



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

Official Plan Amendment
Urban Design Brief Addendum

May 2022

This Urban Design Brief Addendum has been prepared by Urban Strategies Inc. on behalf of April Investments Limited (owner of 588 Kerr Street), 527079 Ontario Limited (owner of 530 Kerr Street), Trans County Development Corporation Limited (owner of 131 Speers Road), and Oakville Developments (2010) Inc (owner of 550 Kerr Street) (together known as the “landowners”) in support of the redevelopment of the subject site at the northwest corner of Kerr Street and Speers Road, known municipally as 530, 550, 580 Kerr Street, 131 and 171 Speers Road (the “subject site”) in the Town of Oakville’s Kerr Village.

This report supplements the Urban Design Brief for a proposed Official Plan Amendment for the subject site, submitted in November 2021 (File No. OPA1616.56) to permit the comprehensive redevelopment and intensification of a 4.8 ha underutilized site with increased mixed uses, density and height within the Town of Oakville’s Kerr Village, bounded by the CN rail corridor, Kerr Street, Speers Road, and a low-rise industrial building.

The following Urban Design Brief addendum is divided into the following sections:

- 1. Introduction** – Introductory section describing the context of OPA submission, a summary of the Initial Proposal, impacts of the deferral of the Kerr Street grade separation and purpose of this addendum.
- 2. Overview of Feedback** – Summary of key comments and issues provided by the Town of Oakville and through community consultation.
- 3. Kerr Street Grade Separation Updates** – A summary of the status of the Kerr Street grade separation.
- 4. The Revised Proposal** – Summary of the revised Comprehensive Development Plan and updated Proposal framework.
- 5. Response to Comments** – This section provides greater detail and elaboration on how the Proposal responds to comments and issues received.
- 6. Conclusion** – A summary of planning and urban design opinion and next steps.

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1.0 INTRODUCTION

This report is an addendum to the November 2021 Urban Design Brief submitted in support of an Official Plan Amendment (the “OPA”) application for April Investments Limited, 527079 Ontario Limited, Trans County Development Corp, and Oakville Developments (2010) Inc. This addendum details revisions to the Comprehensive Development Plan and Demonstration Plan (the “Revised Proposal”) for the subject site and should be read in conjunction with the original Planning Justification Report and Urban Design Brief prepared by Urban Strategies Inc. and dated November 2021 (the “Initial Proposal”).



Figure 1. November 2021 Submission: Proposed Conceptual Massing

THE PROCESS TO DATE

On November 12, 2021, Urban Strategies Inc, on behalf of April Investments Limited, 527079 Ontario Limited, Trans County Development Corp, and Oakville Developments (2010) Inc., submitted an Official Plan Amendment application to the Town of Oakville (the “Initial Proposal”).

The intent of the OPA is to introduce a Comprehensive Development Plan which establishes a planning framework that comprehensively considers the phased and coordinated full build out potential of all parcels on the subject site.

REFINING THE PROPOSAL

The vision for the subject site involves the transformation of the existing auto-oriented commercial plaza containing a variety of retail/ commercial uses and associated surface parking into a mixed-use complete community, which includes approximately 1,850 residential units, a proposed GFA of 192,000 square metres and a density of 3.4 FSI, the provision of a grocery store, central public park, urban square, gateways, and a well-connected network of streets and mid-block connections.

Although many of the key components of the Initial Proposal are maintained, the Revised Proposal has evolved since the November 2021 OPA submission as community, stakeholder and Town staff comments have been reviewed and considered.

The Draft OPA and associated Comprehensive Development Plan in the initial submission anticipated the approved Kerr Street grade separation project, which involves a realignment of Kerr Street and the building of an underpass at the Lakeshore West GO Line. In response to the announcement of deferral of the Kerr Street grade separation, the Refined Proposal has assessed the development potential prior to the underpass improvement and provided an alternative phasing strategy.

In response to comments on the Initial Proposal, the revised Comprehensive Development plan reflects key changes including a considerable reduction in tower height of the buildings along Kerr Street and at the Kerr Street and Speers Road intersection, a shift in density towards the interior, the reconfiguration of the mid-rise building along Speers, and the addition of a 6-storey podium at the southeast corners of the subject site. The revised built form results in a transition down along Kerr Street towards the Kerr Village Main Street District to the south, repositions taller buildings along the rail corridor, and increases solar access to the planned urban square at the northwest corner of the Kerr Street and Speers Road and the existing urban square located at 65 Speers Road.

This Addendum provides details of the revisions to the Comprehensive Development Plan and additional detail on streetscapes, public realm and human scaled built form. The overall planning and urban design justification which was detailed in the original Planning Justification Report and Urban Design Brief remains largely relevant however, where revisions are proposed, this Addendum provides the rationale and justification for same.

2.0 OVERVIEW OF FEEDBACK

PUBLIC ENGAGEMENT PROCESS

Following the November 2021 OPA submission, the team hosted a virtual Public Information Meeting on January 19, 2022, where approximately 85 participants attended and provided comments and feedback on the proposed redevelopment framework for the subject site.

Town of Oakville staff hosted a Statutory Public Meeting on February 15, 2022 where participants also expressed feedback, support, and concerns for the Proposal and its key components.

COMMENTS FROM THE COMMUNITY

Key issues raised by community members and other participants during the Public Information Meeting and Statutory Public Meeting can be summarized by the following categories:

1. Planning approvals process - including the extent of notice for the meeting - the timeframe for development and construction, and displacement of retail uses.
2. Proposed built form, including comments on what type of density, heights, building typologies, and housing tenure should be included on the site. The distribution of tall tower heights away from Kerr Street and towards the rail corridor was favoured.
3. Inclusion of a grocery store and a diverse range of retail uses and amenities.
4. Concerns regarding mobility, active transportation, and traffic generation. Participants expressed interest in whether an increase in traffic would create adverse impacts on the existing road network. Opportunities for active transportation connectivity through the site and towards the surrounding community and nearby GO station were also expressed.
5. Inquiries about the phasing strategy and timing of Kerr Street grade separation were expressed, with concerns about how and when all key elements of the Proposal would be delivered.

A summary of the feedback received at the January 19, 2022 Public Information Meeting can be found on the Town's development applications portal. A summary of feedback received at the February 15, 2022 Statutory Public Meeting can be found in the Council Minutes, dated February 15, 2022.

ENGAGEMENT WITH TOWN STAFF AND STAKEHOLDERS

Following the November 2021 submission, further meetings were held with Town Planning, Transportation Services, Engineering and Construction, and Development Services. Conversations were also held with the Town and Regional Ward 2 Councillors, the West River Residents Association, the West Kerr Residents Association, and Kerr Village BIA. Town staff circulated a comment report dated April 11, 2022 which reflected the concerns raised by the community during the public engagement process along with the professional opinions of Town staff.

Town staff generally support the proposed urban structure, but some additional refinements related to built form were requested. Town staff also requested that greater detail be provided on demonstrating the feasibility of the intent and functionality of the street network, building massing, park delivery, and other various design elements. Town staff also stated that the resubmission should address which elements of the Proposal would be addressed during future development approvals stages.

Issues identified by Planning and Urban Design staff can be categorized into the following key themes:

- Built Form
- Parks and Open Spaces;
- Streetscape and Circulation Pattern

2.1. Built Form

Tower Heights and Shadow Impact – Staff raised concerns about the shadow impacts onto the east side of Kerr Street, particularly on the urban square located at the northeast corner of the Kerr Street and Speers Road intersection and asked the team to further revise massing (i.e., size, shape, orientation) to minimize shadows to the greatest extent possible across the planned urban square on the site and the existing urban square at 65 Speers Road.

Podium Heights and Treatment – Staff raised concerns about the podium height and massing and requested that the team consider further articulation and treatment of the podiums, including providing appropriate setbacks and stepbacks and diversifying podium heights to achieve a pedestrian-scaled streetwall and comfortable spaces for pedestrians, particularly along St Augustine Dr. Extension and Shepherd Road.

Built Form Diversity – Staff is supportive of the proposed variety in height and requested more information about building diversity (typologies, podium height and towers) to better understand how the proposed range of building heights will be achieved through approval instruments.

Wrapping of Above Ground Parking Structure – Staff commented on the wrapping of above ground parking structures and required that any above-grade parking along a public street is appropriately wrapped/screened with uses or architectural treatments to reduce visual impacts on the public realm.

2.2. Streetscape and Circulation Pattern

Streetscape – Staff requested demonstrating how the streetscape will function by providing conceptual street-sections illustrating street composition. Staff stated to further consider the appropriateness of the woonerf approach to designing streets.

Overall Movement Pattern – Staff requested to demonstrate the functionality of mid-block connections, circulation movements, and how adverse impacts from vehicles will be minimized to help promote a pedestrian-oriented street network.

2.3. Parks and Open Spaces

Land Use Compatibility / Railway and Employment Edge Treatment – Staff commented on matters to be considered related to addressing the edge treatment between the proposed sensitive uses on the subject site and the Employment Area to the west, and the CN rail corridor to the north. The purpose of this edge treatment is to mitigate adverse impacts between residential and employment uses and railway operations.

Central Park and Urban Squares – Staff commented that a central public park located at the interior of the subject site, along with the proposed urban square at the northwest corner of Kerr Street and Speers Road, together with the proposed pedestrian connections,

are generally preferred. Staff further requested that the team consider appropriate setbacks for the safety of users of both the parkland and the roadways and ensure convenient pedestrian access to the public.

Amenity Space – Staff encouraged the team to explore opportunities for additional open space amenities to supplement the proposed public park such as private rooftop amenity space within the 30-metre setback along the railway corridor.

Tree Canopy – Staff asked the team to further articulate strategies to achieve the Town of Oakville's tree canopy cover target of 20% for the subject site and 50% for the park whether tree planting, green roofs, or a combination of methods.

As discussed further in this report, the Revised Proposal addresses these key issues raised by Town staff, stakeholders, and Kerr Village community members by incorporating significant changes to the built form, massing, tower distribution, amenities, and overall urban design measures.

Section 5.0 of this report provides further detail on the primary elements of the Proposal, and demonstrates both the feasibility and intent of delivering these features on the subject site.

3.0 KERR STREET GRADE SEPARATION UPDATE

On February 24, 2022 Metrolinx announced that the Kerr Street grade separation project will be deferred indefinitely due to significant increases in project costs. The purpose of the Kerr Street grade separation was to prepare for GO Transit's increased frequency along the Lakeshore West GO line, and would also add turn lanes, sidewalks, bike lanes and a second vehicular lane in each direction crossing underneath the tracks.

The grade separation of Kerr Street to accommodate increased GO service, is a key infrastructure enhancement and will assist in creating safer streets and improved mobility in both the immediate area and surrounding Town context. Given the Kerr grade separation project deferral, Town staff requested the applicant team to assess the ability of the transportation system to accommodate development in the interim time until the grade separation is implemented and to provide a revised phasing strategy which demonstrates the same.

The grade separation of Kerr Street will result in a significant realignment and grade change of Kerr Street and Shepherd Road. It also plans for an upgrade of the Kerr Street and Speers Road intersection. In addition to the land expropriation for the new roads, Metrolinx also requested a temporary easement area to be preserved within the four properties along Kerr Street.

With the grade separation of Kerr Street deferred and the expropriations having already occurred, the ability to achieve the full development potential on the site is impeded. As is demonstrated in Figure 2, the eastern portion of the site cannot be feasibly developed and will result in initial phases of development being concentrated more centrally within the site.

The grade separation project constraints, including expropriation and temporary easements, challenges the ability for initial phases of development to occur without displacing the existing retail on site.

A Transportation Impact Assessment addendum, prepared by BA Group Consulting under separate cover, provides an assessment of the interim condition with the grade separation deferred.









Existing condition of the at-grade railway crossing on Kerr Street



Figure 2. The Subject Site and the impact of Grade Separation Project

The deferral of the Kerr Street grade separation will have several implications on the redevelopment potential of the subject site, including the following:

1. Developable lands will need to be phased in an alternative manner due to the temporary easement requirements that remain on portions of the site.
2. Any development occurring prior to the Kerr Street grade separation will need to accommodate a significant grade change along Kerr Street and at the entrance of the Shepherd Road Extension.
3. The grocery store could only be feasibly delivered during later stages of redevelopment, essentially displacing immediate access to a key amenity in the community for longer than anticipated.

-  Post-expropriation property boundaries
-  Pre-expropriation property boundaries
-  Temporary easement
-  Existing curb lines
-  Proposed realignment of streets with grade separation project
-  Future railway bridge/Kerr Street tunnel

4.0 THE REVISED PROPOSAL

4.1. Overview

The Revised Proposal retains the intent and key elements of the Initial Proposal and its implementing Official Plan Amendment, which is to enable a comprehensive, phased development of a mixed-use complete community. A mix of residential and commercial uses, one-acre central public park, retention of a grocery store, a public square at the northwest corner of the Kerr Street and Speers Road intersection, and green, pedestrian connections throughout the site are the key elements retained in the Revised Proposal.

The Revised Proposal responds to staff comments received from the Town of Oakville along with feedback provided through the community consultation process. The details of the Revised Proposal were further refined through discussions with Town staff, and in particular address concerns raised with respect to variation of building heights and massing, public realm animation, and a human-scaled approach to building design.

