

PLANNING JUSTIFICATION REPORT

550 Kerr Street, Oakville, ON

Proposed Mixed Use Development

PREPARED FOR

Oakville Developments (2010) Inc.

PREPARED BY



ZELINKA PRIAMO LTD

A Professional Planning Practice

July 30, 2019

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1.0 INTRODUCTION

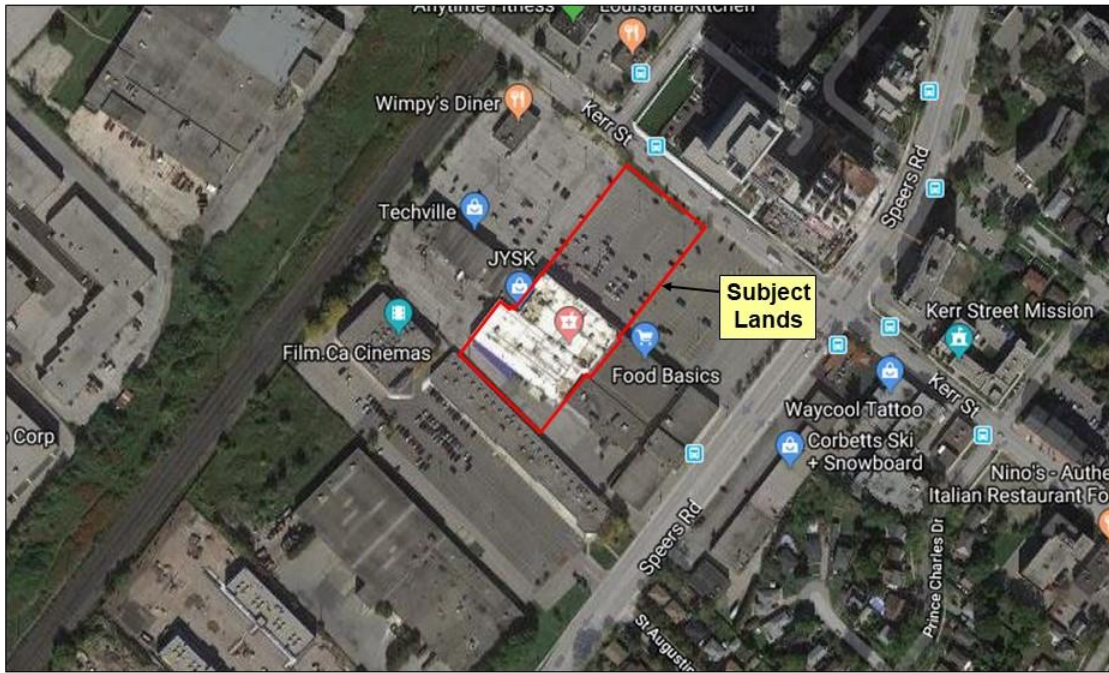
1.1 BACKGROUND

On behalf of Oakville Developments (2010) Inc. (Rock Developments), Zelinka Priamo Ltd. has submitted an application to the Town of Oakville for a Zoning By-law Amendment related to the proposed redevelopment of the lands at 550 Kerr Street in the Town of Oakville (the subject lands). The proposed redevelopment includes the demolition of the existing JYSK retail store and Shoppers Drug Mart retail store for a mixed use building comprised of three 16-storey residential towers connected by a podium with commercial at-grade. The purpose of the following land use assessment is to provide planning justification for the proposed Zoning By-law Amendment for the subject lands. A future Site Plan Approval application will be submitted to the Town to facilitate the proposed development.

1.2 DESCRIPTION OF THE SUBJECT LANDS

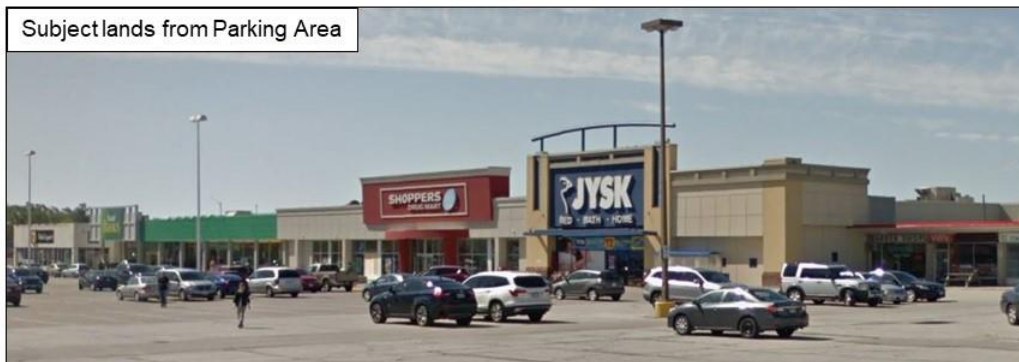
The subject lands are generally located in the block north of Speers Road, west of Kerr Street and south of the CNR rail line in the 'Oakville Commons' commercial plaza. The subject lands are comprised of a parcel of approximately 1.03 ha (2.55 ac) and are currently developed with a JYSK retail store, Shoppers Drug Mart retail store and associated parking areas (see Figures 1 and 2). The subject lands are bounded to the north, west and south by retail uses and to the east by the Kerr Street right of-way and a mixed use building generally comprised of 20 and 22-storey residential towers that are connected by a podium with retail at-grade.

Figure 1
LOCATIONAL SETTING



Location and boundaries are approximate

Figure 2
Site Context – Photos



1.3 PRE-CONSULTATION

A Pre-consultation Meeting was held on March 28, 2018. The Submission Requirements Checklist confirmed that an application for a Zoning By-law Amendment is required to facilitate the proposed redevelopment of the subject lands, while an Official Plan Amendment application would only be required if the building heights are in excess of 16 storeys, or if the proposed development was in advance of Official Plan Amendment 19 coming in to full force and effect.

2.0 THE PROPOSAL

Rock Developments is proposing the redevelopment of the subject lands for a mixed use development. Concept Plans are provided in Appendix A. The two (2) concept plans show the proposed development before and after completion of the CNR Grade Separation along Kerr Street, which will introduce an underpass northeast of the subject lands. The two concept plans ensure the functionality of the proposed development as an interim condition, as well as in the ultimate build-out.

The proposed redevelopment will demolish the existing commercial building for the construction of a mixed use building with three 16 storey towers above a 6 storey podium. The first floor is proposed with two retail areas totaling 2,415 sq.m, as well as an amenity area for the residential dwellings. Floors 2-16 are proposed to accommodate a total of 472 residential dwelling units.

A total of 624 parking space are provided for the proposed development, whereas Zoning By-law 2014-014 requires 596. Parking is located in six (6) levels of parking below the building. Secure bicycle storage is provided internal to the building as well as below grade in the parking area. A total of 587 secure, long-term bicycle storage spaces are provided.

The proposed development includes a number of areas dedicated to private/communal amenity space. A residential amenity area totaling approximately 1,097 sq.m including a potential fitness facility, guest suite, common room, and guest services is located at the ground floor. Above the six storey podium is a proposed rooftop amenity space. A number of units are also proposed to have private balconies for use as outdoor amenity space.

Preliminary renderings have been prepared for the proposed development, and are shown in Figures 3 and 4.

**Figure 3
Preliminary Concept Rendering (View From Future Shepherd Road)**



**Figure 4
Preliminary Concept Rendering (View From Future Shepherd Road)**



2.1 ACCESS AND PHASING CONSIDERATIONS

There are a total of four existing points of vehicular access to the overall block and the subject lands, including two driveways each from Speers Road and Kerr Street. Along the Speers Road frontage, the westernmost driveway provides access to the rear of the commercial strip mall and the easternmost driveway provides access to an internal driveway and the front of the existing commercial units. On the Kerr Street frontage, the northernmost driveway is located approximately 20 m north of the intersection of Kerr Street and Shepherd Road and the southernmost driveway is located approximately 20 m south of the intersection of Kerr Street and Shepherd Road. Both driveways provide access to parking areas. Each of the four driveways provides all-turn access and egress to and from the overall block, but none of the driveways provide signalized access to municipal roads.

As part of the Kerr Street at CNR Grade Separation Project, it is anticipated that the northernmost driveway on the Kerr Street frontage will be removed and that the southernmost driveway may be altered. It is also evident, based on preliminary plans, that the Kerr Street right-of-way will be shifted to the west and expropriation will be required along the Kerr Street frontage of the subject lands. Under this Preliminary Plan and Profile, Shepherd Road would be reconstructed and extended west through the subject lands.

Due to the uncertainty of timing of the CNR Grade Separation Project and expropriation of adjacent lands, the concept plans have been prepared to present both interim and ultimate conditions as it relates to access and circulation. Access to the subject lands prior to the CNR Grade Separation (interim condition) would utilize the existing access point from Kerr Street located towards the southeast of the subject lands. Following the CNR Grade Separation project, Shepherd Road will be extended partially through the subject lands where new access points will be created and the existing Kerr Street access point removed.

A Traffic Impact Study dated June 17, 2019 was prepared by GHD for the subject lands, concluding that no improvements are required at the study area intersections in response to the subject development (Section 4.3).

2.2 LANDOWNER COORDINATION MEETING

On Tuesday June 26, 2018 Zelinka Priamo Ltd. and Rock Developments participated in a Landowner Coordination Meeting to engage in a discussion with neighbouring landowners (lands designated Urban Core at northwest corner of Speers Road and Kerr Street) regarding the potential redevelopment of the lands at 550 Kerr Street. Major discussion items at the meeting included: the timelines for development and how the lands can be developed at different stages; interest in maintaining existing buildings and operations on adjacent lands; concerns that the proposed development would impact current operations; access concerns; discussions related to future roads; and ensuring that proposed levels of density for the lands at 550 Kerr can be replicated on adjacent lands. Regarding the proposed levels of density and the resulting shadowing impacts, the landowners to the north did not express concern. Staff noted their concerns regarding the proposed surface parking, on-street parking, massing (a preference for lower-impact slim towers), open space (needs to be visible from the public street), and minimum heights for buildings in the area.

2.3 BLOCK CONCEPT SITE PLAN

As part of the Zoning By-law Amendment application, a block concept site plan (Figure 5) has been prepared in conformity with the Growth Plan and the Livable Oakville Plan for the lands within the Upper Kerr Village District, which includes the subject lands. The block concept site plan has been prepared to demonstrate that the proposed development at 550 Kerr Street will be compatible with, and not prevent, the intensification of neighbouring lands in accordance with the Growth Plan and Livable Oakville Plan. At a preliminary basis, the block concept site plan identifies the location of proposed public spaces and an urban square, a detailed pattern of public and private roads, including the extension of Shepherd Road, the relatively equitable distribution of density across the block, and the interface with adjacent uses, including the rail corridor and lands to the west of the redevelopment area.

Figure 5
Block Concept Site Plan



Location and boundaries are approximate

The block concept site plan is intended to be conceptual, and therefore does not imply that the surrounding lands will develop in this manner. The block concept site plan does not preclude the future built form of the Upper Kerr Village from proceeding differently, in a manner that also conforms to applicable policies. Considering the subject lands are the first land parcel proposed for redevelopment, it is important to demonstrate that future redevelopment will not be prohibited as a result, and the block concept site plan achieves that end. The intensification of the Upper Kerr Village will not be compromised as a result of the proposed development.

2.4 PUBLIC INFORMATION MEETING

A Public Information Meeting (PIM) was held on June 5, 2019. Residents within a 120 radius, as well as other key stakeholders, were mailed notice and invited to participate in the PIM. The intent of the PIM was to present preliminary information relating to the development proposal, respond to questions, provide clarification regarding the planning process and the development, and to listen to any comments relating to the proposal.

Following the meeting, and as required, modifications to the proposed development could be undertaken in advance of a formal *Planning Act* submission.

The PIM was organized in the format of an open house, meaning the facility was open to anyone to drop in and out during the 2 hour allotted time. A total of 11 poster boards were arranged, displaying information including: current Official Plan designation and Zoning; site context; Kerr Street Underpass Project; Site Plan (interim condition and following road reconfiguration); ground floor plan; block concept site plan; and architectural renderings from various angles. A fly-through video of the rendering was placed on a continuous loop and projected for the entirety of the PIM.

Representatives of the project team were in attendance to discuss the proposal, including representatives from the planning consultant, the project architect, the project lawyer and the landowner.

Notes were taken during the meeting to capture comments and the general discussions taking place. An amalgamation of comments recorded is provided below:

- General positive feedback from some community members: “Great Concept”; “Hope you get it done”; and “You’ve got my vote”;
- Questions regarding when the project will be fully developed, timing of the applications, phasing/sequencing, etc.;
- Concerns regarding continued construction for the next ‘X’ number of years with this project and adjacent lands, as well as the road underpass “How will it play out?”;
- Questions regarding the amount of retail being retained and where it will be located;
- Questions about what is being built and when, with confusion over the block concept site plan versus subject lands;
- Comments from an adjacent resident that the proposed height could impact their existing view;
- Questions regarding what will be done with adjacent properties;
- Curious as to the timing of the applications;
- One landowner in the area raised concerns that they were not invited to a meeting of the landowners;

- Discussions as to what other landowners within the block want to achieve with development and how all development interests are represented fairly in the block concept site plan;
- Questions about how the proposed density for 550 Kerr Street will compare to development densities on other lands nearby;
- Concern with a shorter review process and impacts to Staff's ability to review;
- Comment regarding the concept as premature, not comprehensive, and indicating the lands should be consolidated before any application is filed;
- Observations regarding the height and size of the development, and discussions as to whether views will be blocked from adjacent residential areas;
- One resident identified an issue regarding existing pedestrian safety, where people from the adjacent building cross mid-block to go to the shops (where it is dangerous). This resident would like to see more pedestrian safety and to improve the pedestrian experience in this area, as appropriate;
- Discussion as to the location of the subject lands in the middle of the commercial plaza, not located at an existing corner, and the plaza's continued commercial operation;
- A representative of the West River Residents Association indicated that the group is generally not opposed to development or what is being proposed for the corner of Speers and Kerr;
- The existing plaza is tired and a redevelopment is welcomed;
- One resident observed that traffic is a primary issue, stating that traffic had doubled in the area after the completion of the mixed use building to the northeast corner of Speers and Kerr. People are using the main street through West River as an alternate to Kerr Street;
- Questions as to where parking is to be located;
- Questions regarding the western extension of Shepherd Road to St. Augustine, clarification as to whether this road is being constructed with or without development; and
- Maintenance fees are high in many new condo buildings, amenities (such as pools, etc) should be limited to ensure the maintenance fees are affordable.

