24). Section 3.1.25 recommends that the tower floorplate should generally have slender proportions. Section 3.1.27 and 28 also directs the tower to provide an adequate building separation from neighboring properties to preserve privacy, sunlight and sky views as well as reduce shadow impacts. Building Top

The LBDM provides design direction for the top of tall buildings to contribute to the skyline character and local landmarks through varied building mass and architectural treatments, with Section 3.1.31 directing their design to integrate rooftop mechanical systems so that they are not visible from the public realm.

#### TRANSITION TO ADJACENT SURROUNDINGS

The LBDM also directs the design of tall and mid-rise buildings to appropriately transition to their surroundings including low-rise residential areas and parks/open spaces by incorporating compatible proportions and transitioning heights and setbacks towards nearby low-rise residential uses. (3.1.33 to 37).

## LIVABLE BY DESIGN GUIDELINES PART B - KERR VILLAGE

The Livable by Design – Urban Design Direction for Kerr Village Growth Area is an urban design guiding document tailored specifically for the Kerr Village Area that builds upon the broader town-wide design direction and implements the Livable Oakville Plan policies. The key urban design principles and directions for Kerr Village include the following:

1. Distinguish the district
2. Foster activity at street level
3. Frame the street
4. Be compatible with surroundings
5. Create links to and throughout the district

Through the design guidelines, the Upper Kerr Village District is envisioned as a higher density, transit-supportive mixed use area. This District is anticipated to include gateway features, an urban park with pedestrian mid-block connections, and will establish a mix of commercial and residential uses. The adjacent employment uses that remain should be buffered to foster co-existence.

## LIVABLE BY DESIGN SUMMARY OPINION

**The Proposal responds to the design objectives outlined in the Livable by Design Manual by contributing to the creation of a visually engaging compact urban form with transit-oriented development that provides a vibrant and comfortable pedestrian experience, and integrates harmoniously within the surrounding context through appropriate massing, heights and built form. More details on how the proposal meets the urban design guidelines are found in the Urban Design Brief.**

**4.0**

**RELEVANT  
STUDIES**

# 4.0 RELEVANT STUDIES

## 4.1. Transportation Impact Assessment

A Phase 1 Transportation Impact Assessment (the “TIA”) has been prepared by BA Group. The Part 1 TIA, provides a high-level overview of the transportation considerations relevant to the Subject Site, has been submitted under separate cover and provides support for the implementation of the Comprehensive Development Plan and draft OPA provisions.

The Part 1 Transportation Assessment report presents a summary of the following:

- A description of the Existing Site, Surrounding Area and Development Proposal;
- Area Transportation Context;
- Relevant Policies of Key Planning Documents;
- A review of the Draft OPA development characteristics from various Frames of Reference – the Site, Site Phasing, the Local Area, and Regional Level; and,
- Summary and Conclusions

Part 2 of the TIA will consider the implications of the associated intensification in detail and provide an analytical assessment of the travel demands, impacts, and mitigation measures, if any, required to support the current Draft OPA provisions. The Part 2 Transportation Assessment will be submitted prior to the Statutory Public Meeting.

Part 1 of the TIA concludes that the Comprehensive Development Plan and its implementing OPA provide an appropriate framework for which to base future intensification in the Upper Kerr Village District. From a mobility perspective, the site’s surrounding context offers a diverse set of destinations and relationships that would support intensification on the subject site, including access to the Queen Elizabeth Way (QEW) to the north and Oakville GO Station to the east. The subject site is located along the convergence of five Oakville Transit routes would provide service to the Oakville GO station, positioning the site favourably for transit-oriented development and intensification. Both Speers Road and Kerr Street are considered Major Transportation Corridors according to the Urban Structure in the Livable Oakville Plan, and provide strategic connections within the Town of Oakville, connecting to other key Town of Oakville Major Transportation Corridors as well as Regional Roads, which also positions the subject site at an optimal location for transit-oriented intensification.