In response to concerns raised about how taller building heights will impact the pedestrian experience and character of Kerr Street, the Revised Proposal introduces a significant reduction in tower heights along Kerr Street. In particular, the tower heights adjacent to the Kerr Street and Speers Road intersection have been reduced to create a more human-scaled transition down towards the Kerr Village Main Street to the south of Speers Road.

New stepbacks of base buildings, especially those adjacent to the public park, will also contribute to creating human-scaled environments that are pedestrian-friendly and comfortable for all users. The streetwall for major public elements, including the public park, will not be higher than 6-storeys which contributes building facades which frame the public realm compactly.

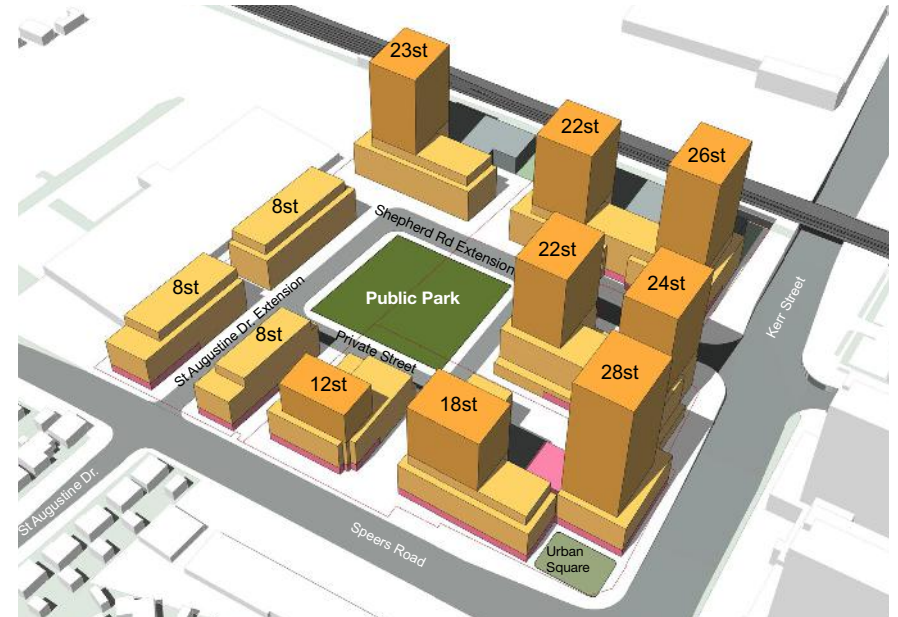


Figure 3. Conceptual Massing November OPA submission

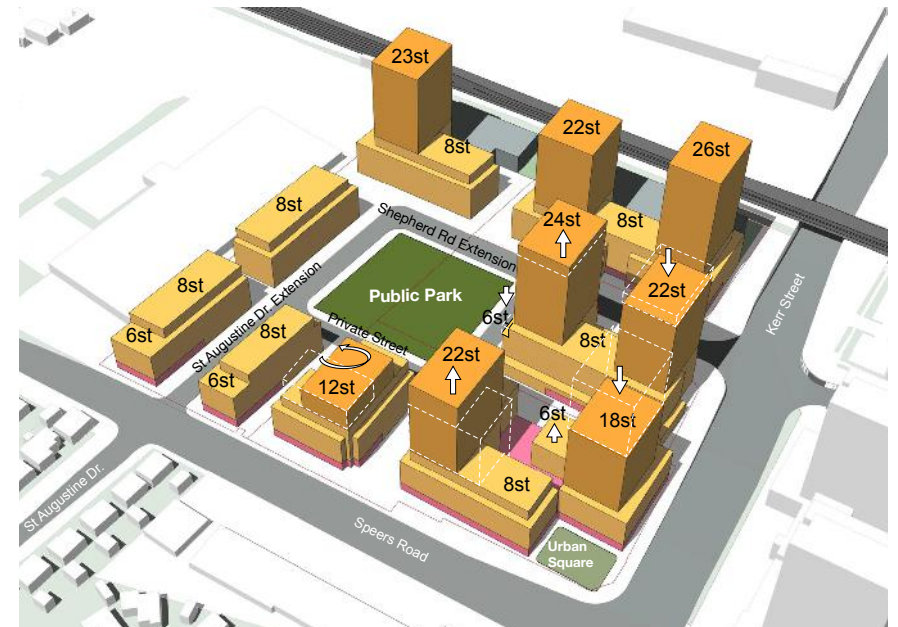


Figure 4. Revised Conceptual Massing

Another key difference in the Revised Proposal is the inclusion of a 6-storey podium over the grocery store on the block at the north-west corner of the Kerr Street and Speers Road intersection, which contributes to appropriately distributing the podium adjacent to the northwest corner of the Kerr Road and Speers Street intersection in a manner that does not impose onto the streetscape.

Taller building heights have been concentrated towards the interior of the site, along the CN rail corridor, and at the gateway location along the northernmost portion of Kerr Street. This shift in building height distribution responds to comments from the public which emphasized that concentrating taller building heights along the CN rail corridor is the most appropriate location for towers, especially since their presence creates an opportunity to establish the character of the Kerr Village community. Additionally, the Revised Proposal enables private amenity space on above grade parking structures adjacent to the rail corridor, which will also contribute to enhancing views of the community from the railway.

The Revised Proposal also minimizes shadow impacts onto Kerr Street and the urban square at 65 Speers Road, by generally shifting density towards the interior of the site, responding to comments provided from the Town about limiting shadowing onto streetscapes and key public spaces and plazas.



Figure 5. Revised Demonstration Plan



The Revised Comprehensive Development Plan proposes a total density of 3.4 FSI across the subject site, with building heights ranging from 8 to 26 storeys.

Overall, the Revised Proposal maintains the intent of the Initial Proposal but introduces significant updates to the repositioning of tower heights, density, and massing to ensure that comments and feedback are reflected. Section 5 provides greater detail on the key components of this Revised Proposal and their impacts on the Kerr Village community.

- A-1** Blocks
- At Grade Retail and Active Frontages
- - - At Grade Animated Frontages
- Residential Towers
- Residential Podium
- Potential Grocery Store
- Parking Structure
- - - Existing Property Boundary
- - - Proposed Public ROW
- Mid-block Connections

Figure 6. Revised Comprehensive Development Plan

4.2. Phased Development Scenario

The Revised Comprehensive Development plan contemplates a phased development scenario in coordination with the provision and timing of infrastructure improvements in response to the indefinite deferral of the Kerr Street grade separation project.

The scenario demonstrates how development can be delivered over four phases, with Phase 1 & 2 focusing on the interior of the site before the grade separation project and Phase 3 & 4 completing the Kerr Street frontage including a grocery store, along with the grade separation project.

Phase 1 demonstrates that four towers may be delivered across the properties addresses 131 Speers Road and 530 Kerr Street, 550 Kerr Street, and 588 Kerr Street. A north-south private street connecting from Speers Road would be able to provide access to the properties. The Transportation Impact Assessment addendum prepared by BA Group states that the north-south private street in this first phase of development would be able to support the transportation capacity anticipated for the Kerr Village area.

The phased development scenario demonstrates that a 12-storey tower and 22-storey tower can be delivered along Speers Road, along with one 24-storey tower on the 550 Kerr Street property and a 22-storey tower on the 588 Kerr Street property. The eastern half of the public park may also be delivered through Phase 1, creating an opportunity for an interim north-south linear park on the site before the remainder of the park is delivered in Phase 2.

The interim condition on the land along Kerr Street during this first phase will likely be utilized for parking spaces and a staging area, with the potential to seek opportunities for temporary event spaces on these lands.

In Phase 1 approximately 67,000 m² of GFA could be developed across 4 buildings and 2,302 m² of public park would be provided. An interim public space of 665 m² could potentially be located where the east-west private street is to be delivered along the southern edge of the park.

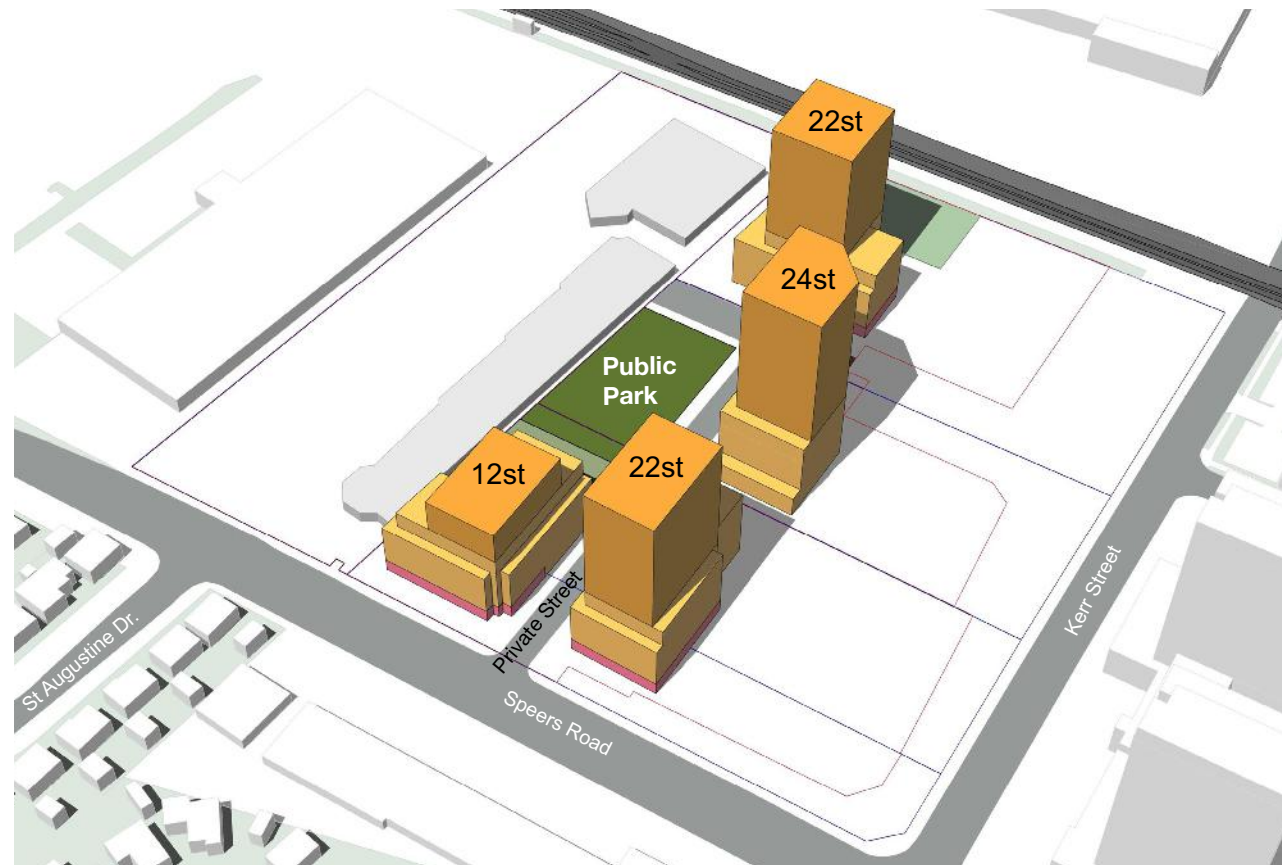


Figure 7. Phase 1 Conceptual Massing



Figure 8. Phase 1 Conceptual Block Plan

Phase 2 of the development scenario demonstrates that an additional four towers may be delivered, with three located on the 171 Speers Road property. The western portion of the public park would be delivered through this phase. The St. Augustine Road Extension would also be facilitated during Phase 2, providing for a second connection to Speers Road with a potentially signalized intersection. The delivery of the St. Augustine Road Extension in Phase 2 would contribute to creating a linkage with two east-west private streets on the north and south edges of the public park, resulting in a looped road around the public park.

In Phase 2 approximately 115,000 m² of GFA could be developed across 4 additional buildings and 4,037 m² of public park space would be provided.