In summary, the project team did not hear any significant concerns relating to the layout or proposed built form that would require alterations to the concept plan. Rather, the overwhelming reception of the proposed development was positive. Many participants

seemed pleased that the area was being redeveloped. Most of the PIM revolved around responding to questions of clarification relating to the proposed development, including the project timing, coordination and timing of remaining development blocks, difference between the block plan and proposed development, next steps and what the built form will be.

Following the PIM, a number of individuals in attendance followed up with the planning consultant to request digital copies of the materials presented. Digital copies were provided to all those who requested them.

A sign-in sheet was placed at the entrance to the PIM, and individuals were asked to leave their contact details to be provided to Staff to ensure they are kept informed of any submissions, future meetings and decisions. The sign in sheet has been transcribed and provided as part of this application. A total of 21 individuals were signed in to the PIM.

3.0 PROPOSED ZONING BY-LAW AMENDMENT

A draft Zoning By-law Amendment for the subject lands is attached to this Report at Appendix B. The proposed Zoning By-law Amendment would remove the holding provision and rezone the subject lands to a site specific Urban Core MU4-X zone.

The proposed Zoning By-law Amendment for the subject lands entails amendments to the specific development standards in order to accommodate the proposed mixed use development. The development standards to be modified include: maximum number of storeys, maximum height, and maximum front yard setback. An amendment to the flankage yard may be required subject to the location/dimension of the Shepherd Road road extension.

The site specific development standards are to be confirmed and refined subject to a review of the application by Staff through the approvals process.

4.0 SUPPORTING SUBMISSION MATERIALS

This planning justification report relies, in part, on the supporting submission materials as outlined below. The supporting submission materials meet to the submission requirements as identified in the March 28, 2018 Pre-consultation Meeting Form.

4.1 SCOPED TREE ASSESSMENT REPORT

The Scoped Tree Assessment Report dated May 2019 was prepared by RKLA. The assessment found no rare, endangered or unusual species on site; trees are common to the geographic area and are typical of a commercial site. All trees are to be removed in anticipation of the widening of Kerr Street.

4.2 FUNCTIONAL SERVICING REPORT

The Functional Servicing Report dated May 3, 2019 prepared by Aleo Associates Inc. for the subject lands concludes:

- Water servicing to the proposed redevelopment can be provided by the existing 300mm municipal watermain along Kerr Street;
- The existing 300mm sanitary sewer has substantial capacity to support the proposed development;
- The proposed development is less impervious than the existing condition. Stormwater will be released into the municipal sewer at a lesser rate than currently, and stormwater management is not required due to the runoff coefficient; and
- Stormwater quality can be accommodated on site to effectively treat runoff.

4.3 TRAFFIC IMPACT STUDY

The Traffic Impact Assessment dated June 27, 2019 was prepared by GHD. The report finds that under future 2026 conditions, the impact of the site generated traffic following the proposed development is nominal. No improvements to the study area intersections are required or recommended in response to the proposed development. Specific movements at study area intersections are expected to operate with reduced capacity, which comes as a result of background corridor growth.

4.4 ENVIRONMENTAL SITE ASSESSMENT

Golder Associates Ltd. prepared a Phase One Environmental Site Assessment Report for the subject lands, dated July 2019. The report documents the previous uses of the subject lands to assess the potential and presence of any contamination. A total of eight APECs were identified by the Phase One. A Phase 2 ESA is currently underway to

investigate the eight areas of potential environmental concern. As required, the Phase 2 can be submitted upon completion.

4.5 NOISE AND VIBRATION

The Environmental Noise Study prepared by Novus, dated July 27, 2019 investigated the potential for noise and vibration impacts on and from the proposed development. The report concludes that impacts of the environment on the proposed development can be adequately controlled through mitigation measures, façade designs and warning clauses. Impact of the proposed development on itself and to the surrounding area are anticipated to be negligible.

5.0 PLANNING DOCUMENTS AND ANALYSIS

5.1 PROVINCIAL POLICY STATEMENT

The 2014 Provincial Policy Statement (PPS), issued under the authority of Section 3 of the *Planning Act*, “provides policy direction on matters of provincial interest related to land use planning and development” in order to ensure efficient, cost-effective development and the protection of resources. The PPS requires that decisions affecting planning matters “shall be consistent with” the policy direction established by the Plan

The following PPS policies are of particular relevance to the redevelopment of the subject lands:

- Policy 1.1.1 states that healthy, liveable and safe communities are sustained by:
 - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, parks and open space, and other uses to meet long-term needs; and
 - e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.
- Policy 1.1.3.1 states that Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted;
- Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:
 - Densities and a mix of land uses which:
 - Efficiently use land and resources;
 - Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - Support active transportation; and

- Are transit supportive, where transit is planned, exists or may be developed.
 - A range of uses and opportunities for intensification and redevelopment where this can be accommodated.
- Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents in the regional market area by:
 - b) Permitting and facilitating:
 - all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements
 - all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
 - e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

- Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

5.1.1 Planning Analysis

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement for reasons including:

- The proposal will assist in achieving the Province's policy direction of promoting efficient development and land use patterns that sustain the financial well-being of the Province and the Town of Oakville over the long-term (Policy 1.1.1.a);
- The proposal will assist the Town of Oakville in meeting the long-term needs for residential uses, including a range of unit types (Policy 1.1.1.b);
- The proposal promotes cost-effective development, minimizes land consumption and reduce servicing costs as it is within the urban boundary and the lands are serviced by municipal infrastructure (Policy 1.1.1.e);
- The subject lands are an appropriate location of growth and development as they are located within a growth area within a settlement area (Policy 1.1.3.3). Adding new residents and businesses to the area contributes to the vitality and regeneration of the Kerr Street growth area (Policy 1.1.3.1);
- The density and uses proposed as part of the proposal contribute to a land use pattern that is efficient and supportive of transit and active transportation (Policy 1.1.3.2); and
- The proposal would introduce a compact form of intensification, mix of uses and density that allows for the efficient use of land, existing infrastructure and public service facilities in an area targeted for this type of use (Policy 1.1.3.4 and 1.4.3).

5.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was approved and modified by the Province, coming into effect May 16, 2019. According to Schedule 2: A Place to Grow Concept, the subject lands are within the Built-Up Area – Conceptual (see Figure 6).

Figure 6
Growth Plan for the Greater Golden Horseshoe, Schedule 2 – A Place to Grow
Concept (May, 2019)



Location and boundaries are approximate

Relevant managing growth policies include:

- The vast majority of growth will be directed to settlement areas that: i. have a delineated built boundary; ii. have existing or planned municipal water and wastewater systems; and iii. can support the achievement of complete communities (2.2.1.2.a);
- Within settlement areas, growth will be focused in: i. delineated built-up areas; ii. strategic growth areas; iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv. areas with existing or planned public service facilities (2.2.1.2.c);
- Applying the policies of this Plan will support the achievement of complete communities that (2.2.1.4):
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

- Provide a diverse range of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- Expand convenient access to: i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; ii. public service facilities, co-located and integrated in community hubs; and iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
- provide for a more compact built form and a vibrant public realm, including public open spaces.

By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows: a) A minimum of 50 per cent of all residential development occurring annually within the Region of Halton will be within the delineated built-up area (2.2.2.1).

All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will (2.2.2.3):

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

5.2.1 Planning Analysis

The proposed Zoning By-law Amendment conforms with the Growth Plan and the goal to build compact, vibrant and complete communities for reasons including:

- The proposal provides new residential and commercial uses within the Oakville settlement area on lands that have access to existing municipal water and

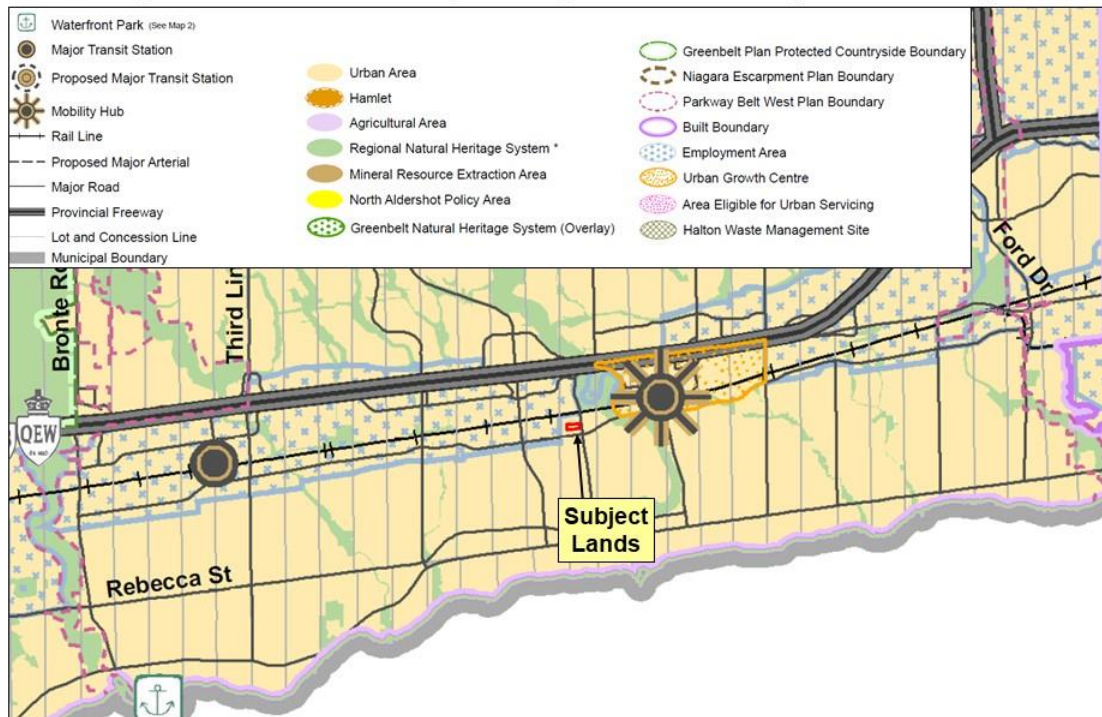
- wastewater systems. The introduction of new residential and commercial uses, and the manner in which the proposal supports active transportation and street activity on Kerr Street, is supportive of the achievement of complete communities (Policy 2.2.1.2.a);
- The subject lands are located within a delineated built up area, within the Kerr Village Growth Area, and is in proximity to existing local and higher order transit services (Policy 2.2.1.2.c);
 - The proposed built form and uses will assist in achieving the overall policy direction of encouraging cities to develop as complete communities with: a diverse mix of land uses; a range and mix of housing options; convenient access to services a range of transit options; and a high quality, compact built form and an attractive public realm (Policy 2.2.1.4);
 - The proposed development will contribute to Oakville meeting Provincial growth targets (Policy 2.2.2.1); and
 - The Zoning By-law Amendment will ensure the subject lands are zoned and developed appropriately for intensification, as contemplated for lands in the Kerr Village Growth Area in the Oakville Official Plan (Policy 2.2.2.3).

5.3 HALTON REGIONAL OFFICIAL PLAN

The Halton Region Official Plan was approved by the Minister of Municipal Affairs and Housing in November 1995, and consolidates amendments to June 2018.

According to Map 1: Regional Structure, the subject lands are designated Urban Area (see Figure 7). This Map represents the Region's "basic position on the use of land and natural resources within its planning area and is the framework within which Local Official Plans, amendments and by-laws shall be prepared" (50). The Urban Areas designation is for areas where "urban services are provided to accommodate concentrations of existing and future development" (51(1)).

Figure 7
Halton Regional Official Plan, Map 1 – Regional Structure (June 19, 2018)



Location and boundaries are approximate

Relevant Urban Area objectives and policies include:

- To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently (72(1));
- To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy (72(2));
- To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure (72(3));
- To identify an urban structure that supports the development of Intensification Areas (72(6));
- To promote the adaptive re-use of brownfield and greyfield sites (72(8));
- To facilitate and promote intensification and increased densities (72(9));

- The Urban Area is planned to accommodate the distribution of population and employment for the Region (75); and
- Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter (77(2.1)).

It is a policy of the Official Plan that the proponent of any development considered to have a transportation impact to carry out a detailed transportation study to assess the impact of the proposal and to recommend necessary improvements to the transportation network and services consistent with the goals, objectives and policies of this Plan (173(22)).

5.3.1 Planning Analysis

The proposed Zoning By-law Amendment conforms with the Region of Halton Official Plan for reasons that include:

- The proposed development represents intensification in a compact form that supports existing transit infrastructure (Section 72(2) and 72(9));
- The proposed development is reflective of the scale, form, and mix of uses intended for lands within the Kerr Village Growth Area where the subject lands are located (Section 72(1), 72(3) and 72(6));
- The subject lands are existing developed lands, and the proposed development will contribute to achieving growth targets for lands within the built-up area (Section 72(8), 75 and 77(2.1)); and
- A traffic impact study was completed by GHD, which assessed the impact of the proposed development to the transportation network (Section 173(22)).