The Comprehensive Development Plan and implementing OPA reflect considerable flexibility in achieving appropriately configured accessibility for pedestrians, cyclists and motor vehicles. The supply of bicycle parking and vehicular parking will be appropriately scaled to support non-vehicular travel modes while providing appropriate levels of mobility for all residents, visitors, and employees. The broad benefits of the mixed-use nature of the Comprehensive Development Plan will also aid in reducing vehicle trips and maximizing non-vehicular modes.

Additionally, the planned public and private streets that form the framework of the Comprehensive Development Plan will facilitate the accessibility of the planned intensification within the Upper Kerr Village District and provide a small measure of relief to certain minor movements within the existing public street network. The street network will need to be delivered in a phased approach that will be determined during the site-specific development application process.

Part 1 of the TIA concludes that the Comprehensive Development Plan and its implementing OPA provide an appropriate framework for which to base future intensification in the Upper Kerr Village District.

## 4.2. Urban Design Brief

An Urban Design Brief was prepared for this OPA submission by Urban Strategies and submitted under separate cover. The Urban Design Brief demonstrates how a comprehensive development on the subject site is feasible through an appropriate Comprehensive Development Plan and Phasing Strategy which serves to introduce a compact, complete community with a mix of uses to Kerr Village in a manner which maintains compatibility with surrounding land uses, animates the Kerr Street and Speers Road corridors, and allows existing commercial uses on the site to continue operations. The Urban Design Brief also demonstrates how the Proposal meets the design objectives outlined for Kerr Village by providing a summary of urban design principles reflected in six Key Moves.

### Six Key Moves

A total of six Key Moves are proposed to be achieved by the Proposal. The following Key Moves reflect the principles and objectives outlined in Section 6 of the Livable Oakville Plan, the Livable by Design Manual Part A and, the Design Directions for the Kerr Village Growth Area. The Key Moves and their objectives are as follows:

1. **Extend the Vibrancy of Kerr Street**
2. **Build a Gateway for Kerr Village**
3. **Create a Central Park**
4. **Complete the Movement Network**
5. **Establish Urban Blocks**
6. **Create a Dynamic Built Form**

Through these six Key Moves, the Proposal will deliver a framework for contributing to a vibrant and enhanced public realm in Kerr Village, while also providing gateways which create a sense of arrival in Kerr Village by siting buildings with the tallest proposed heights at the northeast and southeast corners of the site.

Proposed buildings on the subject site are envisioned to be designed with a compact, urban built form which appropriately frames streets and public spaces and includes active ground floor frontages that animate the public realm.

### Comprehensive Development Plan

Building off the six Key Moves, a Comprehensive Development Plan is established to guide a coordinated development of the subject site. The Comprehensive Development Plan elaborates on the proposed road network, public realm, block plan and building sites, and height strategy which include essential urban design elements to meet design objectives for Kerr Village and unlock the full potential for developing a transit-oriented community on the subject site.

The proposed road network will realize the extension of Shepherd Road and St. Augustine Drive, which are envisioned to form portions of a looped road around the central public park. Public realm elements on the site include the addition of a central public park, an urban square at the corner of Kerr Street and Speers Road, along with the public and private streets and two mid-block connections. Two mid-block connections are proposed to connect the central park with Kerr Street and Speers Road.

The Comprehensive Development Plan also demonstrates that the subject site may be developed into 7 blocks which will accommodate a considerable amount of mixed use, transit-oriented intensification in a compact, urban built form. A range of building heights are proposed throughout the site, with the tallest towers at 26 and 28 storeys respectively - located along Kerr Street. These tall buildings are strategically placed at gateway locations and will contribute to a sense of arrival in Kerr Village, and will transition to lower building heights of 8 storeys towards adjacent low-rise uses, ensuring a high degree of compatibility with surrounding uses.

### Phasing Strategy

The comprehensive redevelopment of the subject site will require substantial coordination among the landowners, the City and the Region. To demonstrate the potential for redevelopment over time, a Phasing Strategy is included in the Urban Design Brief. Approaches to phasing may vary, and will be contemplated upon submission of future site-specific development applications.