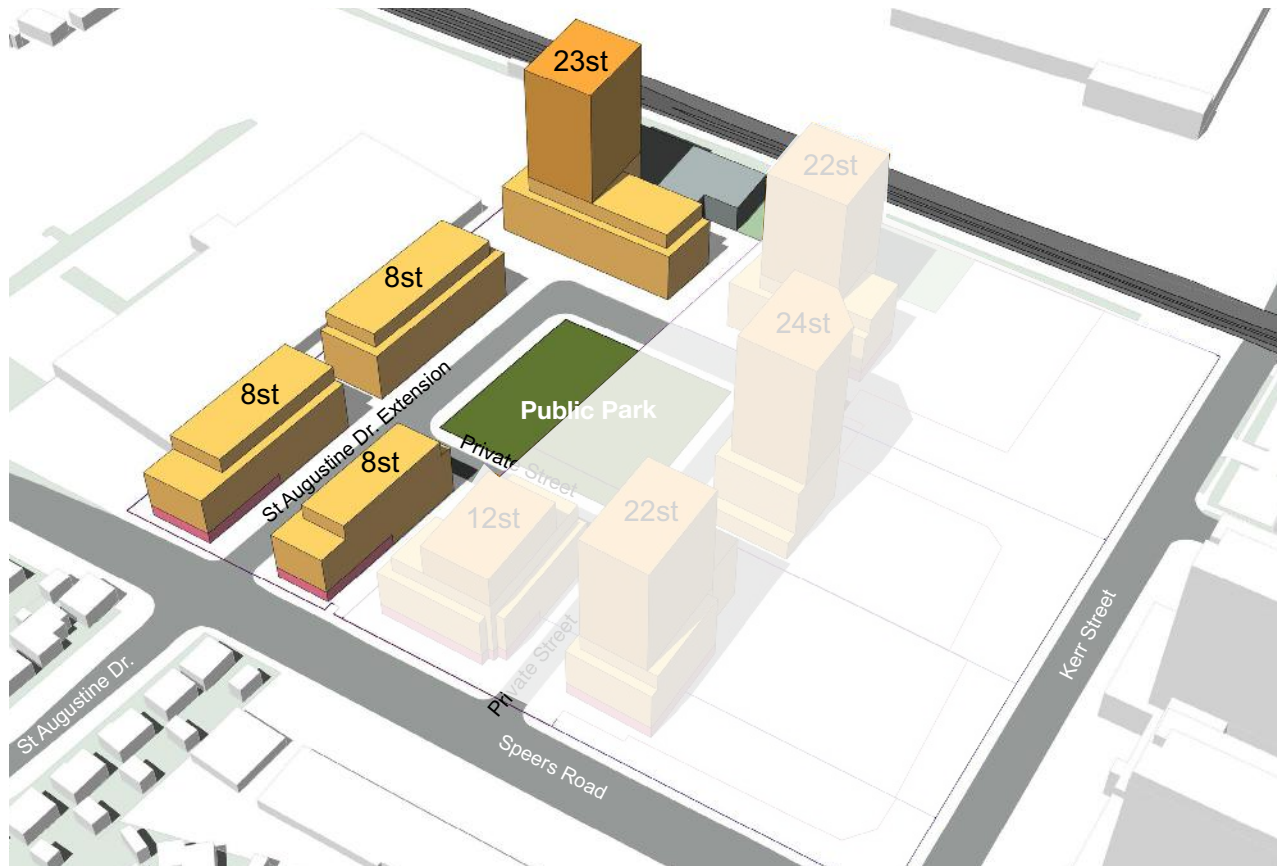


Figure 9. Phase 2 Conceptual Massing



Figure 10. Phase 2 Conceptual Block Plan

Phase 3 of the development scenario is anticipated to build upon the completion of the grade separation project. The delivery of the urban square and a grocery store at the northwest corner of Kerr Street and Speers Road will be prioritized during this phase. An 18-storey residential tower with a 6 to 8 storey residential podium is contemplated during this phase. The Shepherd Road Extension will also be completed along with the Grade Separation Project. In Phase 3 approximately 136,000 m² of GFA could be developed across two additional buildings.

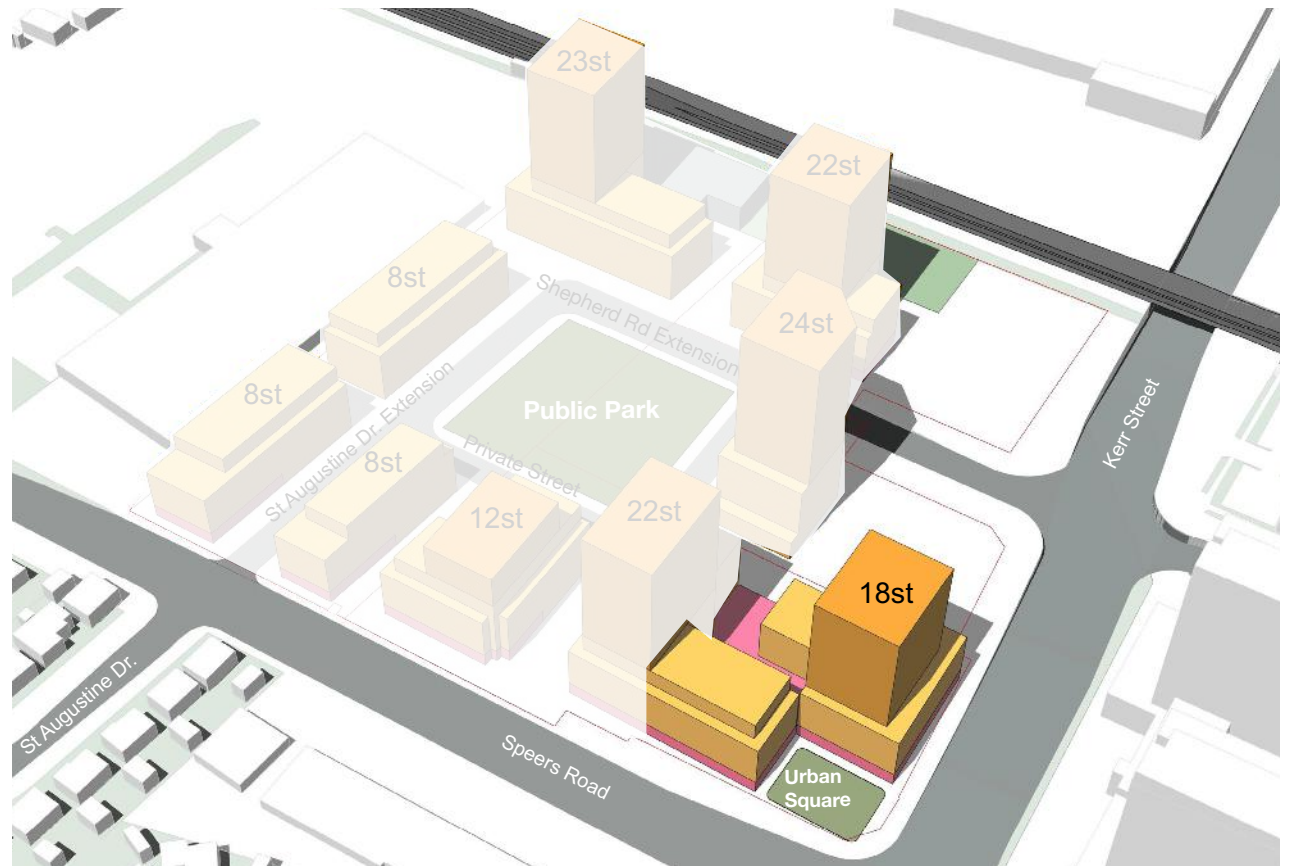


Figure 11. Phase 3 Conceptual Massing



Figure 12. Phase 3 Conceptual Block Plan

Phase 4 of the development scenario demonstrates the completion of the Comprehensive Development Plan with the remainder of the Kerr Street frontage developed, including a 22-storey residential tower at 550 Kerr Street and a 26-storey residential tower at 588 Kerr Street, each with associated mid-rise podium and ground level retail use.

In Phase 4 approximately 192,000 m² of GFA could be developed across two additional buildings.

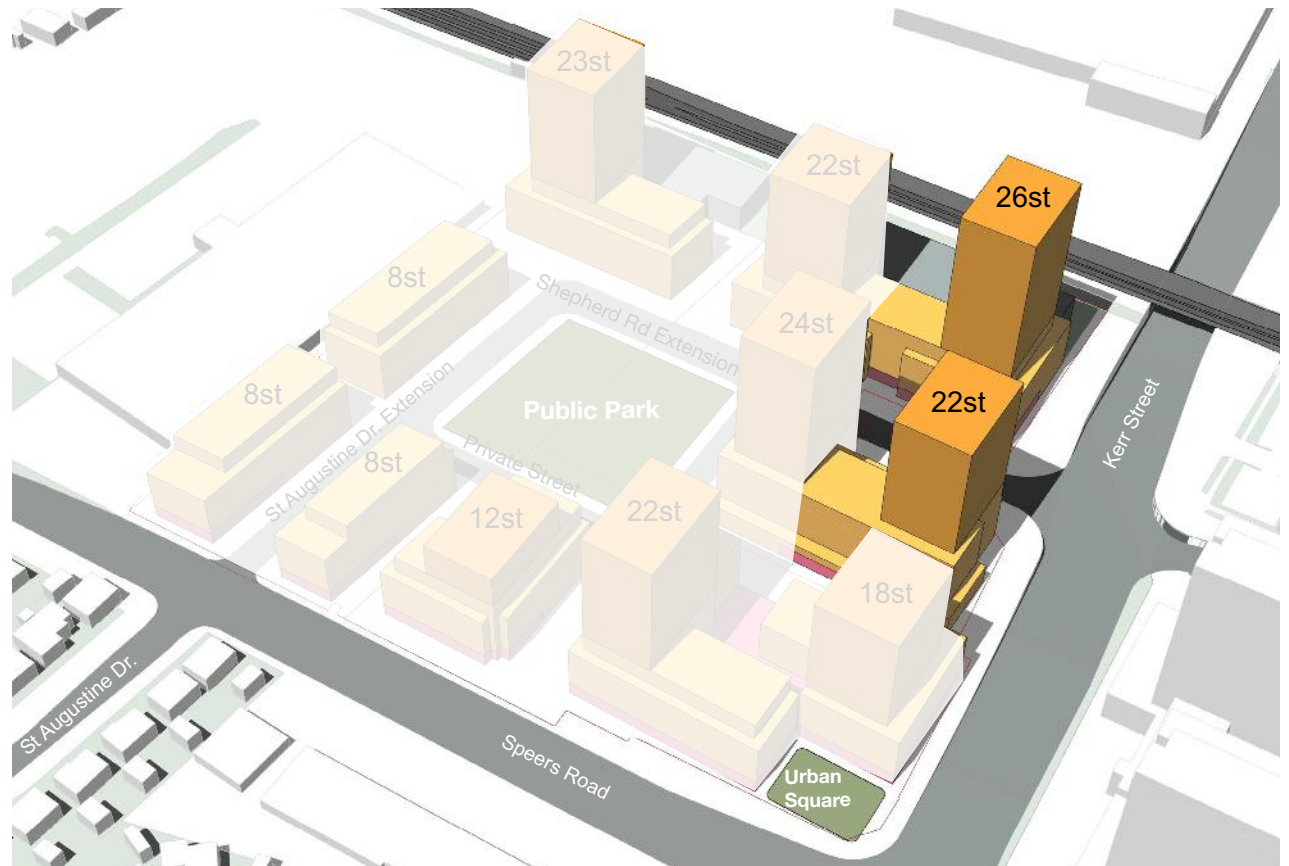


Figure 13. Phase 4 Conceptual Massing



Figure 14 illustrates the comprehensive redevelopment of the Block at full build out, with the Kerr Street underpass implemented.

- Residential Towers
- Residential Podium
- Potential Grocery Store
- Parking Structure

Figure 14. Full Build Out Plan

5.0 RESPONSE TO TOWN'S COMMENTS

5.1. Built Form

TOWER MASSING AND BUILDING HEIGHTS

Overall, the Revised Comprehensive Development Plan maintains the various tall buildings along CN railway corridor and creates an appropriate transition to the lower-scaled towers along Speers Road and the conceptual St. Augustine Road extension.

In response to the comments from the community and Town staff, the tower height on the northwest corner of the Kerr Street and Speers Road intersection has been reduced from 28-storeys to 18-storeys. This height decrease aims to create a transition in height towards the Kerr Street and Speers Road intersection, and create a human scaled built form surrounding the urban plaza gateway. The tower height along Kerr Street on the 550 Kerr Street block has also been reduced to 22-storeys from 24-storeys to support a transition from the railway corridor towards the Kerr Street and Speers Road intersection. The reduction of these tower heights significantly reduces shadow impact on Kerr Street and the public plaza on 65 Speers Road and provides approximately 5 hours of sunlight, resulting in a comfortable pedestrian-oriented environment framed by well-scaled buildings that are suitable to the surrounding context.

The reduced density along the Kerr Street frontage is carefully redistributed towards the interior of the site, ensuring that adverse impacts to the public realm are minimized. This includes increasing the 18-storey tower along Speers Road to 22-storeys, and the 22-storey tower on the west portion of the 550 Kerr Street block to 24-storeys.



Figure 15. Revised Conceptual Massing

Minor adjustments have been made to the podium and mid-rise built form of the blocks along Speers Road to optimize the capacity of these sites. As a result of these revisions, the overall density across the site remains the same as the density proposed in the Initial Comprehensive Development Plan from November 2021.

PODIUM HEIGHTS AND TREATMENT

The Revised Comprehensive Development Plan maintains podiums with a maximum height of 8-storeys across the site. Together with the proposed 8 to 12 storey mid-rise buildings located on the western portion of the site, a significant portion of density within the subject site can be realized as mid-scale built form. The frontages of these mid-scale built form buildings will be carefully treated when facing public streets and open spaces. Building setbacks will be incorporated between 3 to 6 storeys to maintain pedestrian-scaled street walls. Variations in roof form and format will be further developed during the architectural design stage to break down the scale of street walls and reinforce the dynamic character of Kerr Village. These design elements will serve to enhance the environment of the public realm by ensuring building podiums are pedestrian-scaled and appropriately frame streetscapes in a manner that is compact and unimposing. The lower levels of building podiums will also be designed with a permeable façade and will support the presence of retail and/or active uses at-grade. This portion of the building podiums will contribute to streetscape animation and the creation of a comfortable pedestrian-oriented environment.