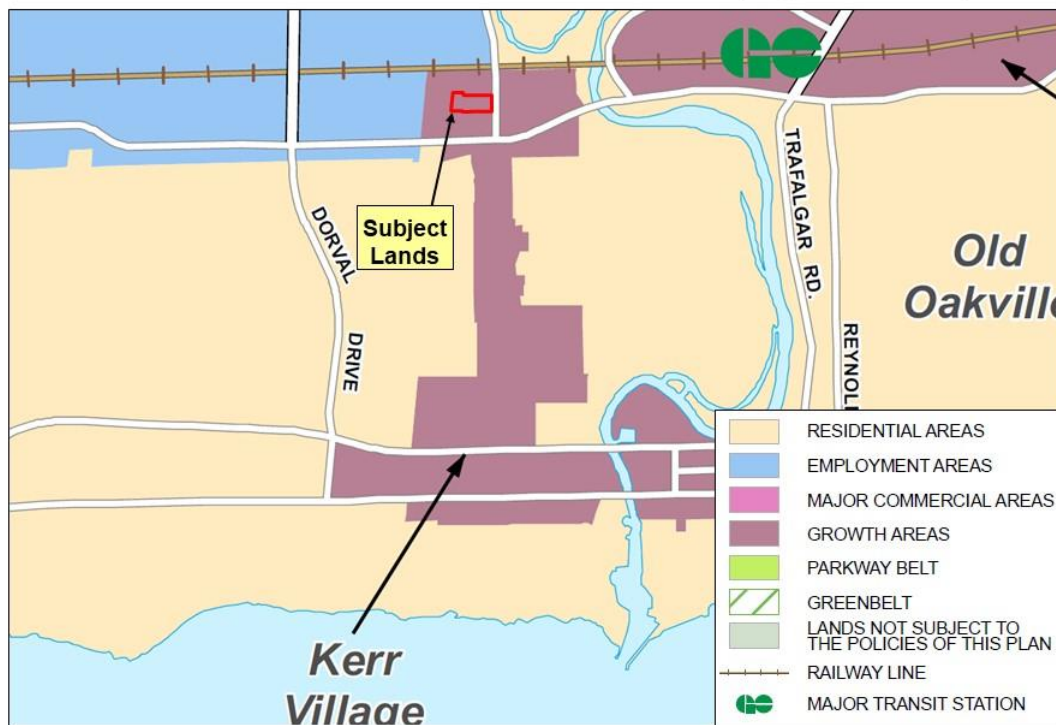
5.4 LIVABLE OAKVILLE PLAN

The Livable Oakville Plan (2009 Town of Oakville Official Plan) was adopted by Council on June 22, 2009, and approved, by the Regional Municipality of Halton on November 20, 2009 with modifications. The Livable Oakville Plan was last consolidated August 28, 2019.

5.4.1 Urban Structure

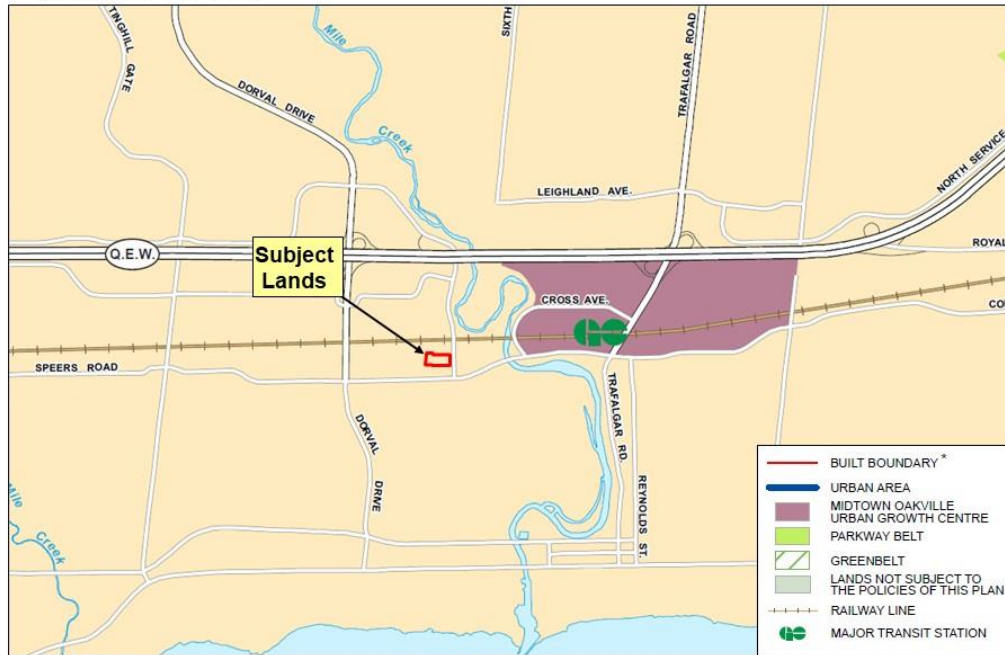
According to Schedule A1: Urban Structure, the subject lands are within a designated Growth Area and according to Schedule A2 – Built Boundary and Urban Growth Centre, the subject lands are within the Built Boundary and Urban Area but are not within the Midtown Oakville Urban Growth Centre (see Figures 8 and 9). Additionally, according to Schedule G: South East Land Use, the subject lands are designated Growth Area (see Figure 10). According to the Livable Oakville Plan, the majority of intensification in the Town is to occur within Growth Areas (4.1).

Figure 8
Livable Oakville Plan, Schedule A1 – Urban Structure (August 28, 2018)



Location and boundaries are approximate

Figure 9
Livable Oakville Plan, Schedule A2 – Built Boundary and Urban Growth Centre
(August 28, 2018)



Location and boundaries are approximate

Figure 10
Livable Oakville Plan, Schedule G – South East Land Use (August 28, 2018)



Location and boundaries are approximate

Mixed use development will be focused on lands located within Oakville's Growth Areas and along identified corridors (12.1.2). The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments (12.1.3).

The Urban Core designation is a Mixed Use designation that is envisioned to have a strong urban focus and incorporate retail and service commercial, office and residential uses. Development should be oriented to the street and shall contribute to a high quality pedestrian oriented and transit-supportive environment (12.5). Relevant Urban Core policies include:

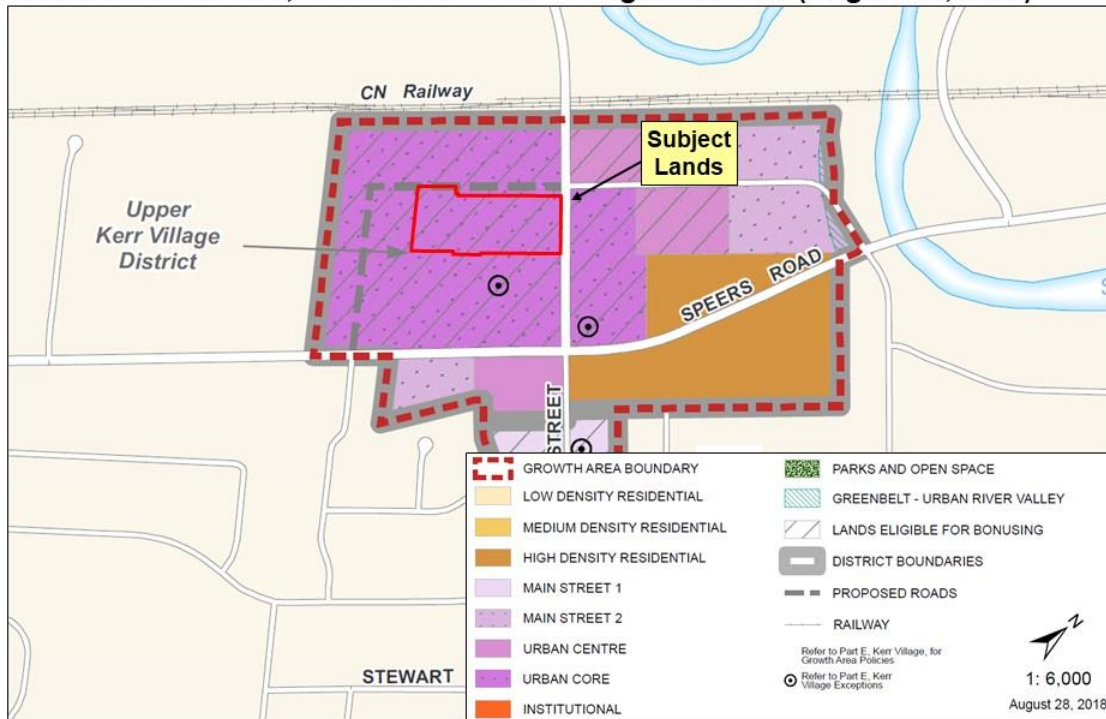
- A wide range of retail and service commercial uses, including restaurants, commercial schools, offices and residential uses may be permitted in the Urban Core designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Entertainment facilities and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and above the ground floor (12.5.1a));
- Buildings within the Urban Core designation shall be a minimum of eight storeys in height and a maximum of 12 storeys in height (12.5.2a));
- Additional building height may be considered in accordance with the applicable bonusing policies in this Plan (12.5.2b)); and
- Underground and/or structured parking shall be encouraged (12.5.3a)).

5.4.1.1 Kerr Village Growth Area

The land use designations and policies for the Kerr Village Growth Area were updated as part of the Town of Oakville's Official Plan Review. Official Plan Amendment 19 (OPA 19) was approved by Town Council and the Region of Halton and came into full force and effect on June 19, 2018. The designations and policies of OPA 19 are reflected in this report.

According to Schedule O: Kerr Village Land Use, the subject lands are designated Urban Core and are within the Upper Kerr Village District (see Figure 11). Further, according to Schedule O the subject lands are eligible for density bonusing and there is a Proposed Road to the north.

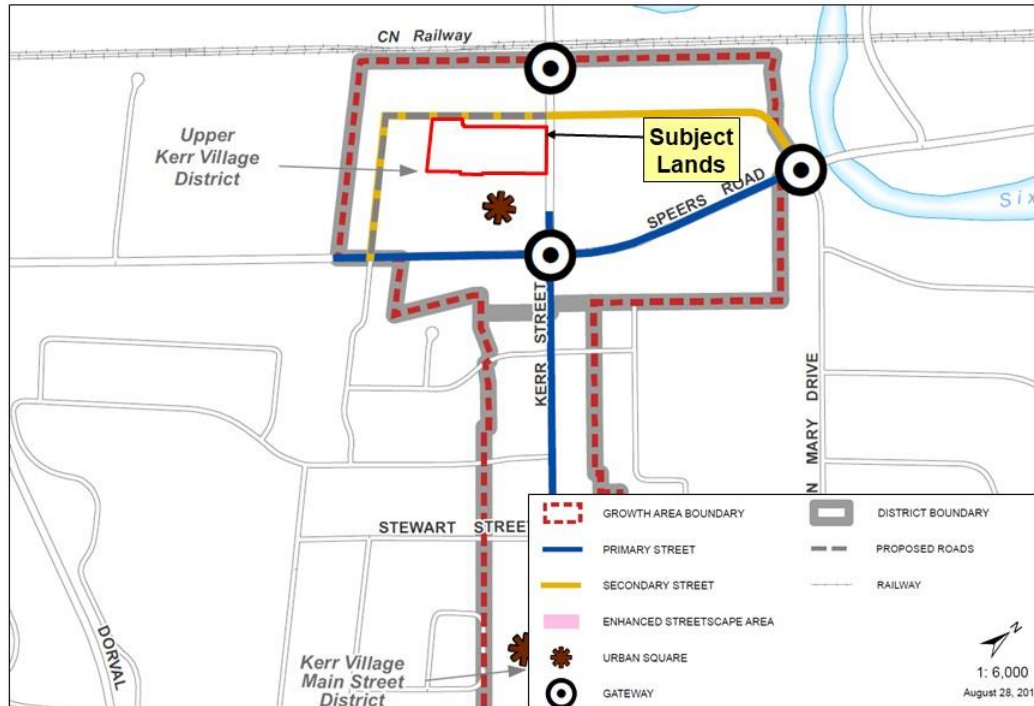
Figure 11
Livable Oakville Plan, Schedule O – Kerr Village Land Use (August 28, 2018)



Location and boundaries are approximate

According to Schedule O2: Kerr Village Urban Design, the subject lands are adjacent to a proposed secondary street (see Figure 12). An urban square is shown on the lands south of the subject lands, while gateways are shown at the intersections to the northeast and southeast of the subject lands.

Figure 12
Livable Oakville Plan, Schedule O2 – Kerr Village Urban Design (August 28, 2018)



Location and boundaries are approximate

The majority of intensification in the Town is to occur within the Growth Areas, while the Kerr Village Growth Area, specifically, is intended to develop as a mixed use centre with a viable main street (4.1). The subject lands are within the Upper Kerr Village District which is intended to become a transit-supportive and mixed use area. Higher density forms of development are permitted to achieve the critical mass required for enhanced transit. The Upper Kerr Village District will include appropriate gateway features, an urban park with pedestrian mid-block connections and opportunities for affordable housing. Any new development shall incorporate measures to buffer employment areas from potentially incompatible uses (23.3.1).