The realignment of Kerr Street and the grade separation project is anticipated to happen in the next few years. The Comprehensive Development Plan is structured to accommodate the land expropriation while maximizing the flexibility for a phased redevelopment of the subject site.

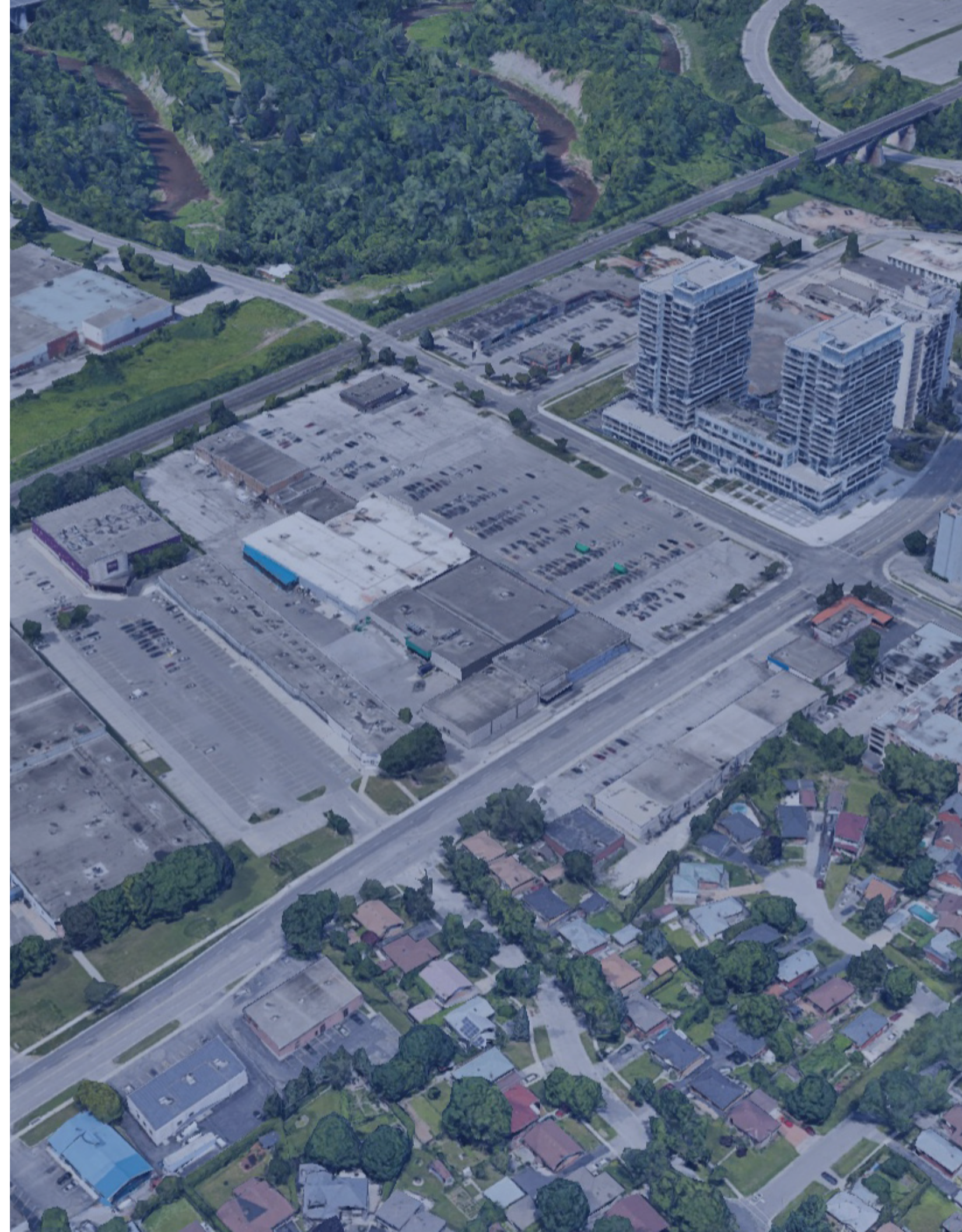
Infrastructure, including the proposed Park land, can be delivered on the site in a phased manner. In order to deliver Park land in earlier phases of the development, the phasing plan illustrates the potential for an interim road access and POPS space should early phases of development not include 171 Spears Road. A phased redevelopment of the subject site also allows existing commercial uses to continue operation throughout redevelopment.