Modular architectural treatment and varied building material reinforces the human scale pedestrian experience at ground level

Varied roof line of street wall help break down the volume of mid-rise podium

VU Loft Toronto: Mid-rise base building with diversified street wall

DIVERSITY OF BUILT FORM

A diverse range of built form is maintained in the Revised Comprehensive Development Plan, and the Proposal will facilitate the delivery of various building typologies. The overall built form on the subject site is compact and urban and includes building typologies which range from ground-related townhouses, mid-rise apartment buildings, and taller towers with mid-rise podiums containing a mix of uses. As was mentioned above, taller towers are distributed to the north along CN rail corridor and to the interior of the site to reduce adverse impacts on the surrounding uses for shadowing and compatibility purposes. The tallest building will be located at the northwest corner of Kerr and Shephard, marking the northern entrance to Kerr Village. Buildings with lower heights and a more compact built form are located around the western, southern, and eastern edges of the site where they do not impose on the existing uses in the surrounding context.

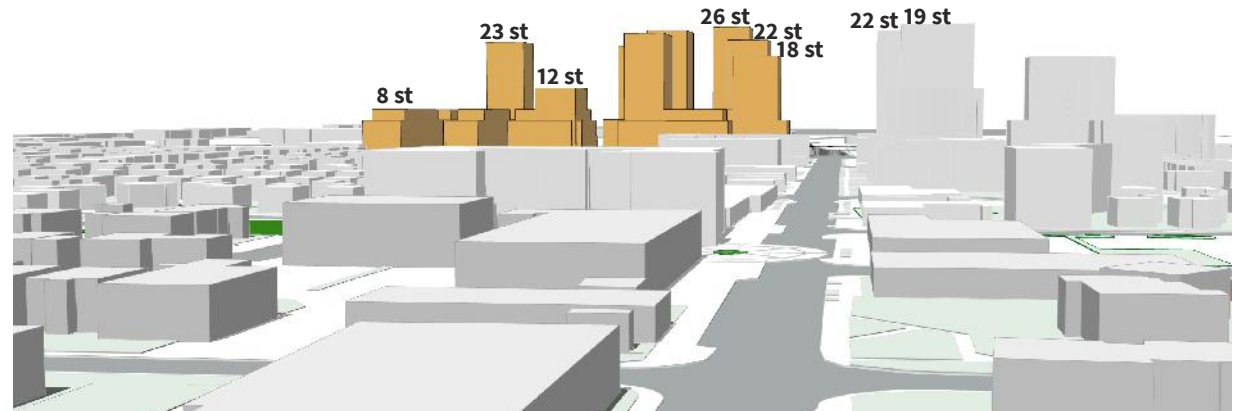


Figure 16. Conceptual massing view from Kerr Street looking north

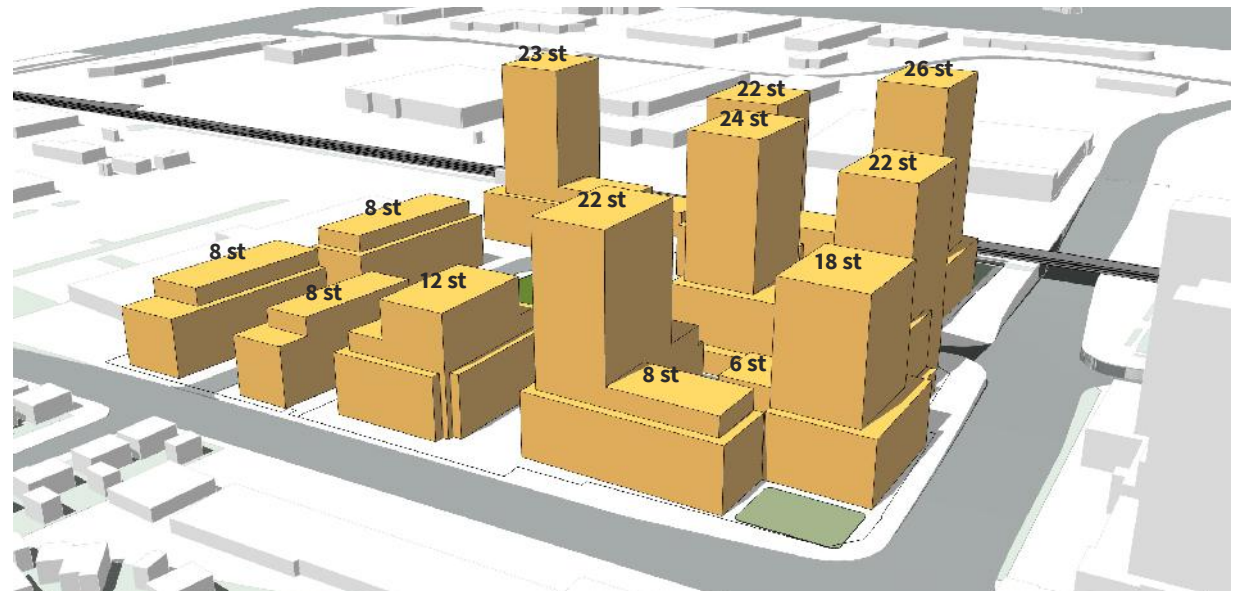


Figure 17. Conceptual massing view from Kerr Speers Intersection looking north

WRAPPING OF ABOVE GROUND PARKING STRUCTURE

The Revised Comprehensive Development Plan maintains the potential to incorporate an above ground parking structure within building podiums, particularly along the rail corridor and within the 550 Kerr Street property.

When facing public park and public streets, the above ground parking structure will be wrapped with residential units or an architectural treatment which will be appropriately designed with a permeable façade and pedestrian-oriented scale. The treatment wrapping around the parking structure will serve to promote an animated public realm through adequate design elements such as landscaping, public art, and lighting. Further details on the design of the wrapped treatment will be determined at future development application stages.



501 Yonge Street: Permeable facade with verticle architectural language shields the above ground parking structure

5.2. Shadow Impact

An analysis demonstrating shadow impacts arising from the Revised Comprehensive Development Plan between 9:56 a.m. and 3:56 p.m. on April 21 and between 9:35 a.m. and 3:35 p.m. on September 21 has been prepared for this resubmission and should be read in conjunction with the Sun and Shadow Study prepared by Urban Strategies Inc. dated May 5, 2022.

The Sun and Shadow Study demonstrates that the Revised Comprehensive Development Plan will result in minimal shadowing within the subject site and its public realm areas, as well as on the surrounding streetscape and nearby private properties in all seasons throughout the year. The proposed massing is articulated to minimize the impact on most shadow sensitive uses including the proposed public park, urban square, and streetscapes.

The public park receives 6 hours of sunlight on April 21 with partial shadowing occurring at 9:56 a.m., and 10:56 a.m. The park receives 6 hours on September 21 with partial shadowing occurring at 9:35 a.m., 10:35 a.m., and 3:35 a.m.

The urban square on the subject site receives at least 4 hours of sunlight on April 21 with partial shadowing occurring at 12:56 p.m, 1:56 p.m, and 2:56 p.m. On September 21, the urban square also receives at least 4 hours of sunlight, with partial shadowing occurring at 12:35 p.m and 1:35 p.m.

The internal streetscape network proposed for the site also does not experience adverse shadowing impacts throughout the day. The Shepherd Road Extension connecting from Kerr Street is partially shadowed between the hours of 9:56 a.m and 12:56 p.m on April 21 and between 9:35 a.m and 1:35 p.m on September 21. The St. Augustine Drive Extension is also partially shadowed at 9:56 a.m and 1:56 p.m on April 21. On September 21, the St. Augustine Drive Extension receives about 3 hours of continuous sunlight with partial shadowing occurring at 9:35 a.m and 12:35 p.m.

The surrounding streetscapes on Kerr Street and Speers Road receive consistent sunlight throughout the day on both April 21 and September 21, with partial shadowing onto Kerr Street occurring for 4 hours on April 21 and September 21. The public realm and urban square of the 65 Speers Road property on the east side of Kerr Street, does not experience adverse shadowing impacts throughout the day, and experiences minor shadowing for 2 hours on April 21 and 3 hours on September 21.

NOVEMBER OPA SUBMISSION: APRIL SHADOW IMPACT

- Existing + Approved Shadows
- Proposed Massing
- Net New Shadows
- Site Property Lines
- Parks and Open Space
- AOR Shadows



April 21, 9:56



April 21, 10:56



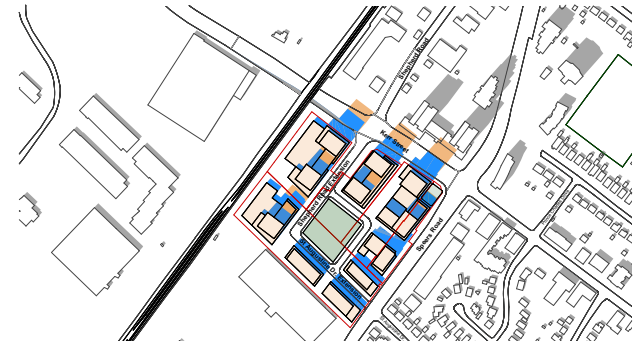
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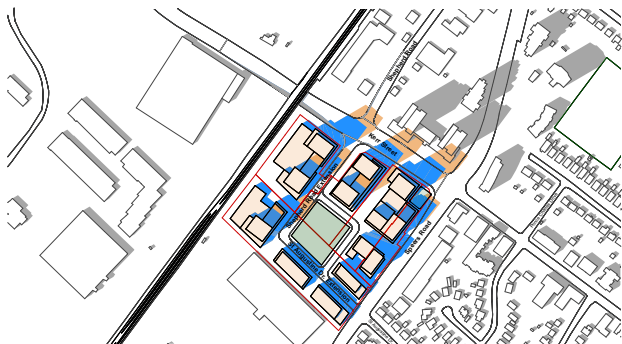
April 21, 12:56



April 21, 13:56



April 21, 14:56



April 21, 15:56

REVISED OPTION: APRIL SHADOW IMPACT

- Existing + Approved Shadows
 - Proposed Massing
 - Net New Shadows
 - Site Property Lines
 - Parks and Open Space
 - AOR Shadows
- N



April 21, 9:56



April 21, 10:56



April 21, 11:56



April 21, 12:56



April 21, 13:56



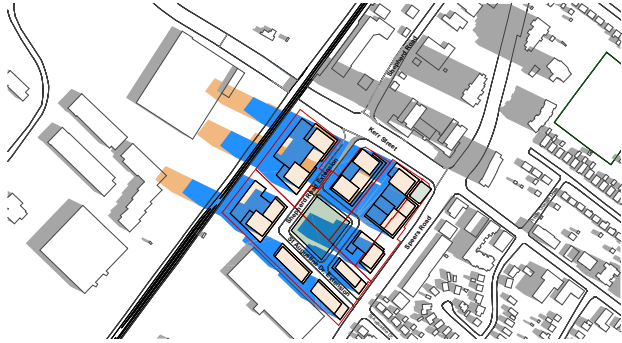
April 21, 14:56



April 21, 15:56

NOVEMBER OPA SUBMISSION: SEPTEMBER SHADOW IMPACT

- Existing + Approved Shadows
- Proposed Massing
- Net New Shadows
- Site Property Lines
- Parks and Open Space
- AOR Shadows



September 21, 9:35



September 21, 10:35



September 21, 11:35



September 21, 12:35



September 21, 13:35



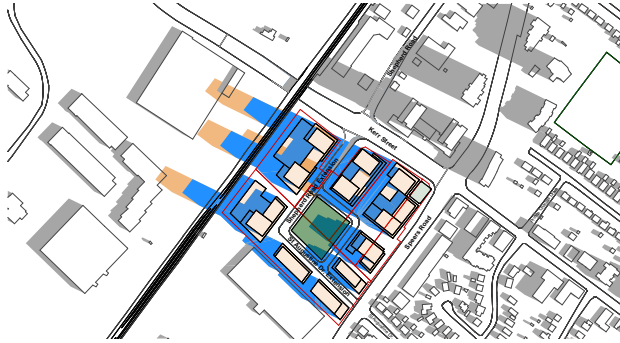
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REVISED OPTION: SEPTEMBER SHADOW IMPACT

- Existing + Approved Shadows
 - Site Property Lines
 - Proposed Massing
 - Parks and Open Space
 - Net New Shadows
 - AOR Shadows
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5.3. Streetscape and Circulation Pattern

OVERALL MOVEMENT PATTERN

The Revised Comprehensive Development Plan maintains the network of public and private streets and pedestrian mid-block connections.

The north-south and east-west public streets facilitated by the extensions of St. Augustine Drive and Sheppard Road will provide connectivity through the site to Speers Road and Kerr Street and will subsequently provide an alternative route to the existing St. Augustine Drive and Shepherd Road beyond having to rely on using Speers Road and Kerr Street.

A north-south private street connecting from Speers Road up to the Shepherd Road Extension will provide a second access point into the site off Speers Road. This north-south private street will also link with an east-west private street which fronts the southern edge of the public park, facilitating the internal road network which will form strong connectivity all around the park.

Access off Kerr Street will be provided by the Shepherd Road Extension and an east-west pedestrian-oriented mid-block connection located between the 530 Kerr Street and 550 Kerr Street properties.

PEDESTRIAN FRIENDLY ENVIRONMENT

To promote a comfortable pedestrian environment, servicing and loading zones will be located away from the central public park and public streets and screened from major pedestrian routes. Parking garage access will also be located away from public streets and the public park. The southern portion of the north-south private street will be used to provide parking access and temporary servicing access to support phased development. The servicing vehicle travel distance will also be minimized on the east-west mid-block pedestrian connection to allow greater space for pedestrians.