The Livable Oakville Plan sets out a number of objectives for the Growth Area, of which the following are relevant to the proposal for 550 Kerr Street:

- Promote compact urban form with higher density development through compatible development and redevelopment opportunities (23.2.1); and

- Create an attractive public realm by promoting high quality streetscapes and open spaces, and by ensuring appropriate transitions occur between the main street areas and the lower density residential neighbourhoods (23.2.3).

Relevant Kerr Village Growth Area policies include:

- Surface parking lots shall be limited. Where surface parking is provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks and significant landscaping (23.4.1c)i);
- Access to parking and servicing areas should not occur from Kerr Street but from local streets, service lanes and to the side or rear of buildings (23.4.1c)ii);
- The redevelopment of Upper Kerr Village District shall anticipate the westerly extension of Shepherd Road and the northerly extension of St. Augustine Drive (23.4.1f));
- Primary and secondary streets shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping and furnishings (23.5.3a));
- Buildings along secondary streets shall (23.5.3c):
 - Incorporate a high degree of transparency on the ground floor;
 - Provide building openings and principal entrances facing the street; and
 - Contain commercial, community, cultural or office uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.
- The lands designated Urban Core at the northwest corner of Speers Road and Kerr Street are subject to the following additional policies (23.7.1):
 - As part of any development approval, development and redevelopment shall be based on a comprehensive development plan, which demonstrates the potential full build out of the lands; and
 - Redevelopment of existing low-rise commercial uses may occur gradually in a phased manner.
- The Town may allow up to up to four storeys beyond the maximum permitted height on the lands designated Urban Core, north of Speers Road, without amendment to this Plan (23.8.2a)i));
- The additional height may be allowed in exchange for the provision of public benefits, including transit and alternative transportation solutions, which have been identified by the Town as a bonusing priority (23.8.2b)). Additional public

benefits considered appropriate for the application of increased height in Kerr Village may include, but are not limited to:

- The provision of affordable housing units and/or rental housing units;
 - Community service/facility space;
 - Non-profit child care facilities;
 - Public art;
 - Enhanced streetscape/public open space improvements; and
 - Enhanced green building and energy conservation technology (23.8.2d)).
- In the Upper Kerr Village district west of Kerr Street north of Speers Road, an urban park is proposed, which 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 (23.8.3c)i)).

5.4.2 Urban Design

Section 6 of the Livable Oakville Plan sets out a number of policies and objectives related to urban design. Relevant general urban design policies include that development shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended. Alternative design approaches to those found in the Livable by Design Manual may be proposed, with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Livable Oakville Plan (6.1.2a)).

Relevant streetscape policies include that new development should contribute to the creation of a cohesive streetscape by (6.4.2):

- Placing the principal building entrances towards the street and where applicable, towards corner intersections;
- Framing the street and creating a sense of enclosure;
- Providing variation in façade articulation and details;
- Connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable
- Incorporating trees, plantings, furnishings, lighting, etc.; and
- Coordinating improvements in building setback areas to create transitions from the public to private realms.

Relevant street design/layout policies include that development should establish or reinforce a modified grid street pattern with an interconnected network of roads designed to: disperse traffic by providing alternative routes and enhance bicycle movement (6.5.1).

According to Schedule O2: Kerr Village Urban Design, the lands to the south of the subject lands are shown with a proposed urban square.

Relevant urban squares policies include:

- Urban squares should be included in development proposals, where appropriate (6.7.2); and
- Large development projects are encouraged to include a single, large urban square or a series of smaller urban squares (6.7.3).

Relevant built form policies include:

- Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage (6.9.1);
- Building design and placement should be compatible with the existing and planned surrounding context (6.9.2);
- Development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form (6.9.3);
- In Growth Areas, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontages (6.9.4);
- Buildings should present active and visually permeable façades to all adjacent streets and amenity spaces through the use of windows, entry features, and human-scaled elements (6.9.5);
- Main principal entrances to buildings should be oriented to the public sidewalk (6.9.6);
- Development should be designed with variation in building mass, façade treatment and articulation (6.9.7);
- Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets (6.9.8);

- New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development (6.9.9); and
- Continuous streetwalls of identical building height are discouraged (6.9.10).

Relevant landscape policies include that development should preserve and enhance the urban forest by maintaining existing healthy trees, where possible and increasing tree canopy coverage (6.10.2).

Relevant access, circulation and parking policies include:

- Developments should incorporate circulation routes that connect pedestrians to: principal entrances, amenity areas and parking areas; the public sidewalk and transit facilities; and adjacent developments, where appropriate (6.11.2);
- Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles (6.12.1);
- Consolidated driveway accesses are encouraged (6.12.2); and
- Parking areas within a structure should be screened from view from the public realm. Structured parking facilities should be underground structures, wherever possible (6.13.5).

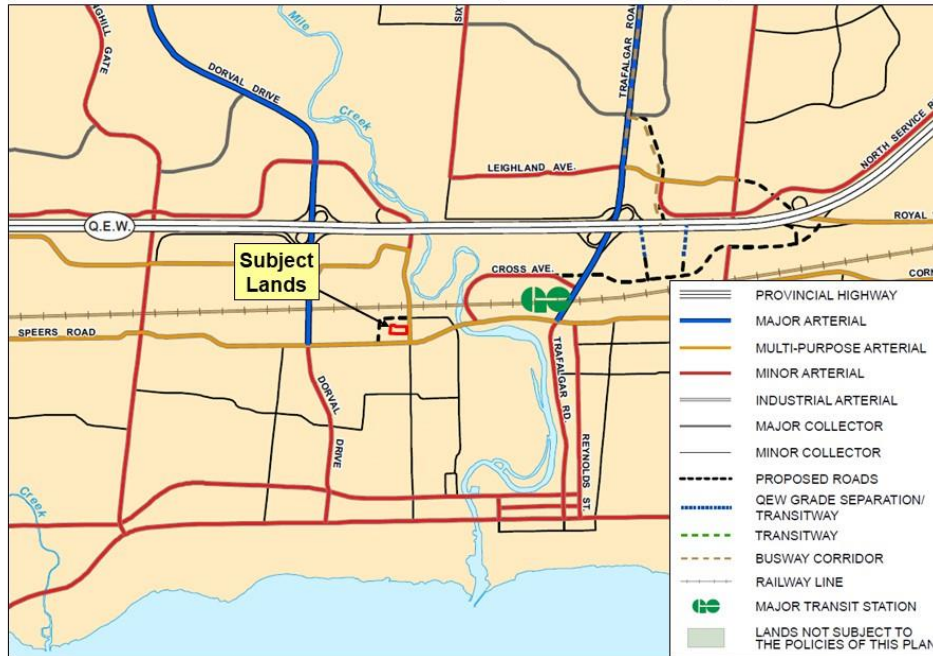
Relevant service, loading and storage areas policies include that for all development in the Growth Areas, service and loading areas should be located internal to the building or appropriately screened from the public realm and, where required, from adjacent uses (6.16.3).

5.4.3 Transit

On Schedule C Transportation Plan, Kerr Street is identified as a Multi-Purpose Arterial, and there is an extension to a local road identified in proximity to the subject lands (see Figure 13). Schedule D Active Transportation Master Plan identifies a proposed bike lane along Kerr Street (see Figure 14). The Livable Oakville Plan states that development shall not preclude the implementation of the transportation network identified on Schedule C (8.1.2f)). Further, the Town may protect for new alignments and additional right-of-way requirements identified within the Growth Areas and shown on Schedule C. To facilitate the development of a transit-supportive urban structure, measures will be reflected in all development proposals, including densities supportive of

transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations (8.12.2a)).

Figure 13
Livable Oakville Plan, Schedule C – Transportation Plan (August 28, 2018)



Location and boundaries are approximate

Figure 14
Livable Oakville Plan, Schedule D – Active Transportation Master Plan (August 28, 2018)



Location and boundaries are approximate

5.4.4 Planning Analysis

The proposed Zoning By-law Amendment conforms with the Livable Oakville Plan for reasons that include:

- The subject lands are identified as a Growth Area (Kerr Village) where Mixed Use development and growth is directed (Section 12.1.2). The proposed development represents a form of appropriate intensification within the Kerr Village Growth Area;
- The development proposes a mix of uses that includes retail uses at grade level fronting existing and future adjacent streets, with residential uses above (Section 12.1.3 and 12.5.1a));
- The development proposes to apply the bonusing policies of the Official Plan to achieve a height of 16 storeys as permitted (Section 12.5.2a), 12.5.2b), and 23.8.2a)ii)). The nature and extent of bonusing is to be determined through further consultation with Staff through the approvals process (Section 23.8.2);
- Parking for the proposed development is accommodated entirely underground (Section 12.5.3a) and 23.4.1c)i));
- The ultimate build-out of the development anticipates the westward extension of Shepherd Road where new access points will be created (Section 8.1.2f), 23.4.1c)ii) and 23.4.1f));
- Shepherd Road is identified as a secondary street, and the proposed development will include retail uses at grade level, including principal entrances to these uses (Section 23.5.3c));
- The Zoning By-law Amendment application includes a comprehensive development plan, as detailed in Section 2.3 of this Report, which displays potential full build out of the surrounding lands (Section 23.7.1a)); and
- The proposed development achieves a density that is supportive of existing local and higher order transit (Section 8.12.2a)).

The proposed development generally conforms with the Urban Design policies of Section 6 of the Livable Oakville Plan. Specific Urban Design policies/objectives of the Livable Oakville Plan will be considered/implemented through a future Site Plan Approval application process. In particular, the proposed built form is anticipated to achieve the following:

- A built form compatible with the planned function of the surrounding lands;

- Principal building entrances facing Shepherd Road, and a building façade that address both Shepherd and Kerr Street frontages; and
- Trees and plantings adjacent to the proposed development at grade level.

Section 23.7.1a) of the Livable Oakville Plan notes that any development application for lands designated Urban Core at the northwest corner of Speers Road and Kerr Street shall be based on a comprehensive development plan which demonstrates the potential full build out of the lands. As part of the proposed development, a block concept site plan has been prepared to demonstrate that the proposed development does not compromise the surrounding lands from redeveloping in conformity with the Livable Oakville Plan as it relates to Kerr Village. The block concept site plan conforms to the relevant policies of the Livable Oakville Plan and establishes a comprehensive development plan, for reasons that include:

- Surface parking has been minimized, and where shown is screened from view from all public streets. A degree of surface parking has been accounted for as part of the block concept site plan (Section 23.4.1c)i);
- There is no direct vehicular access proposed from Kerr Street or Speers Road. Vehicular access to parking (including underground parking) and loading areas can be entirely accommodated from the anticipated Shepherd Road extension as well as private roads (Section 23.4.1c)ii);
- The block concept site plan has been designed so as to anticipate the extension of Shepherd Road and St Augustine Drive (Section 23.4.1f));
- An urban park has been appropriately located at the Speers Road and Kerr Street Gateway, with the potential for a connection to underground parking facilities. The urban park will also offer pedestrian connections to the remaining areas of the development site (Section 23.8.3c)); and
- A series of smaller urban squares are equally distributed throughout the block concept site plan (Sections 6.7.2 and 6.7.3).

5.5 LIVABLE BY DESIGN MANUAL

The Town of Oakville’s Livable by Design Manual provides comprehensive and detailed urban design direction for development and establishes a benchmark by which development proposals will be reviewed in order to achieve a consistent level of quality built environments. The Livable by Design Manual “does not preclude alternative

approaches”, and “a degree of flexibility can be afforded in their interpretation and application.”

5.5.1 Urban Design Direction

The Urban Design Direction for Oakville was endorsed by Planning and Development Council on May 12, 2014 and were appealed to the Ontario Municipal Board (OMB). A settlement was reached and approved by the OMB in December 2014, bringing the Manual into full force and effect.

The following relevant urban design directions apply to the design of streetscapes:

- Maintain or create a continuous streetwall of building facades (2.2.1);
- Orient and position primary building facades, entrances and public spaces toward streets (2.2.2);
- Incorporate canopies and awnings on building facades (2.2.4);
- Provide continuous, unobstructed and barrier-free sidewalks (2.2.6);
- Wherever possible, plant street trees on all streets (2.2.10);
- Establish a tree planting spacing rhythm or pattern that provides flexibility to adapt to streetscape function (2.2.12); and
- Select and position street furniture to optimize convenience, access and comfort and to provide a consistent streetscape appearance while maintaining a barrier-free path of travel (2.2.14).

The following relevant urban design directions apply to public views and vistas:

- For buildings situated at the corners of major intersections, incorporate vertical elements that provide visual interest and reinforce the strategic location (2.4.3).

The following relevant urban design directions apply to the base portion of tall buildings (buildings greater than 12 storeys in height):

- Where the building is positioned along the property line with no setback, the height of the building base will be no greater than 80% of the width of the right-of-way of the adjacent street and will step-back from this established maximum height at a 45 degree angle from the street wall (3.1.1);

- Where the building is setback from the property line, the height of the base building is no greater than a ratio of 1:1.6 street width to height of building base (3.1.2);
- Where a step-back of the main wall of the building base is proposed, situate it no lower than 12 m above grade with a minimum depth of 1.5 m and a maximum depth of 4 m (3.1.3);
- For ground floor commercial uses facing a public street or public space, incorporate (3.1.5):
 - A minimum first storey height of 4.5 m;
 - A minimum 75% glazing on facades; and
 - Architectural treatments on all non-transparent surfaces.
- For ground floor commercial units, incorporate a minimum first storey height between 3.5 m and 4.5 m (3.1.6);
- Incorporate architectural treatments, canopies, awnings, illumination and landscaping to accentuate principal building entrances (3.1.8);
- Design principal entrances to ground floor commercial units that are highly visible. For commercial units above the ground floor, design principal entrances in highly visible locations (3.1.9);
- For uses above the ground floor, design principal entrance(s) in highly visible locations with direct access from the public realm (3.1.10);
- Locate entranceways associated with passenger loading areas internal to the site or at the rear or side of the building (3.1.12);
- Extend the facades of the building base parallel along the full length of the property where it abuts the public realm (3.1.13);
- Design the main wall of the building base to occupy a minimum of 85% of the façade zone along the lot length abutting a public street (3.1.14);
- On a corner lot, design and mass the building base so it addresses both street frontages and incorporate enhanced architectural treatment that highlights the corner, such as taller elements, protruding elements and balconies (3.1.15); and
- Incorporate strategic setbacks from the property line in the façade zone to accommodate extensions of the public realm and entrances (3.1.17).