## 4.3. Shadow Impact Analysis

A Shadow Impact Analysis was prepared by Urban Strategies for this submission and submitted under separate cover within the Urban Design Brief. The Shadow Impact Analysis demonstrates the net new shadow impact of the conceptual building massing in the Comprehensive Development Plan on surrounding lands as well as the proposed central public parks and urban square for April 21, June 21, September 21 and December 21 with hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset.

In all scenarios, the Proposal will result in minor net new shadows being cast on nearby private properties and public streets throughout the season. The proposed building massing is articulated to minimize the impact on most shadow sensitive uses including the existing and proposed public park, square and neighborhoods.

The proposed public park, public square and majority of the sidewalk space receive at least 5 hours of sunlight per day on April 21, June 21 and September 21. There is no net new shadow impact on the Oakwood Public School or Hogs Back Park. There is no net new shadow impact on the existing neighbourhood until late in the afternoon around 6pm.



**5.0**

**CONCLUSIONS**

## 5.0 CONCLUSIONS

The Proposal will transform an underutilized commercial plaza within a Growth Area into a mixed use, complete community with transit-supportive intensification. The Proposal is consistent with the Provincial Policy Statement, in conformity with the Growth Plan, the Halton Region Official Plan, and generally conforms with the Livable Oakville Plan. The Proposal also conforms to the design guidelines and objectives for Ker Village.

The Proposal establishes a framework for full build out of the subject site that will support the site's evolution into a complete community with a strong sense of place. The Proposal will ensure the efficient use of existing and planned infrastructure, deliver a range of building heights and densities, and deliver a high-quality public realm with various community amenities such as a public park and urban square. The Proposal demonstrates that development potential may be unlocked through a comprehensive development of the entire site, in which all separate blocks are redeveloped through a phased approach which is discreet and cohesive.

The Proposal includes an enhanced public realm, an urban street and block pattern that connects into the surrounding urban fabric and built form that responds to the surrounding context through transitions. Massing and height have been strategically located across the block in a manner that creates a pedestrian friendly and animated public realm, optimizes solar access to the park, and places the tallest building heights at identified gateways.

The planned heights and density are appropriate and supportable as they contribute to a diverse range of building typologies in the Upper Kerr Village District, and are oriented and massed throughout the site in a manner which ensures these proposed buildings are compatible with their surroundings and do not have adverse impacts on the conceptual public park, urban square, street network, and nearby low-rise uses.

To implement the Comprehensive Development Plan and Proposal, an Official Plan Amendment is required to secure additional building heights permitted beyond 12-storeys by repealing policy 12.5.2. The Official Plan Amendment also seeks to repeal and replace section 23.7.1 of the Plan, which will serve to provide site-specific policy directions that promote a comprehensive development on the subject site. Policy 28.3.2.a will be repealed and replaced with provisions permitting additional height beyond the four-storeys that may currently be achieved through bonusing. By repealing and replacing the above policies to achieve greater heights and density on the subject site, this Official Plan Amendment will help realize the planning objectives and intent for Kerr Village.

In summary, the Proposal represents good planning, exhibits design excellence, and represents a desirable and appropriate density for Kerr Village. The Official Plan Amendment will secure a framework for the subject site which is consistent with the Livable Oakville Plan's policies for the Kerr Village Growth Area and lands designated Urban Core, and will support the comprehensive redevelopment of the subject site in a phased manner.

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