Sidewalks will be located on both sides of each public and private street and will mostly be buffered from the roadway by planting zones. The pedestrian walkway on the east-west mid-block connection will be appropriately sized in width and will be buffered by two planting zones. These planting zones will serve as buffers from vehicles on roadways and their trees will contribute to a well-shaded and aesthetically pleasing environment, contributing to pedestrian safety and comfort within the community. More detail illustrating the streetscape cross-sections are provided below.



Kew Gardens, Toronto



Mid-block Connection, Toronto

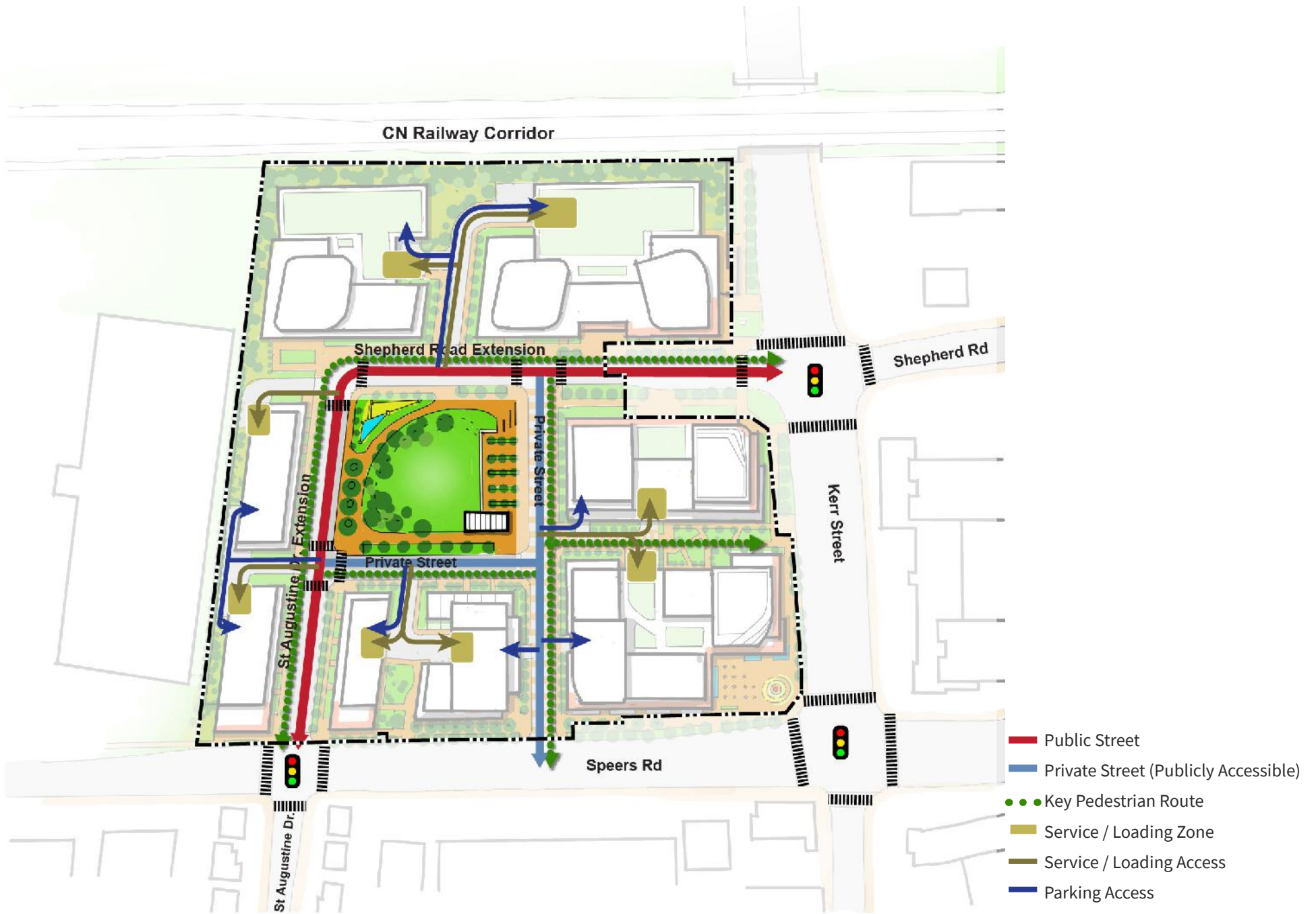


Figure 18. Site Circulation Demonstration Plan

STREETSCAPE SECTIONS

The following street sections conceptually illustrate the range of conditions proposed by the Revised Comprehensive Development Plan. The design of these street sections carefully consider the pedestrian experience, along with amenities proposed along streets and their relationship between the public realm and the massing of adjacent buildings.

The streetscape section along the Shepherd Road Extension fronting the public park includes two sidewalks on both sides of the road, and two planting zones located between the sidewalk and roadway. A 3.0 metre setback is provided from the building frontage to the sidewalk.

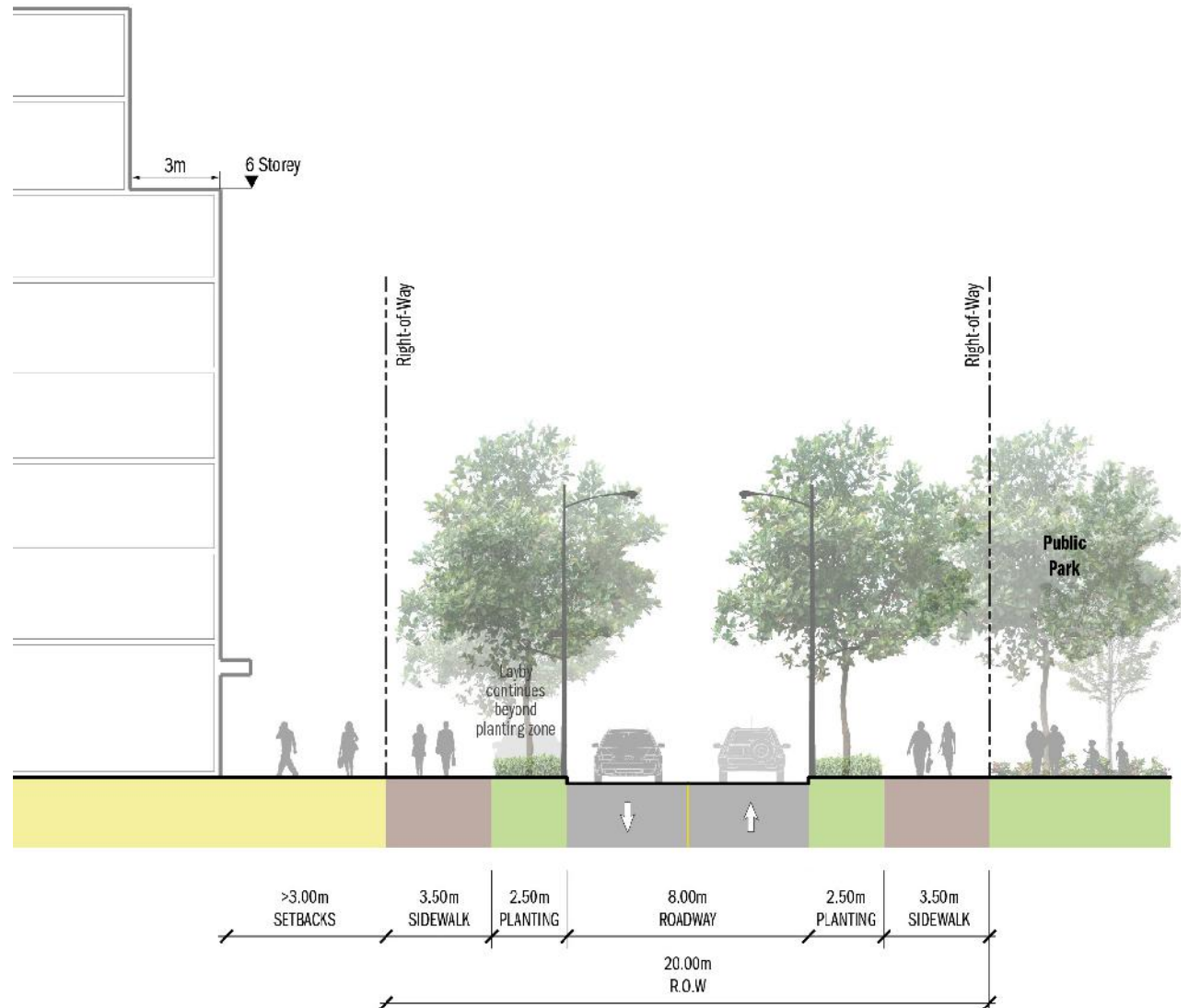


Figure 19. Potential Section for Park Front Public Street

The streetscape section along the St. Augustine Drive Extension includes two sidewalks on both sides of the road, and two planting zones located between the sidewalk and roadway. A 2.5 metre setback is provided from the building frontage to the sidewalk.

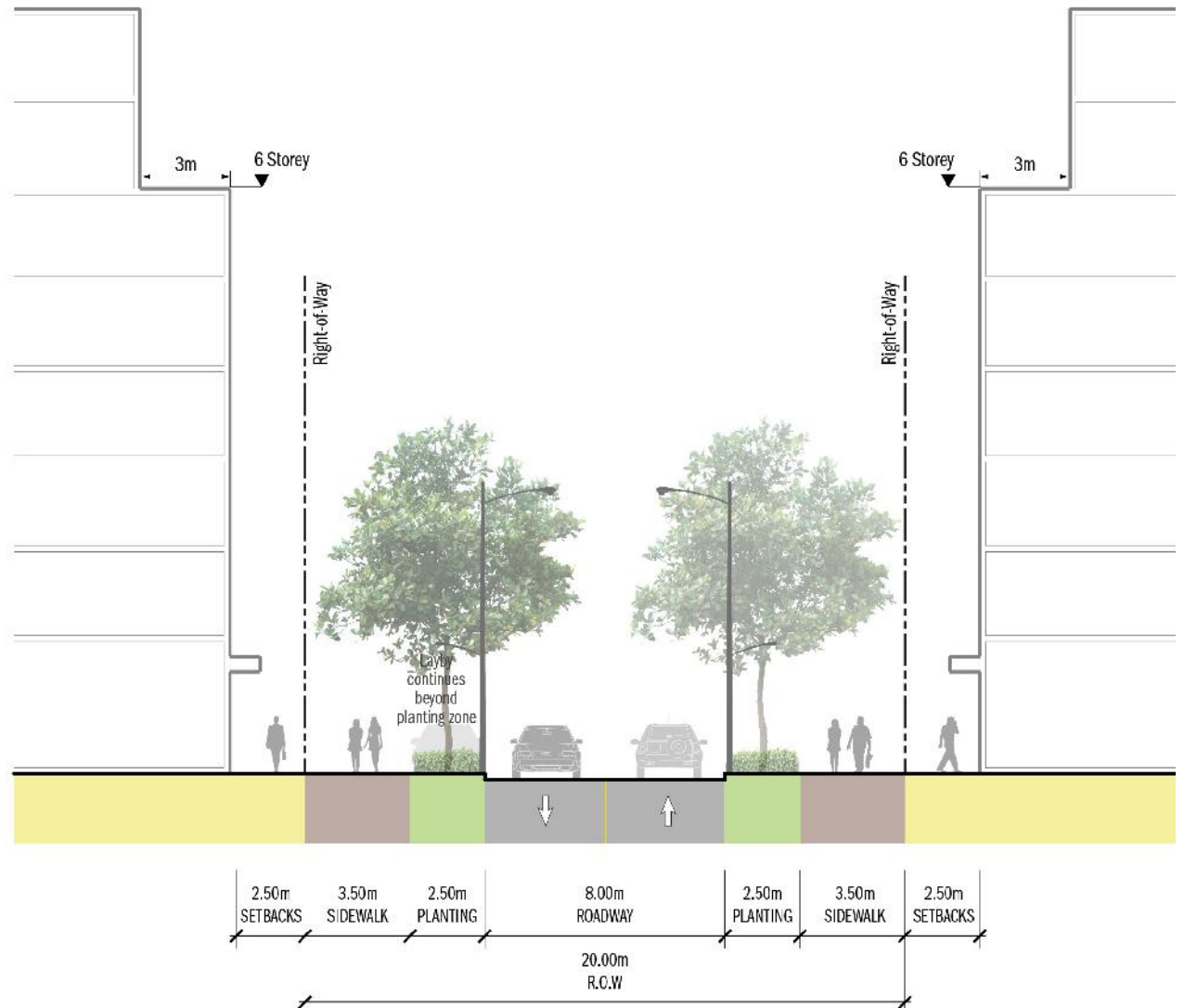


Figure 20. Potential Street Section for St Augustine Drive Extension

The streetscape section along the east-west private street fronting the public park includes two sidewalks on both sides of the street. A planting zone is located between the west sidewalk and roadway, and a second planting zone is located between the sidewalk and building frontage on the east side.

The building along this street includes a setback at 3 storeys to provide for a human scaled environment. Doorways to townhouse units at-grade provide animation and activation of the street and public park.