The following relevant urban design directions apply to the middle portion of tall buildings:

- Design the building middle to: incorporate varied architectural detailing; reinforce horizontal banding (datum lines) of abutting buildings; and minimize shadows, wind and other adverse microclimate conditions (3.1.19);
- For a tall building, the middle component should be stepped back a minimum of 5 m from the main wall of the base building (3.1.20);
- On corner lots, the building middle may extend to ground level without a building base (3.1.21);
- Floorplates will be designed with a maximum dimension of 40 m in length in any direction (including diagonal) measured from outside wall to outside wall, but excluding balconies (3.1.22);
- Incorporate projections and indentations into the tower to moderate the scale of the building middle and achieve visual interest (3.1.23);
- Incorporate minimum tower separation distances of 30 m for buildings 30 storeys or less, or an average of 25 m across the face of the building if a building is convex. All measurements are made horizontally and are inclusive of projections such as balconies (3.1.24); and
- Position the building middle on the building base in such a way that minimizes the shadows cast across public spaces and private amenity areas (3.1.25).

The following relevant urban design directions apply to the top portion of tall buildings:

- Articulate the upper-most floors of buildings by varying the massing with architectural treatments (3.1.26); and
- Design the building top to complement the overall building design and to integrate penthouses, stair towers, elevator towers and mechanical equipment. For rooftop elements taller than 2 m in height, setback these elements a minimum of 4 m from all edges of the roof (3.1.28).

The following relevant urban design direction applies to transitions from tall buildings to adjacent surroundings:

- Design tall and mid-rise buildings to fit contextually and to minimize potential impacts of height, massing and shadow on their surroundings (3.1.30).

The following relevant urban design directions apply to building detailing and materials:

- Design building facades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Avoid large areas of blank or poorly articulated walls (3.1.34);
- Articulate the massing of the façade to divide the architectural detailing by incorporating layered elements, modulations, projections and recesses, pronounced vertical elements, corner and parapet features and distinct rooflines (3.1.35);
- On residential buildings, architecturally integrate balconies and other projections into the structure and detailing of the building (3.1.36);
- On exposed end walls along an interior lot line without openings, clad the façade with materials that complement the overall building design (3.1.39); and
- On key sites such as intersections, accentuate the massing, height and façade through enhanced architectural design (3.1.40).

The following relevant urban design direction applies to building amenity areas:

- For residential buildings, incorporate private amenity space in the form of a roof terrace or balcony for each unit (3.1.44).

The following relevant urban design directions apply to the landscaping design of the proposed redevelopment of the subject lands:

- Landscape front and flankage yards with plantings and other landscaping features that provide visual interest, highlight pedestrian connections, enhance building and site features and screen undesirable elements (4.1.5);
- Where warranted to minimize noise, light and undesirable views, incorporate screening and/or buffering to obscure views and/or create physical separation (4.1.6);
- Maintain a subtle transition when accommodating changes in grade, resulting in barrier free routes for pedestrians and a cohesive built and landscaped environment (4.1.21); and
- Design site grading to minimize the need for retaining walls along street frontages. Where a retaining wall cannot be avoided, incorporate terracing to minimize perceived height of the retaining wall (4.1.22).

The following relevant urban design directions apply to pedestrian connections:

- Provide direct, barrier-free and safe access to and from sidewalks, transit stops, urban squares, amenity areas, building entrances, parking areas, open spaces and adjacent properties, where appropriate (4.2.1);
- Incorporate site furnishings along pedestrian connections to provide amenities (4.2.5); and
- Incorporate shade trees and other weather protection elements along pedestrian connections (4.2.7).

The following relevant urban design directions apply to parking:

- Wherever possible within Growth Areas and on intensification sites, incorporate structured parking facilities, whether located above or below ground (4.3.1);
- Locate pedestrian entrances to structured parking facilities in close proximity to public streets or open spaces (4.3.4);
- Design vehicular entrances and ramps to a structured parking facility that complement the scale of the façade and surrounding streetscape elements, providing access from a secondary street where possible (4.3.5);
- Within Growth Areas and along pedestrian-oriented streets, avoid the placement of surface parking areas abutting public streets (4.3.8);
- Design vehicular access driveways to surface parking areas and passenger loading areas to include: minimum driveway entrance widths (and turning radii) across public sidewalks; consolidated access points, wherever possible, to reduce vehicular-pedestrian conflicts; and continuous walkways across driveways (4.3.16);
- In Growth Areas and along pedestrian-oriented streets, locate vehicular access driveways from side or minor frontage streets (4.3.17);
- Provide safe and convenient bicycle parking for all non-residential and multi-unit residential sites (4.3.20);
- Place bicycle racks in highly visible areas near main entrances of buildings and in active pedestrian and amenity areas (4.3.21);
- Locate passenger pick-up and drop-off loading areas for convenient access to main building entrances (4.3.23); and
- Design passenger loading areas with barrier-free transitions from the vehicle area to the main building entrance and with overhead coverage integrated into the design and function of the site, landscaping and building(s) (4.3.24).

The following relevant urban design directions apply to servicing, loading and storage areas:

- Design and integrate service, loading and storage areas to minimize the visual impact on the public realm, amenity areas and adjacent sensitive uses (4.6.1);
- Wherever feasible, locate service, loading and storage areas within the main building(s) to ensure the facilities are not visible from the public realm or main entrance areas (4.6.2);
- Wherever possible, consolidate service, loading and storage areas into one multi-functional area on the site to serve multiple buildings and multiple purposes (4.6.7);
- Locate and design service, loading and storage areas to prevent conflicts with pedestrian and vehicular circulation routes (4.6.8);
- Wherever possible, locate access driveways to service, loading and storage areas at the side or rear of the property to limit access directly from major roads (4.6.9); and
- Wherever feasible, design service, loading and storage areas with shared access driveways amongst on-site tenants and/or with abutting sites (4.6.10).

5.5.2 Planning Analysis

The purpose of the Livable by Design Manual is to: visually articulate the design objectives of the Livable Oakville Plan; establish expectations for preferred design and development outcomes; establish an assessment framework for the review of development proposals; and provide guiding design principles and urban design direction for the creation of detailed design documents. Inherent in the Manual is that flexibility is provided for in assessing development/redevelopment.

The proposed redevelopment meets a number of the design principles/criteria that have been established by the Livable Oakville Plan as follows:

- The building has been oriented towards the adjacent existing and future streets, contributing to a continuous streetwall (Sections 2.2.1 and 2.2.2);
- The proposed development includes continuous unobstructed sidewalks to entrances of the building (Sections 2.2.6 and 4.2.1). Entrances to ground floor commercial uses as well as the upper floor residential component are highly visible and directly accessible from the future Shepherd Road extension

- (Sections 3.1.9 and 3.1,10). Loading area entrances are located within the building and are screened from view with access from the proposed private road which bisects the podium base, which is extended above (Sections 3.1.12, 4.6.1 and 4.6.2);
- The building base façade is extended along a majority of the Kerr Street and the future Shepherd Road frontages, addressing the public realm and highlighting the corner site (Section 3.1.13, 3.1.14, and 3.1.15);
 - Setbacks have been minimized while also accounting for site specific circumstances including the grade separation along Kerr Street, and to accommodate an extended public realm along Shepherd Road (Section 3.1.17);
 - Direction is provided that for corner lots, building middles may extend to the ground level without a building base. The building has been designed so as to reflect a corner building aesthetic while still addressing the street through a building base throughout the remainder of the site (3.1.21);
 - Floorplates are designed with a maximum length of approximately 33.5 m, meeting the intent of Section 3.1.22, which notes the maximum should not exceed 40 m;
 - The three towers are proposed with separation distances of approximately 30.5 m and 36.6 m, meeting the intent of Section 3.1.24, which notes a minimum 30 m separation distance;
 - A roof terrace has been designed to be provided as amenity space for residents (Section 3.1.44);
 - Parking has been located entirely below grade (Sections 4.3.1 and 4.3.8) with access from a proposed private road (Section Sections 4.3.5 and 4.3.17); and
 - A total of approximately 587 bicycle parking spaces are provided (Section 4.3.20).

The proposed development generally aligns with the urban design directions as outlined in this Report. The Site Plan Approval process will further consider the urban design directions to ensure the development generally aligns with the design objectives of the Livable Oakville Plan.

5.5.3 Urban Design Direction for Kerr Village

At the Town of Oakville Planning and Development Council meeting of June 11, 2018 the Urban Design Direction for Kerr Village was approved and is now included in the Livable by Design Manual. Under the Urban Design Direction for Kerr Village, the subject lands are located within the Upper Kerr Village District, which is envisioned as a higher density, mixed use area.

The following directions apply to using design to distinguish Kerr Village:

- Orient the building massing and main entrances directly towards the street and, where applicable, towards the intersection (3A.1.a);
- Incorporate buildings and structures that express a high standard of architectural quality (3A.1.b); and
- Incorporate distinctive streetscape surface treatments and furnishings, plantings and landscape designs and public art installations (3A.1.c).

The following directions apply to using design to foster street-level activity:

- Where space permits, provide space for retail displays, entrance features and patio seating (3B.1.a);
- Ensure building entrances and display windows are oriented toward and open onto the street (3B.1.b);
- Incorporate weather protection elements, such as awnings and canopies (3B.1.c);
- Maintain healthy existing trees, where feasible, and incorporate new plantings (3B.2.d)
- Ensure building height, massing, setbacks and step backs will maximize sun exposure and minimize a wind tunnel effect on the boulevard (3B.3.a);
- Incorporate building setbacks and recesses at main entrances and gathering spaces that will provide shelter from winds (3B.3.b);
- Incorporate canopies and/or awnings at building entrances and gathering spaces to provide protection from the elements (3B.3.c);
- Locate vehicular access points on side streets wherever possible (3B.4.a);
- Limit the width of driveway access points (3B.4.c);
- Extend the upper floors of the building over the driveway access to maintain a consistent street wall and maximize the usability of the site (3B.4.d);

- Create a continuous street wall with architecturally detailed facades that provide visual interest and a backdrop for on-street activities (3B.6.a);
- Articulate facades into narrower segments, through projections and/or recesses, that reflect the rhythm and scale of the surrounding built form (3B.6.b);
- Wrap the façade rhythm of openings around corners (3B.6.c);
- Incorporate human-scaled buildings and features (3B.6.d); and
- Provide weather protection elements that provide coverage at entrances (3B.6.e).

The following directions apply to using design to frame the street:

- Position buildings along all primary streets within the required front and flankage yards (3C.1.a);
- Establish the building base height to be no greater than 80% of the street width (3C.1.b);
- Utilize projections and recesses of building façades, which can result in outdoor amenity spaces (3C.2.a);
- Incorporate significant breaks in building facades longer than 55 m (3C.2.b); and
- Where new development is proposed, divide facades into smaller segments to reflect the rhythm and scale of a traditional main street and village built form (3C.2.c).

The following directions apply to compatibility with surroundings:

- Position buildings along the front lot line (3D.1.a);
- Position mid-rise and tall buildings to the minimum side lot line and incorporate façade setback(s) starting at 10.5 m above grade (3D.1.b);
- Between residential buildings, incorporate a 15 m minimum separation between primary windows and a 7.5 m minimum separation between all other windows (3D.1.c); and
- Incorporate visually interesting end wall treatments on the exposed portions of facades, including a combination of window openings and architectural treatments (3D.1.d).

The following directions apply to pedestrian connections:

- Design development along primary and secondary streets with a strong focus on enhancing the pedestrian realm, with the built form framing the street and ample entrances along the ground level (3E.1.a);
- Incorporate well-defined pedestrian connections to and throughout the site (3E.2.a); and
- Create connections that are predictable, comfortable and barrier-free (3E.2.b).