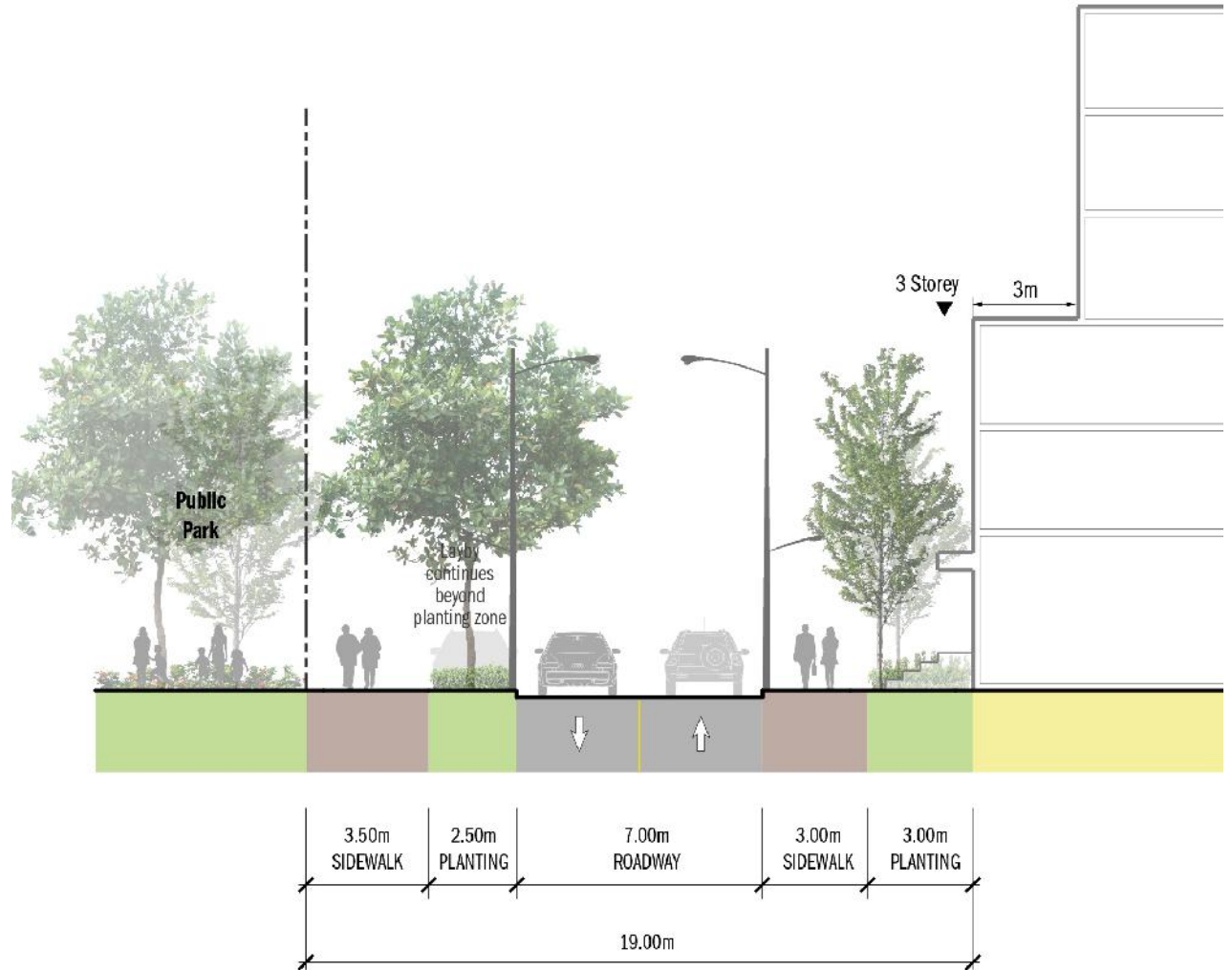


Figure 21. Potential Street Section for Private Street

The streetscape section for the east-west mid-block connection fronting the proposed mixed-use buildings includes a pedestrian walkway with loading access and two planting zones located between the walkway and building frontages. A 3.0 metre setback is provided from the building frontages. The loading access will be located to the west portion of the mid-block connection, as demonstrated in Figure 18, allowing for more pedestrian focused space on the east. The shared walkway and driveway will use special paving material to reinforce the pedestrian character of the space.

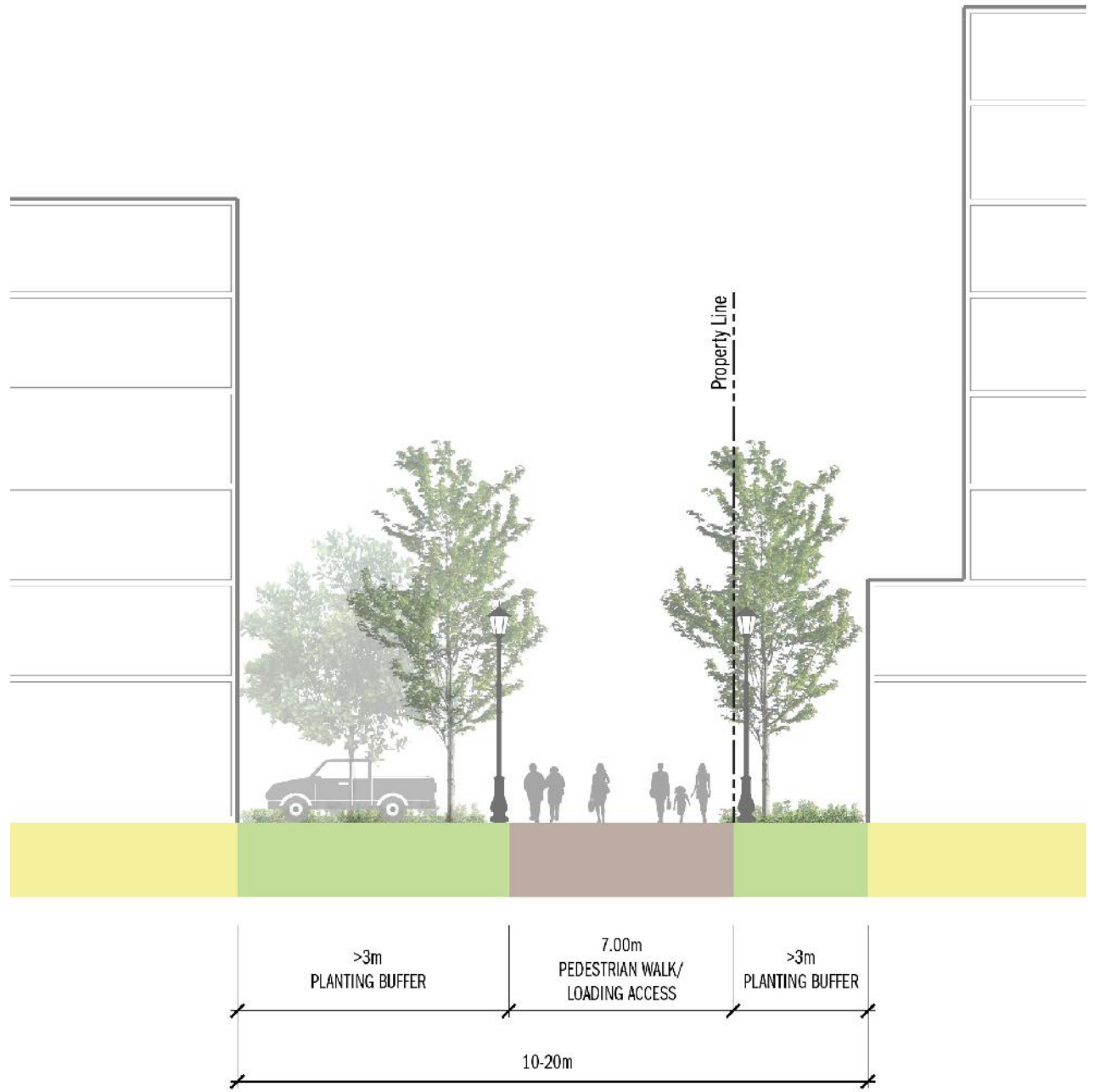


Figure 22. Potential Section for Mid-block Connection

The streetscape section along the Shepherd Road Extension fronting the proposed mixed-use buildings includes two sidewalks on both sides of the road, and two planting zones located between the sidewalk and roadway. A 3.0 metre setback is provided from the building frontages to the sidewalk on both sides of the road.

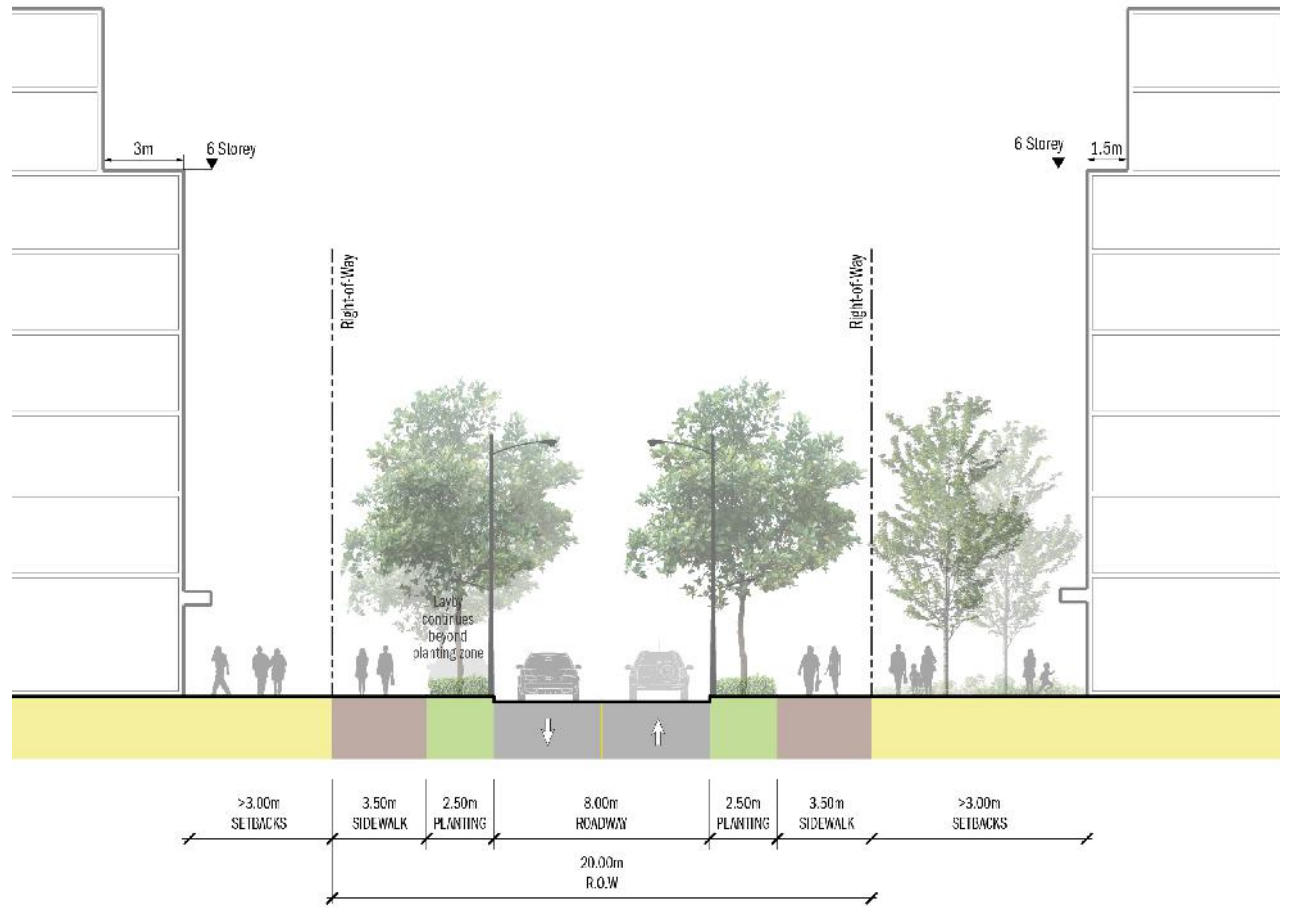


Figure 23. Potential Street Section for Shepherd Road Extension

5.4. Parks and Open Spaces

The subject site is located in proximity to a number of existing natural and community open spaces, including the Urban Plaza at 65 Speers Road, Hogs Back Park, Margaret Drive Parkette and the schoolyard of Oakwood Public School. With an extension of the public street network, the subject site will be well connected with the surrounding open space features. The Comprehensive Development Plan proposes to complement this existing network with the addition of a public park and urban square that has a strong urban character and supports the revitalization of Kerr Street.

The Revised Comprehensive Development Plan maintains the key elements of parks and open space, enhancing the site's porosity and providing opportunities for additional pedestrian connectivity, along with promoting passive and active recreation. The following section further clarifies the design intention of these elements.



Figure 24. Network of open space in the neighborhood context



RAILWAY AND EMPLOYMENT EDGE TREATMENT

The Revised Proposal will facilitate the delivery of appropriate buffers, separation distances, and landscape treatment along the north and west edges of the subject site. These design measures will be addressed at the site plan approval stage and aim to ensure that land use compatibility is maintained between the proposed sensitive uses on the site and the Employment Area and the CN rail corridor.

A setback of 7.5 metres between the conceptual residential uses on the 171 Speers Road property and the Employment Area to the west is proposed. A 7.5 metre landscape buffer is also proposed within the 30 metre residential setback between the 588 Kerr Street property and the CN rail corridor to the north, is proposed. Some portions of the 171 Speers Road buffer located to the north of the site may be utilized for landscaping treatments. Portions of the buffer located to the south of the site will need to be reserved for parking, loading, and servicing access, but will be appropriately designed in a manner that does not disrupt the functionality of the neighbouring employment uses. Overall, this required setback will mitigate adverse impacts between residential and employment uses.

Further details on the design and key elements of the landscaping buffers along the Employment Area and CN rail corridor edges will be established during detailed development stages.

STRATA PARKING

Underground strata parking spaces are planned to be provided beneath the public park and surrounding private roads, which will limit surface parking and promoted transit-oriented intensification in Kerr Village. This approach to vehicular parking will also unlock greater land availability for important public amenities and open space features, including the public park and urban square further described below. There is also potential to explore the provision of shared parking for both public and private uses underneath the public park.

CENTRAL PARK AND URBAN SQUARE

The intent of the central public park is to function as the focal point of the future mixed use, complete community in Kerr Village remains in the Revised Proposal. The central location of the park is maintained as it allows for the creation of urban frontage all around the park and protects the park from heavy traffic corridor like Speers Road.

The Central Park will be well accessed from the St. Augustine Drive Extension and Shepherd Road Extensions, both envisioned as public street. The north-south and east-west private streets flanking the southern and eastern edges of the park will be built to public street standard and will be able to support daily maintenance needs to the Park. The public park will be constructed at street level and will be buffered from the roadway by a sidewalk and planting zone. Potential adverse impacts from the roadway will be mitigated through these buffers, which will prioritize pedestrian access to the park and will serve to promote safety for all road users.

The intent of including an urban square at the northwest corner of Kerr Street and Speers Road is maintained in the Revised Proposal. The urban square will serve as a public gathering space for residents, workers, and visitors to Kerr Village and will enhance the public realm through pedestrian-oriented design at street level. The urban square will include public art, street furniture, and pedestrian-oriented amenities to promote street-level animation and an enhanced public realm.



Greenwich Millenium Village, London, UK

PRIVATE ROOFTOP AMENITY SPACE

The Revised Proposal will also facilitate the delivery of private rooftop amenity space throughout the site, including within the 30-metre setback between the proposed residential uses and railway. The inclusion of private amenity space within this setback, will promote the greening and aesthetics of the condition along the rail corridor. Locating rooftop private amenity space throughout the site will contribute to providing future residents with comfortable locations for passive recreation.

TREE CANOPY

The Revised Proposal and its Comprehensive Development Plan conceptually illustrates the potential to achieve the Town of Oakville's tree canopy cover target of 20% for the site and 50% for the park. Beyond providing an adequate amount of tree canopy coverage within the park itself, opportunities for tree planting may be provided along roadways within the planting zone buffers proposed for both sides of each street. The landscaped buffers along the rail corridor and Employment Area edges and private rooftop amenity space may also provide opportunities for locating tree plantings which will contribute to the canopy cover target.

A greater amount of detail will be provided through a tree canopy cover plan for the subject site, which will be addressed at the site plan approval stage.



Niagara West Apartment Rooftop Amenity, Toronto

6.0 SUMMARY AND CONCLUSION

This addendum has provided an updated planning and urban design analysis based on the Revised Proposal for the subject site and should be read in conjunction with the original Urban Design Brief report. The overall justification which was detailed in the original Urban Design Brief report remains largely relevant, given that the overall elements of the Proposal and Comprehensive Development Plan have not changed.

The Revised Proposal continues to be consistent with the Provincial Policy Statement, conforms with the Growth Plan, and meets the policy objectives of the Halton Region Official Plan, the Livable Oakville Plan, the Livable by Design Manual, and Kerr Village Design Guidelines. The Proposal continues to represent good planning and is an appropriate development of the site.

The Revised Proposal retains the following positive contributions of the initial submission:

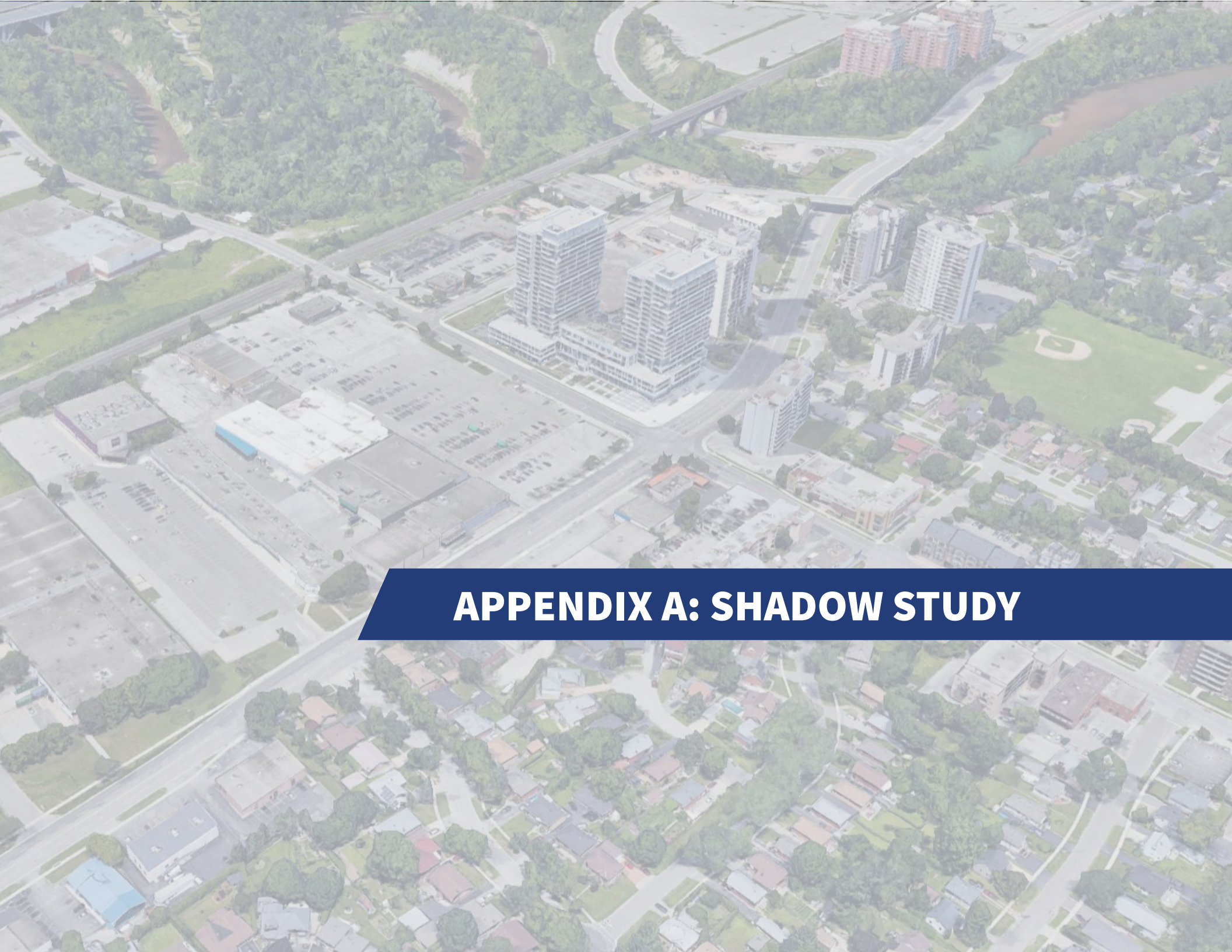
- Revitalization of a site with a land use and compact built form that is compatible with the surrounding context and aligns with planning, growth, and urban design objectives for the Kerr Village area including demonstrating the redevelopment of the site into a comprehensive block.
- Creation of new housing with a mix of uses on a transit-oriented site within the Kerr Village Growth Area.
- Significant improvements to the public realm, including the creation of a new central public park, urban square, enhanced connectivity, and streetscape enhancements; and,
- A responsive massing strategy, with tower heights that appropriately transition between the low-rise neighbourhood to the south and the Employment Area to the west.

The Revised Proposal retains the many positive aspects of the Initial Proposal while also achieving additional benefits, including:

- Reductions in tower heights along Kerr Street and Speers Road and a redistribution of higher densities to the interior of the site, resulting in improved shadow conditions on the proposed and existing urban squares, surrounding streetscape, and public realm;

- A refined approach to podium heights with stepbacks that more sensitively respond to the surrounding context and help promote a pedestrian-oriented scale;
- Reimagining the landscaping treatment and inclusion of rooftop amenity space along the CN rail corridor and Employment Area edges;
- Providing opportunities for meeting tree canopy coverage targets through the inclusion of a central public park, planting zones lining both sides of roadways, and landscaping buffer areas along the western and northern edges of the site; and,
- Consolidating vehicular, servicing, loading, and parking access, which reduces traffic on the future public and private streets, allowing for other public realm improvements within the block; and,
- A phasing development scenario demonstrating the redevelopment potential on the site without a grade separation along Kerr Street.

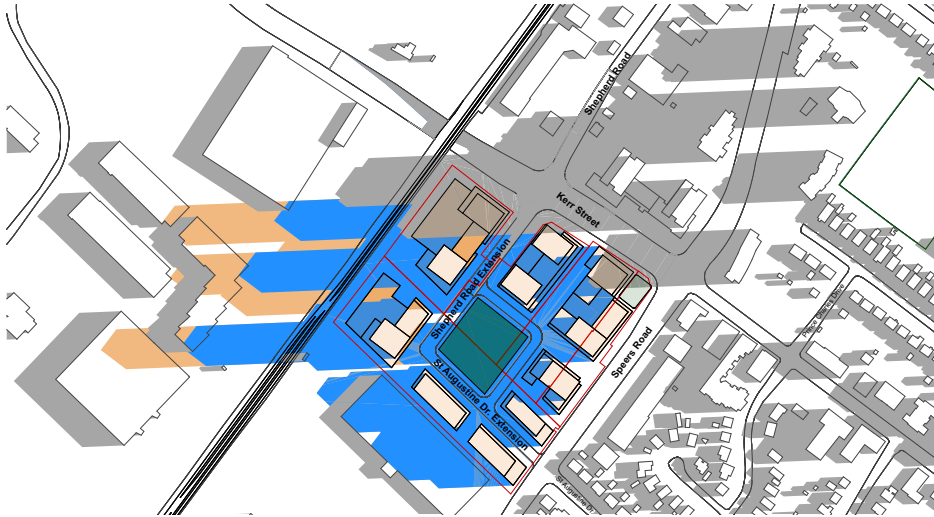
The Revised Proposal reflects a strengthened development concept that achieves the urban design objectives of the Town of Oakville and responds appropriately to comments received from Town staff. The Proposal and the associated Official Plan Amendment represent good planning and are in the public interest.