5.5.4 Planning Analysis

The proposed redevelopment is highly responsive to the design principles/criteria for Kerr Village that have been established by the Livable by Design Manual as follows:

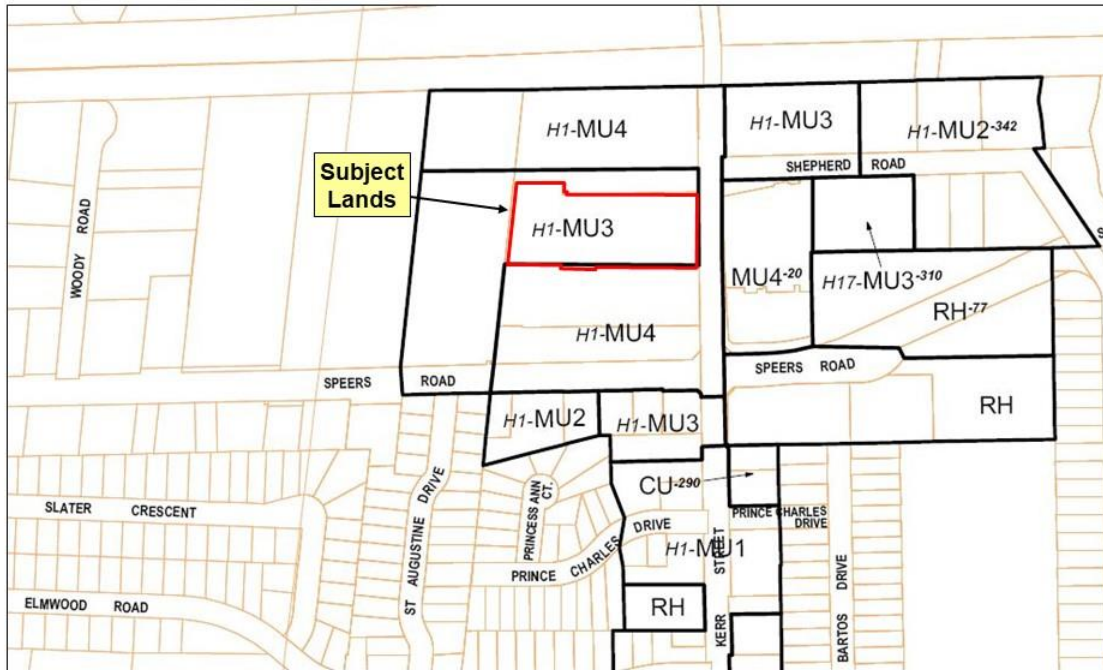
- The building and entrances have been oriented towards the adjacent existing and future streets, contributing to a continuous streetwall with minimal building setbacks (Sections 3A.1.a, 3B.1.b, 3C.1.a and 3D.1.a);
- Vehicular access to loading and parking is provided by a future private road connecting to the future Shepherd Road extension (Section 3B.4.a);
- The upper floors of the building are proposed to extend above the drive access, maintaining the continuous streetwall as appropriate (Section 3B.4.d and 3B.6.a); and
- The three towers are proposed with separation distances of approximately 30.5 m and 36.6 m, meeting the intent of Section 3D.1.c, which notes a minimum 15 m separation distance between main windows.

The proposed development generally aligns with the urban design directions as outlined in this Report. The Site Plan Approval process will consider the urban design directions to ensure the development generally aligns with the design objectives of the Livable Oakville Plan.

5.6 TOWN OF OAKVILLE ZONING BY-LAW 2014-014, AS AMENDED

According to the Town of Oakville Zoning By-law 2014-014, as amended, the subject lands are zoned Holding One – Urban Centre (H1-MU3) (see Figure 15). The By-law sections relating to the H1-MU3 zone are in full force.

Figure 15
Town of Oakville Zoning By-law 2014-014, As Amended



Location and boundaries are approximate

The Zoning By-law Amendment proposes to rezone the subject lands to a site specific Urban Core (MU4-X) zone, reflective of the land use designation in the Livable Oakville Plan. The primary difference between the existing Urban Centre and proposed Urban Core zone is in the height permitted. The existing Urban Centre zone permits a minimum of 6 and maximum of 8 storey height, while the proposed Urban Core zone permits a minimum of 8 and maximum of 12 storeys.

5.6.1 Permitted Uses

Various uses are permitted in the MU4 Zone, including (Part 8.2):

- Apartment dwelling, subject to the following relevant additional regulations:
 - Prohibited in the first 9.0 m of depth of the building, measured in from the main wall oriented toward the front lot line, on the first storey and entirely below the first storey; and

- Notwithstanding this, an ancillary residential use on the first storey is permitted to occupy a maximum of 15% of the length of the main wall oriented toward a public road.
- Business office;
- Financial institution;
- Medical office;
- Restaurant; and
- Retail store.

5.6.2 Built Form Regulations

Built form regulations under the MU4 Zone applicable to the subject lands include the following (Part 8.3):

- Minimum front yard: 1.0 m;
- Maximum front yard: 5.0 m, subject to the following relevant additional regulations:
 - The maximum front yard and maximum flankage yard requirements do not apply when an urban square measuring no less than 300 sq. m in area and having a minimum length of 10 m is provided along the length of the main wall oriented toward the front or flankage lot line; and
 - This regulation shall only apply to the first 12 m of the building height, measured along the main wall oriented toward the front or flankage lot line.
- Minimum flankage yard: 1.0 m;
- Maximum flankage yard: 5.0 m, subject to the following additional regulations:
 - The maximum front yard and maximum flankage yard requirements do not apply when an urban square measuring no less than 300 sq. m in area and having a minimum length of 10 m is provided along the length of the main wall oriented toward the front or flankage lot line; and
 - This regulation shall only apply to the first 12 m of the building height, measured along the main wall oriented toward the front or flankage lot line.
- Minimum interior side yard: 0 m;

- Minimum rear yard: 0 m;
- Minimum height in storeys: 8 storeys, subject to the following additional regulation:
 - Any building legally existing on the effective date of this By-law not complying with this provision shall be permitted.
- Maximum height in storeys: 12 storeys;
- Minimum first storey height: 4.5 m, subject to the following additional regulation:
 - Any building legally existing on the effective date of this By-law not complying with this provision shall be permitted.
- Minimum height in meters: 25.5 m, subject to the following additional regulation:
 - Any building legally existing on the effective date of this By-law not complying with this provision shall be permitted.
- Maximum height in meters: 43.0 m.

5.6.3 Main Wall Proportions

The following main wall proportion regulations would apply (Part 8.8):

- A minimum of 75% of the length of all main walls oriented toward the front lot line shall be located within the area on the lot defined by the minimum and maximum front yards; and
- A minimum of 75% of the length of all main walls oriented toward the flankage lot line shall be located within the area on the lot defined by the minimum and maximum flankage yards.

5.6.4 Parking Requirements

The following vehicle parking requirements would apply (Part 5.2.2):

- Apartment Dwelling: 1.0 space per dwelling where the unit has less than 75 sq. m (approx. 807 sq. ft) net floor area, and 1.25 per dwelling for all other units. Where a minimum of 5 parking spaces are required on a lot, 0.2 of the required spaces per dwelling shall be designated as visitors parking and a minimum 50% of the minimum parking spaces shall be provided within a private garage or parking structure; and
- All other permitted non-residential uses in a Mixed Use Zone: 1.0 space per 40 sq. m net floor area.

The following bicycle parking requirements would apply (Part 5.4.1):

- Apartment dwelling: 1.0 per dwelling and 0.25 of required bicycle parking to be for visitor use;
- Retail store: the greater of 2 or 1.0 per 1,000 sq. m net floor area; and
- Business office: the greater of 2 or 1.0 per 1,000 sq. m net floor area.

5.6.5 Loading Space Requirements

There is no minimum required number of loading spaces. Should loading spaces be provided, the Zoning By-law provides regulations to set appropriate dimensions and locations.

5.6.6 Holding Provision

For such time as the “H” symbol is in place, only the following replacements, additions or expansions of buildings legally existing on the effective date of the By-law shall be permitted (Part 16.3.1.2):

- Replacement or addition of architectural features such as, but not limited to, an awning, canopy, cornice, cove, eaves, gutters, pilasters or sills;
- Replacement or addition of an existing non-walk in bay, box out and bow window;
- Replacement or addition of a fire escape;
- Addition of floor area on the first storey, provided that the additional floor area does not project beyond the main wall on the storey above the first storey as it legally existed on the effective date of this By-law; and
- Improvements to a building façade.

The “H” symbol shall, upon application by the land owner, be removed when the following conditions, as applicable, shall first be completed to the satisfaction of the Town of Oakville (Part 16.3.1.3):

- That sufficient water and wastewater services are available;
- The owner has entered into any required servicing agreement(s) with the Town regarding stormwater management;
- The completion of detailed drawings required for the construction of road and infrastructure improvements;
- Registration on title of an agreement between the owner and the Town with respect to the road and infrastructure improvements;

- The registration on title of a Section 37 agreement per the Planning Act; and
- All required land conveyances have been undertaken.

5.6.7 Minor Variance

There is a Committee of Adjustment decision for the subject lands dated July 26, 2011 to permit a new 143 sq. m covered storage, loading and display area at the rear of the proposed Shoppers Drug Mart and JYSK furniture store with the following variances:

- To legalize the maximum individual lot coverage of 37% and permit a maximum individual lot coverage of 38%, where the Zoning By-law permits a maximum lot coverage of 25%; and
- To legalize the existing parking for the individual owner of 110 parking spaces and to permit the covered storage, loading and display area with no additional parking requirement whereas the Zoning By-law requires for every 18 sq. m of gross leasable floor area, one parking space shall be provided. In this case, a minimum of 209 parking spaces are required.

Please note that the Zoning regulations for parking and maximum lot coverage referenced in this decision are from Zoning By-law 2009-189 and are no longer in effect.

5.6.8 Planning Analysis

An amendment to the Town of Oakville Zoning By-law 2014-014 is proposed, which will accommodate the development as proposed. The rezoning of the subject lands from the H1-MU3 zone to the MU4-X zone will implement the policies of the Livable Oakville Plan.

The development generally adheres to the Built Form Regulations of the Zoning By-law. The Zoning By-law Amendment will increase the permitted height in metres and total number of storeys to achieve the maximum permitted in the Livable Oakville Plan. The maximum front yard setback provision is proposed to be increased to accommodate the retaining wall required to Kerr Street as part of the grade separation project. The intent of a maximum front yard setback is, in part, to provide a pedestrian scale urban environment at the street level. The grade separation resulting from the Kerr Street underpass will require a degree of separation from the proposed building and the street level, reducing the necessity of stringent maximum setback requirements.

In addition, the Zoning By-law Amendment application proposes the removal of the Holding “H” provision. The Zoning By-law Amendment application satisfies the conditions to remove the “H” (Part 16.3.1.3) as follows:

- The Functional Servicing Report prepared by Aleo Associates Inc. confirms sufficient water and wastewater capacity is available to support the development as proposed;
- Concept drawings displaying access to the proposed development before and after the CNR Grade Separation Project have been prepared for review as part of the Zoning By-law Amendment application;
- As part of the review of the proposed development, agreements relating servicing, infrastructure improvements, and Section 37 community benefits will be entered into with the Town as appropriate; and
- The required road widening to Kerr Street has been identified in the application materials, and will be conveyed to the Town through the appropriate process.

6.0 ADDITIONAL PLANNING ANALYSIS

This report has identified and addressed the relevant current planning policy and regulatory framework in Section 5. A number of key themes and major points have emerged in the planning assessment of the proposed redevelopment of the subject lands.

6.1 CONTRIBUTING TO INTENSIFICATION TARGETS AND STRATEGIES

The current policy framework gives priority to intensification as a means of accommodating new growth. The Provincial Policy Statement requires that planning authorities identify and promote opportunities for intensification (Policy 1.1.3.3) and the Provincial Growth Plan identifies that a minimum of 50 per cent of all residential development occurring annually within the Region of Halton will be within the delineated built-up area. It is the policy of the Region of Halton Official Plan to facilitate and promote intensification and increased densities (72(9)), and to direct a minimum of 40 percent of new residential development to the Built-Up Area (Section 77(2.1)). In order to meet targets for residential intensification, the Livable Oakville Plan has identified a number of Growth Areas. The subject lands are located within an identified Growth Area, and the Livable Oakville Plan states that the majority of intensification in the Town is to occur within the Growth Areas, while the Kerr Village Growth Area, specifically, is intended to develop as a mixed use centre with a viable main street (4.1).

The proposed redevelopment represents intensification of an underutilized lot within the built boundary, in an area targeted for intensification.

6.2 ACCOMMODATING INTENSIFICATION APPROPRIATELY

In addition to targets for intensification, the applicable planning policy and regulatory framework identifies criteria/requirements for intensification and redevelopment, including the policies in the Growth Plan relating to managing growth, and Policy 72(2) of the Region of Halton Official Plan. The Livable Oakville Plan provides specific guidance for the redevelopment of Growth Areas, including explicit direction for intensification in the Upper Kerr Village district. The following points summarize how the various Provincial, Regional, and Local criteria/requirements for intensification and redevelopment are met by the proposed development:

- **Compatibility:** The subject lands are within an existing commercial plaza that has been identified for intensification. As noted by Section 23.7.1 Livable Oakville Plan, it is anticipated that the redevelopment of the commercial plaza will have to be phased, resulting in interim conditions consisting of differing built forms. The introduction of additional residents by way of the proposed development will be supportive of the existing commercial uses within the plaza, until such time as redevelopment of these uses is proposed.

The subject lands are not adjacent to an existing low density residential area that would be impacted by the proposed built form.

The subject lands are located in an area that can accommodate the degree of intensification as proposed.

- **Urban Design/Built Form:** The proposed built form will be in keeping with the direction provided by the Livable Oakville Plan and Livable by Design Manual. The site has been designed so as to frame adjacent streets and create a continuous street wall. The development will be subject to a future Site Plan Approval application that will ensure specific design elements meet the Town's desired direction.
- **Transit and Connections:** The location of the subject lands will offer new residents access to a variety of transportation options, including alternative transportation modes. The proposal is transit supportive, providing additional user base for existing transit. The subject lands are in proximity to the Oakville GO station, as well as Oakville Transit service (including Routes #4, #10, #14, #14A, #15, #18, and #28). The proposed development offers abundant secure bicycle parking that will be supportive of anticipated future bicycle lanes.
- **Infrastructure and Public Service Facilities:** The subject lands are located within an area where appropriate levels of infrastructure and public service facilities are available to support current or projected needs.
- **Complete Communities:** The proposal assists in creating a complete community by contributing to a full range of housing and transportation options. It also supports the vitality of existing commercial functions in the area (in particular

along Kerr Street) by providing additional clientele base within walking/cycling distance.

- **Encourage Phased Growth:** The proposed development represents the first redevelopment proposal in this commercial block (which has been identified for intensification). The redevelopment of the commercial block should be phased to appropriately accommodate growth. The proposed development may encourage the redevelopment of the surrounding underutilized lands, and in the interim, the influx of new residents will support the existing commercial function of the plaza.

A block concept site plan was prepared for the area, detailing a possible scenario for the intensification and redevelopment of the surrounding lands in conformity with Provincial and municipal policy. The proposed redevelopment respects the future intensification of the surrounding parcels, and has been designed in a manner that will not discourage their redevelopment.

6.3 EFFICIENTLY USING INFRASTRUCTURE AND COMMUNITY FACILITIES

The proposed new residential infill community represents a more efficient and intensive use of the subject lands; however, the planning policy and regulatory framework is also designed to ensure more efficient use of existing infrastructure and public service facilities. The proposed infill redevelopment will contribute to ensuring efficient, cost effective development by making more efficient use of existing infrastructure and public service facilities prior to developing new works/facilities in the Town.

The extension of Shepherd Road, as well as the realignment/redevelopment of Kerr Street are anticipated, but are not required to facilitate the proposed development (as shown by the interim condition). The proposed development will make efficient use of the new road infrastructure upon full build out.

6.4 LOCATION AND COMPATIBILITY

The subject lands are well suited for the proposed redevelopment:

- The intensification of the subject lands and surrounding parcels, as generally proposed, is anticipated by the Livable Oakville Plan;
- The proposed redevelopment has the opportunity to catalyze the development of the surrounding underutilized lands;

- The subject lands are in close proximity to the Queen Elizabeth Way Provincial Highway, Oakville GO, and Oakville Transit service (including Routes #4, #10, #14, #14A, #15, #18, and #28). The location of the subject lands will offer new residents access to a variety of transportation options, including alternative transportation modes;
- The subject lands are within walking distance to a number of commercial establishments along Kerr Street. The neighbourhood offers a range of opportunities characteristic of a complete community, where residents can access their daily needs within walking distance;
- The scale, form, massing, height and character of the proposed redevelopment is compatible with the development directly to the east, and will be compatible with the form of development anticipated on adjacent lands under the Livable Oakville Plan policy framework;
- The subject lands are underutilized, offer a significant amount of surface parking in the front yard, and are appropriate for the redevelopment as proposed;
- Anticipated future upgrades to Kerr Street and the extension of Shepherd Road will provide appropriate access to the subject lands; and
- The site plan approval process can readily address details such as landscaping, lighting and waste containment to ensure compatibility with surrounding land uses.

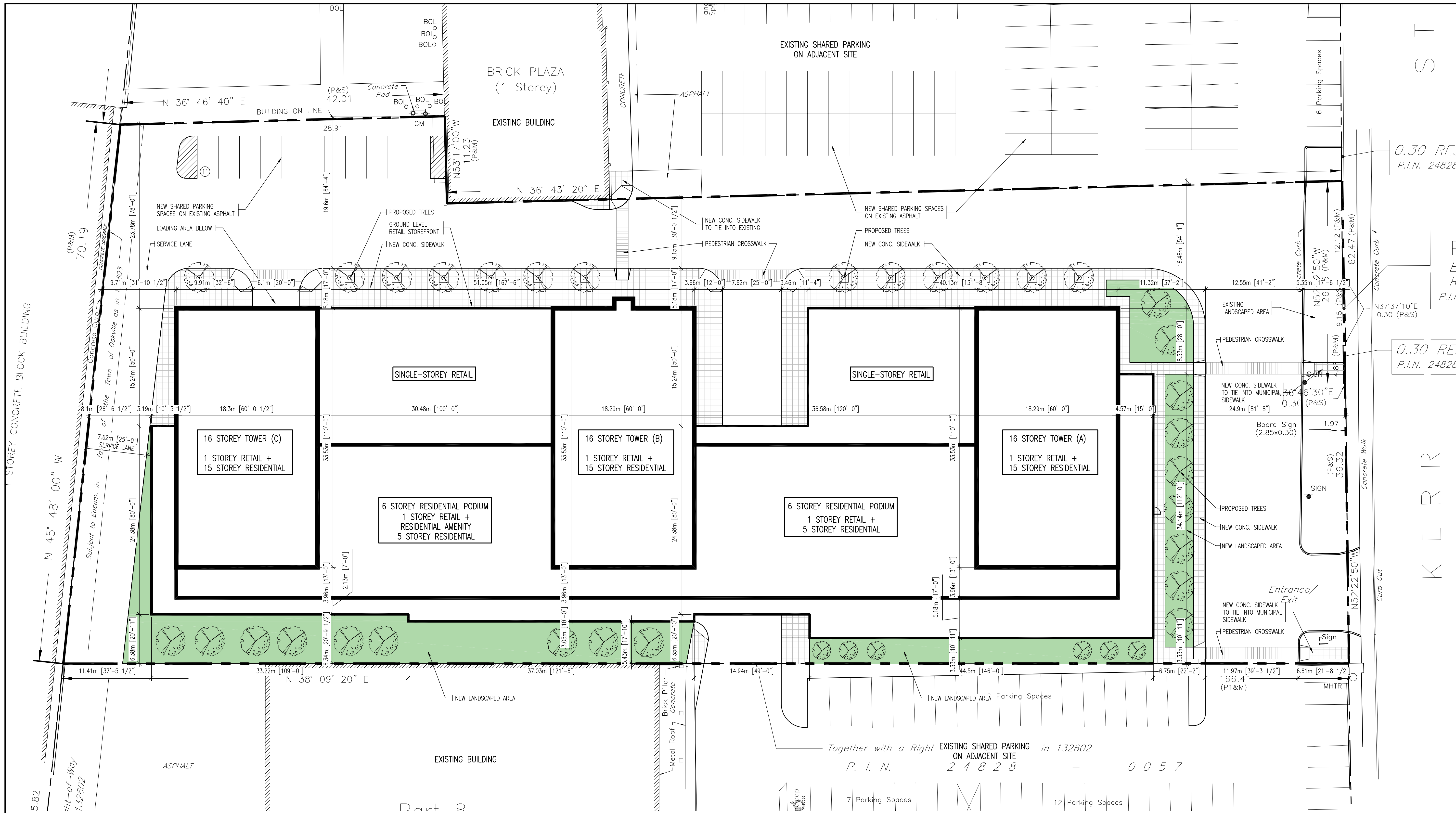
7.0 CONCLUSIONS

Given the findings of this Report and the supporting materials, it can be concluded that the subject lands are well suited for the proposed mixed use redevelopment. The proposal is consistent with and conforms to the applicable provincial and municipal land use planning policies, and represents good land use planning as follows:

- The proposed Zoning By-law Amendment and development are consistent with the Provincial Policy Statement and conform with the Growth Plan, Region of Halton Official Plan, and Livable Oakville Plan. The Zoning By-law Amendment will recognize site specific development considerations (including the increased height from bonusing) to facilitate the proposed development;
- The subject lands are currently underutilized and are appropriate for intensification;
- The proposed redevelopment is an appropriate scale of residential and commercial uses to support the existing neighbourhood and community facilities, including existing transit;
- The proposed redevelopment addresses operation both before and after the completion of the CNR Grade Separation along Kerr Street;
- As part of the preparation of the Zoning By-law Amendment application, a Public Information Meeting was hosted where community members were provided the opportunity to review information relating to the proposed redevelopment and provide preliminary comments to the project team. The comments received were generally positive towards the proposal, and much of the discussion involved responding to community inquiries regarding the development;
- A Landowner Coordination Meeting was held to engage in a discussion with neighbouring landowners regarding the proposed redevelopment of the subject lands and coordination of a block concept site plan;
- Through the preparation of a block concept site plan, the subject lands are being redeveloped in a comprehensive manner that considers future redevelopment of adjacent lands. The block concept site plan demonstrates that the proposed development will be compatible with future intensification of neighbouring lands in accordance with the Growth Plan and Livable Oakville Plan;
- The removal of the Holding provision is appropriate to allow the subject lands to redevelop as directed by the Livable Oakville Plan;

- The proposed expansion is generally consistent with the direction provided by the Livable by Design Manual;
- The proposed specific development standards to accommodate the proposed redevelopment are appropriate;
- The proposed increase in height is consistent with the policies of the Town of Oakville Official Plan, and community benefits will be exchanged as determined through consultation with Staff during the application review process;
- The technical submission materials prepared in relation to the Zoning By-law Amendment support the development as proposed;
- A future Site Plan Approval application will facilitate the development of the subject lands while ensuring site design matters are implemented appropriately; and
- The subject lands are well located for the proposed mixed use development, and are compatible with the existing surrounding land uses. The proposed development contributes a mix of uses and dwelling sizes to support a complete mixed use community in this area.

APPENDIX A



ST
KERR

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P.I.N. 24828

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P.I.N. 24828

date (mm/dd/yy): issued for:

general notes:

- THIS PRINT IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ARCHITECT.
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- CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.
- ATTENTION IS DIRECTED TO PROVISIONS IN THE GENERAL CONDITIONS REGARDING CONTRACTOR'S RESPONSIBILITIES IN REGARD TO SUBMISSION OF SHOP DRAWINGS.
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stamp:

A architectural
D design
A associates inc. architect

1670 mercer street
windsor ontario canada n8x 3p7
ph 519.254.3430 fax 519.254.3642
email - info@ada-architect.ca www.ada-architect.ca

project:
550 KERR STREET
OAKVILLE

client:
ROCK DEVELOPMENT

title:
SITE PLAN (EXISTING SITE)

scale:
AS SHOWN

drawn by:
RD

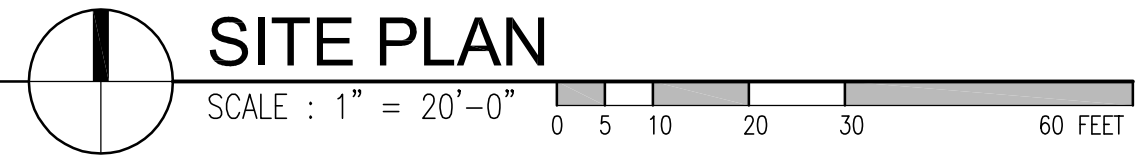
checked by:
SMB

date:
2019-04-08

comm. no.:
2018-010

sheet no.:

PLAN REFLECTS CURRENT PROPERTY BOUNDARIES BEFORE THE PROPOSED KERR STREET WIDENING

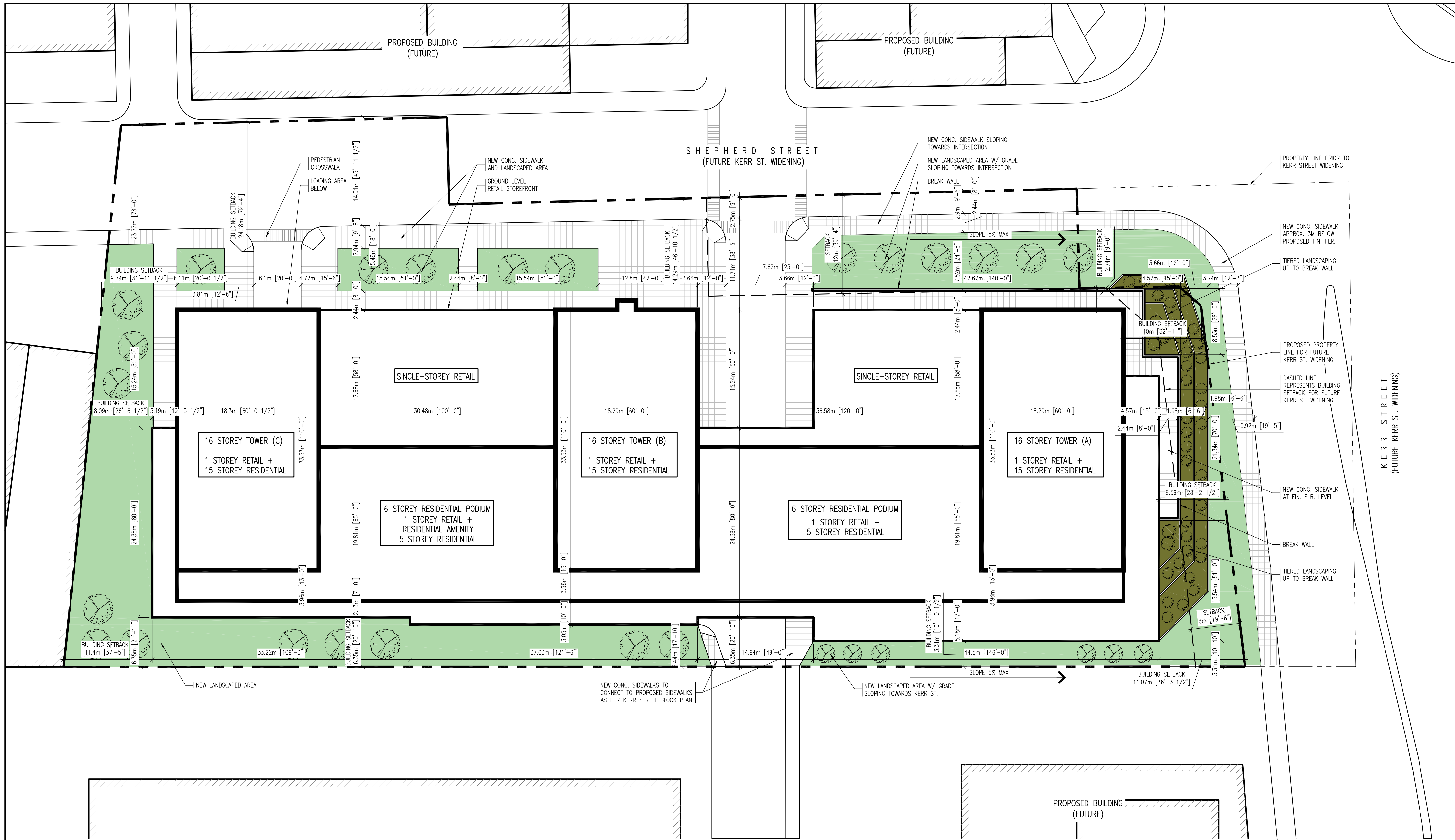


BUILDING STATISTICS	PROPOSED
FIRST FLOOR	
COMMERCIAL/RETAIL	±2,415 m ²
MISC./AMENITY	±1,096.5 m ²
OTHER	±859.3 m ²
TOTAL:	±4,370.8 m ²
FLOORS 2-6	
1 BEDROOM UNITS	135 UNITS
2/3 BEDROOM UNITS	90 UNITS
TOTAL:	225 UNITS
FLOOR 7	
1 BEDROOM UNITS	9 UNITS
2/3 BEDROOM UNITS	13 UNITS
TOTAL:	22 UNITS
FLOORS 8-16	
1 BEDROOM UNITS	72 UNITS
2/3 BEDROOM UNITS	153 UNITS
TOTAL:	225 UNITS
TOTAL # OF UNITS:	472 UNITS

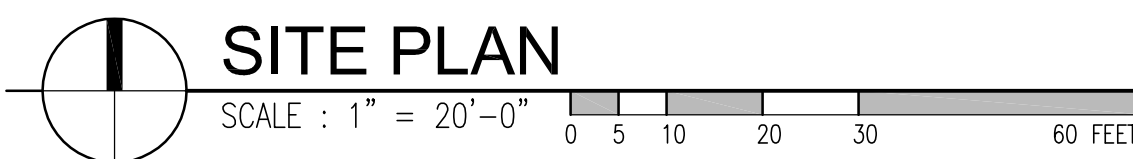
PARKING REQUIREMENTS (UNDERGROUND)	REQUIRED	PROPOSED
COMMERCIAL/RETAIL USE = 2,415m ²		
1.0 SPACES PER 40m ² OF GROSS FLOOR AREA	60 SPACES	60 SPACES
2,415m ² /40m ² = 60 SPACES		
RESIDENTIAL USE		
1 BEDROOM = 216 UNITS		
1.0 SPACES PER 1 BEDROOM UNIT (216 X 1.0)	216 SPACES	216 SPACES
= 216 SPACES		
2 & 3 BEDROOM = 256 UNITS		
1.25 SPACES PER 2 & 3 BEDROOM UNIT (256 X 1.25)	320 SPACES	320 SPACES
= 320 SPACES		
ADDITIONAL PARKING	0	28 SPACES
TOTAL PARKING (INCLUDING BARRIER-FREE SPACES)	596 SPACES	624 SPACES

STORAGE STATISTICS TOTAL	PROPOSED
BICYCLE STORAGE	587 SPACES
RESIDENT STORAGE LOCKERS	509 LOCKERS

ZONING REGULATIONS : H1-MU3 (EXISTING ZONING)		
	REQUIRED	PROPOSED
MIXED USE (MU)		
LOT AREA	N/A	±10,328.7 m ²
BUILDING AREA	N/A	±4,996.1 m ²
LOT COVERAGE	N/A	48.4%
LANDSCAPED AREA		
HARD		±975.5 m ²
SOFT		±841.8 m ²
TOTAL (COVERAGE = 17.6%)		±1,817.3 m ²
MINIMUM BUILDING SETBACKS		
NORTH (SIDE SHEPHERD)	N/A	13 m
EAST (FRONT KERR ST)	N/A	25.2 m
SOUTH (SIDE)	N/A	3 m
WEST (REAR)	N/A	7.9 m
MAXIMUM BUILDING HEIGHT	N/A	51.8 m



PLAN REFLECTS FUTURE PROPOSED KERR STREET WIDENING & BLOCK CONCEPT PLAN



BUILDING STATISTICS	PROPOSED
FIRST FLOOR	
COMMERCIAL/RETAIL	±2,415 m ²
MISC./AMENITY	±1,096.5 m ²
OTHER	±859.3 m ²
TOTAL:	±4,370.8 m ²
FLOORS 2-6	
1 BEDROOM UNITS	135 UNITS
2/3 BEDROOM UNITS	90 UNITS
TOTAL:	225 UNITS
FLOOR 7	
1 BEDROOM UNITS	9 UNITS
2/3 BEDROOM UNITS	13 UNITS
TOTAL:	22 UNITS
FLOORS 8-16	
1 BEDROOM UNITS	72 UNITS
2/3 BEDROOM UNITS	153 UNITS
TOTAL:	225 UNITS
TOTAL # OF UNITS:	472 UNITS

PARKING REQUIREMENTS (UNDERGROUND)	REQUIRED	PROPOSED
COMMERCIAL/RETAIL USE = 2,415m ²		
1.0 SPACES PER 40m ² OF GROSS FLOOR AREA	60 SPACES	60 SPACES
2,415m ² /40m ² = 60 SPACES		
RESIDENTIAL USE		
1 BEDROOM = 216 UNITS	216 SPACES	216 SPACES
1.0 SPACES PER 1 BEDROOM UNIT (216 X 1.0)		
= 216 SPACES		
2 & 3 BEDROOM = 256 UNITS	320 SPACES	320 SPACES
1.25 SPACES PER 2 & 3 BEDROOM UNIT (256 X 1.25) = 320 SPACES		
ADDITIONAL PARKING	0	28 SPACES
TOTAL PARKING (INCLUDING BARRIER-FREE SPACES)	596 SPACES	624 SPACES

STORAGE STATISTICS TOTAL	PROPOSED
BICYCLE STORAGE	587 SPACES
RESIDENT STORAGE LOCKERS	509 LOCKERS

ZONING REGULATIONS :	REQUIRED	PROPOSED
MIXED USE (MU)		
LOT AREA	N/A	±9,038.6 m ²
BUILDING AREA	N/A	±4,996.1 m ²
LOT COVERAGE	N/A	55.3%
LANDSCAPED AREA		
HARD		±834.6 m ²
SOFT		±1,825.2 m ²
TOTAL (COVERAGE = 29.4%)		±2,659.8 m ²
MINIMUM BUILDING SETBACKS		
NORTH (SIDE SHEPHERD)	12 m	VARIES (SEE PLAN)
EAST (FRONT KERR ST)	6 m	VARIES (SEE PLAN)
SOUTH (SIDE)	N/A	VARIES (SEE PLAN)
WEST (REAR)	N/A	VARIES (SEE PLAN)
MAXIMUM BUILDING HEIGHT	N/A	51.8 m

XXXXXXXXXXXX
XXXXXXXXXXXX
date (mm/dd/yyyy) issued for:
general notes:
1. THIS PRINT IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ARCHITECT.
2. DRAWINGS SHALL NOT BE SCALED.
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7. THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS AND OR TECHNIQUES IN THE CONSTRUCTION OF THIS FACILITY.

stamp:

A architectural
D design
A associates inc. architect

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windsor ontario canada n8x 3p7
ph 519.254.3430 fax 519.254.3642
email - info@ada-architect.ca www.ada-architect.ca

project:
550 KERR STREET
OAKVILLE

client:
ROCK DEVELOPMENT

title:
SITE PLAN (PROPOSED SITE)

scale:
AS SHOWN

drawn by:
RD

checked by:
SMB

date:
2019-04-08

comm. no.:
2018-010

sheet no.:

APPENDIX B

THE CORPORATION OF THE TOWN OF OAKVILLE
DRAFT
BY-LAW NO. 2019-XX

“Being a By-law to amend Zoning By-law 2014-014”, as amended, to introduce new zoning for lands within the Oakville Commons commercial plaza.

WHEREAS the Corporation of the Town of Oakville has received an application to amend Zoning By-law 2014-014, as amended; and

WHEREAS authority is provided pursuant to Section 34 of the Planning Act, R.S.O 1990, C.P. 13 to pass this by-law; and

NOW THEREFORE the Council of the Corporation of the Town of Oakville hereby enacts that Zoning By-law 2014-014, as amended, be further amended as follows:

1. That Schedule 19(7a) to By-law 2014-014, as amended, is hereby further amended by rezoning lands municipally described as 550 Kerr Street from the “Holding One –Urban Centre” (H1-MU3) Zone to the “Urban Core” (MU4-X) Zone as identified on Schedule A attached hereto and Schedule A forms part of this By-law.
2. Part 15, Special Provisions, of By-law 2014-014 as amended, is further amended to include a new special provision as follows:

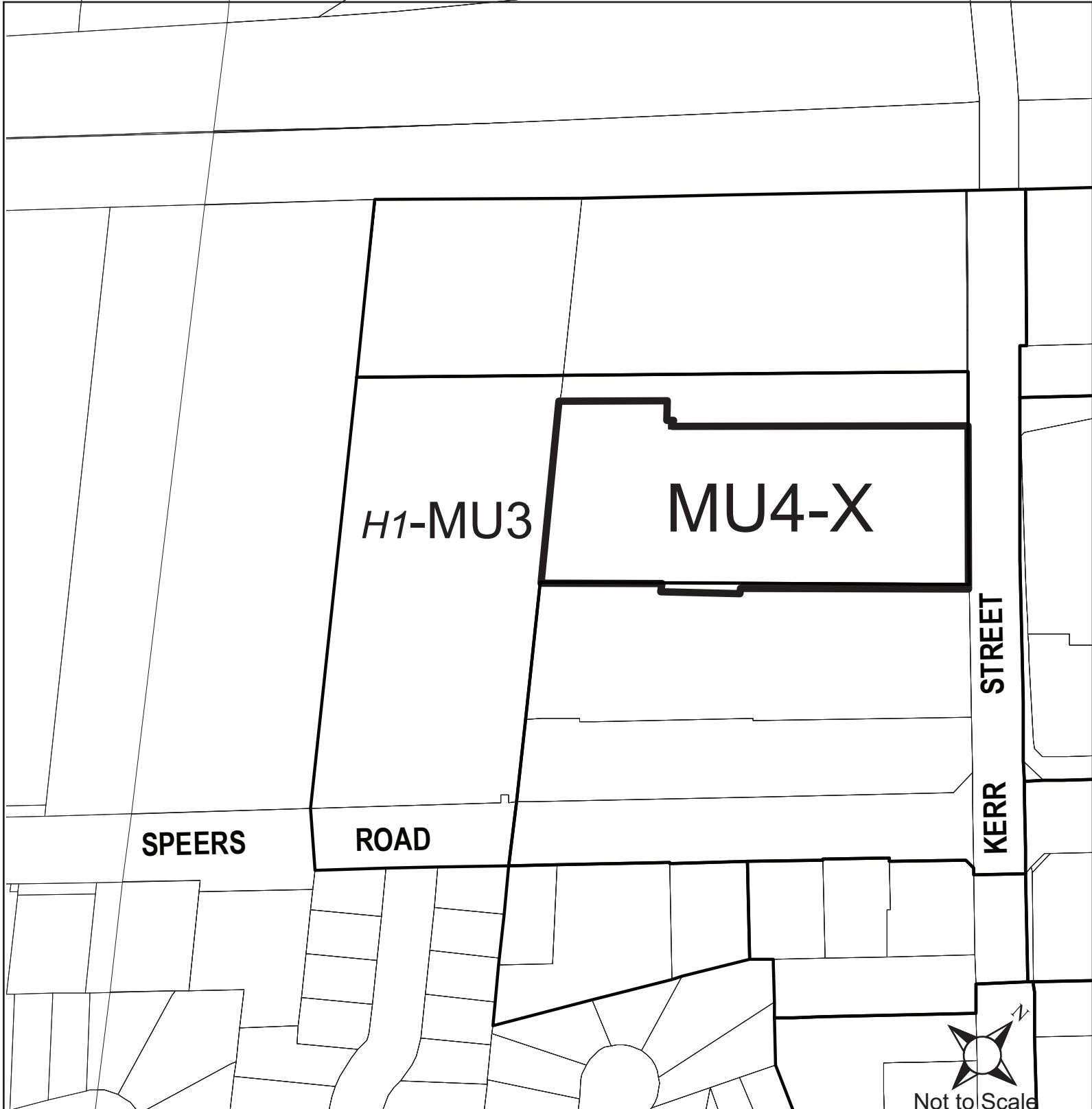
XXX	550 Kerr Street	Parent Zone: MU4
Map 19(7a)	(Part of Block “A” Registered Plan 967 and Part of Lot 16, Concession 3 (South Dundas Street))	(2019-XXXX)
15.XXX.1 Zone Provisions		
The following regulations apply:		
a)	Maximum front and flankage yard	Shall not apply
b)	Maximum number of storeys	16
c)	Maximum height	53 m

3. This By-law shall come into force and effect in accordance with the provisions of the Planning Act, R.S.O 1990, C.P.13.

Passed this _____ day of _____, 2019


MAYOR

CLERK



LOCATION:

550 Kerr Street

 Subject Lands to be rezoned from "Holding One - Urban Centre" (H1-MU3) Zone to the "Urban Core" (MU4-X) Zone.

THIS IS SCHEDULE 'A' TO BY-LAW AMENDMENT _____

PASSED THE ____ DAY OF _____, 2019

SIGNING OFFICERS

MAYOR

CLERK