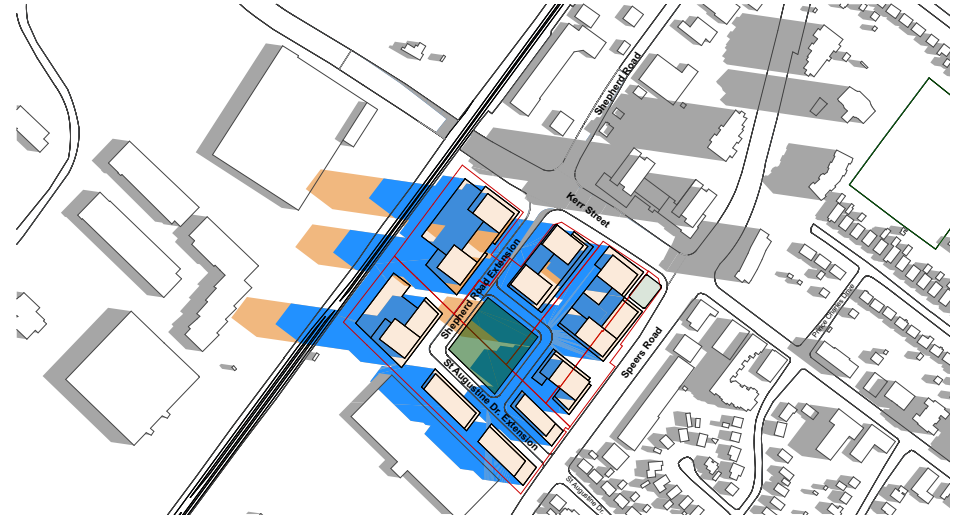
APPENDIX A: SHADOW STUDY

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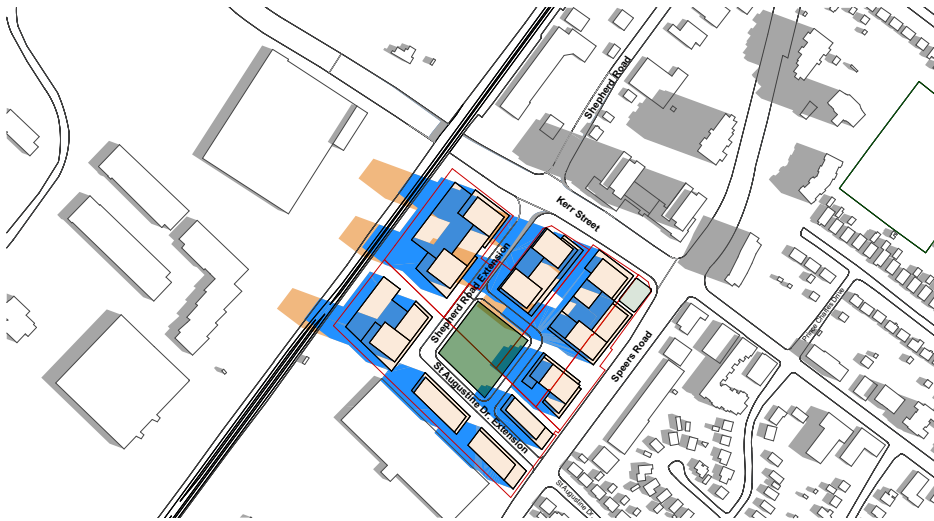
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 - AOR Shadows
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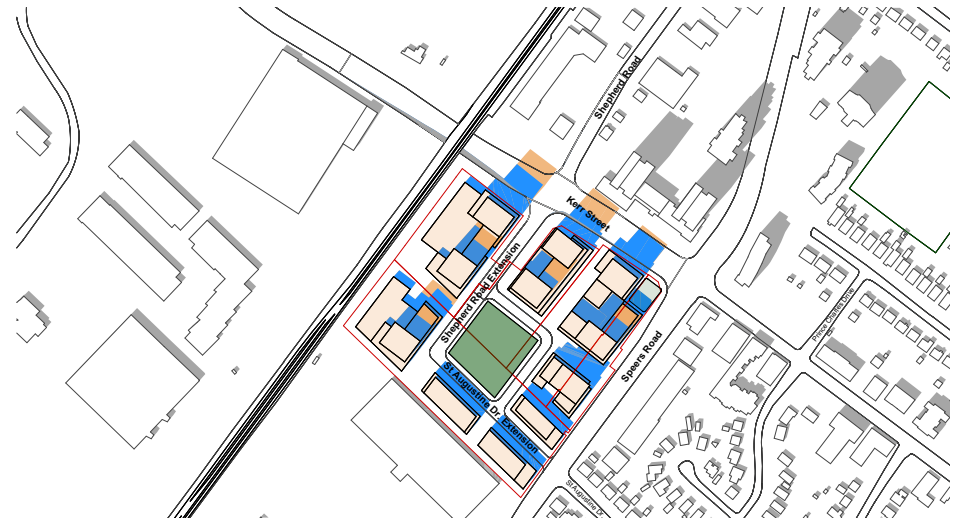
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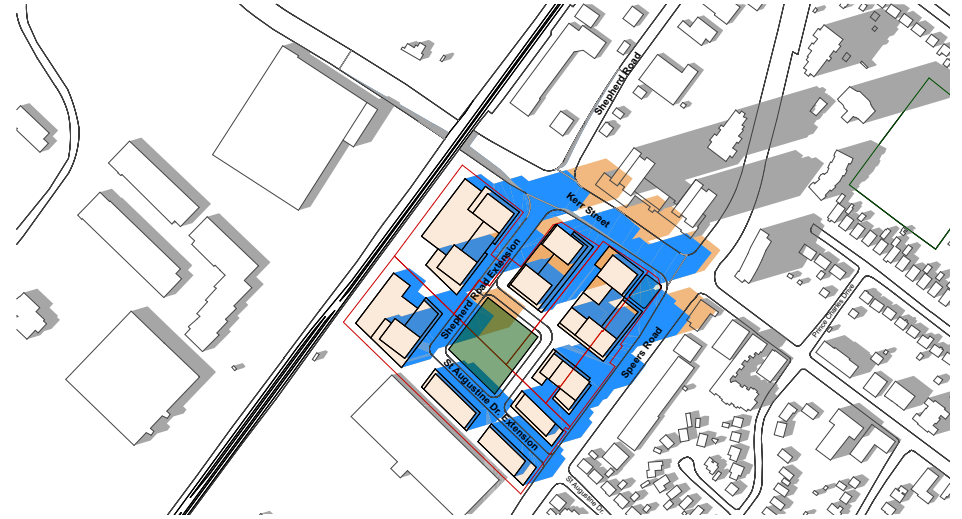
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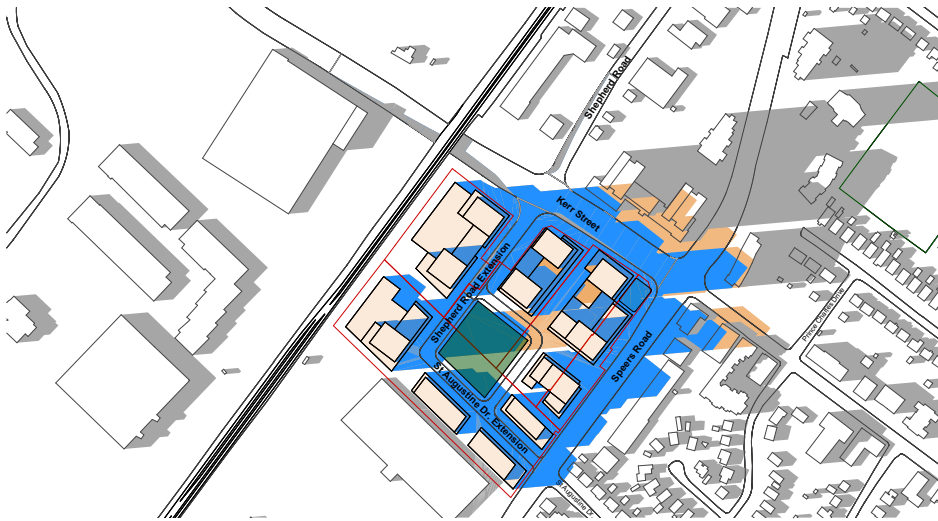
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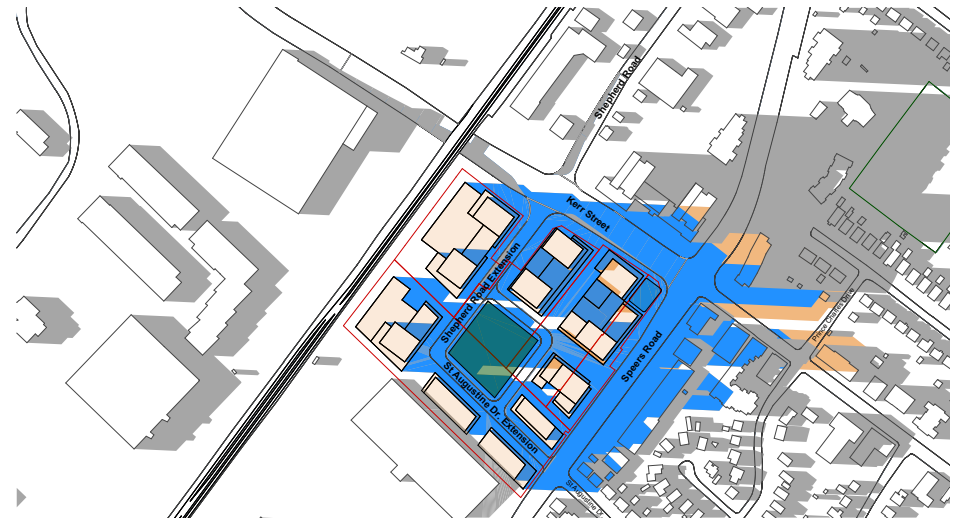
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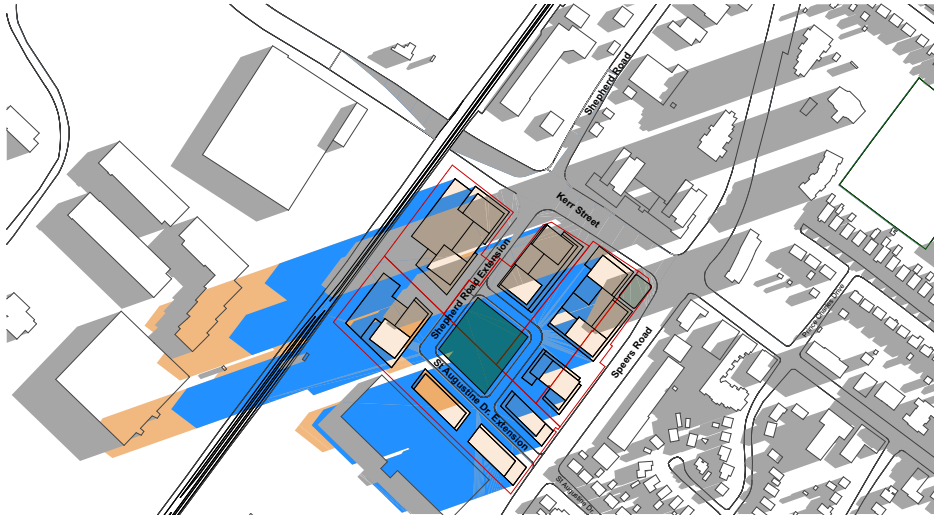
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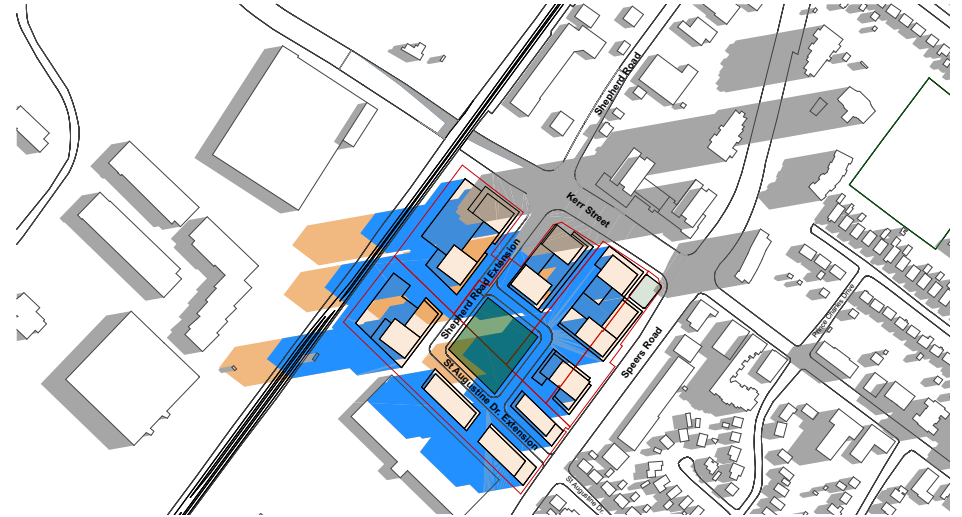
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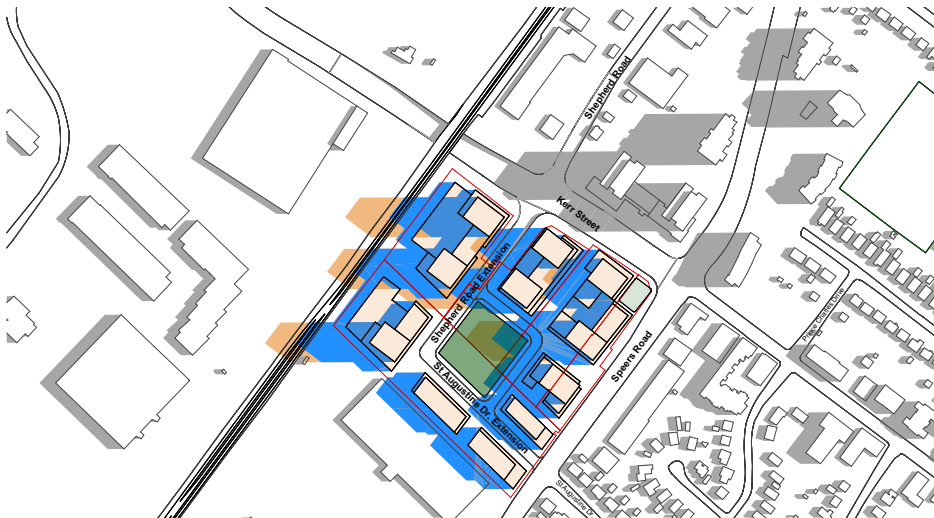
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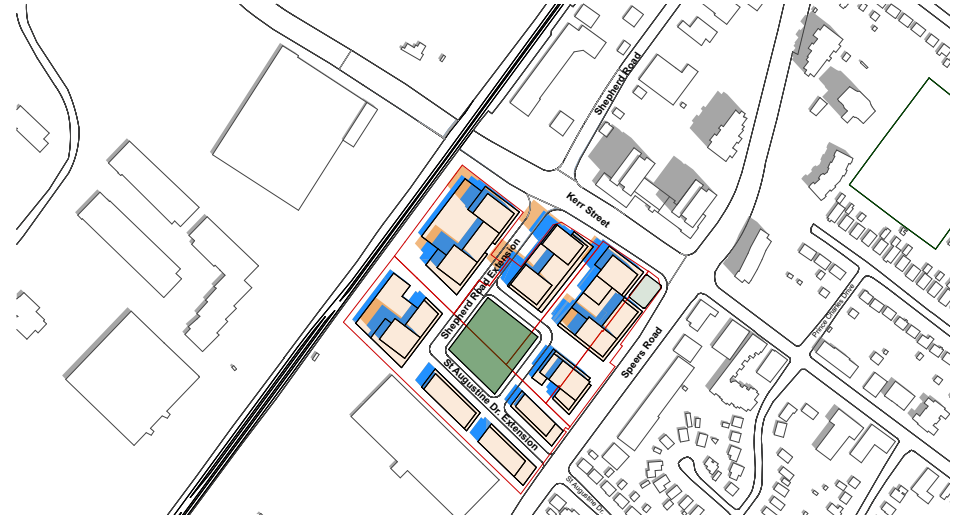
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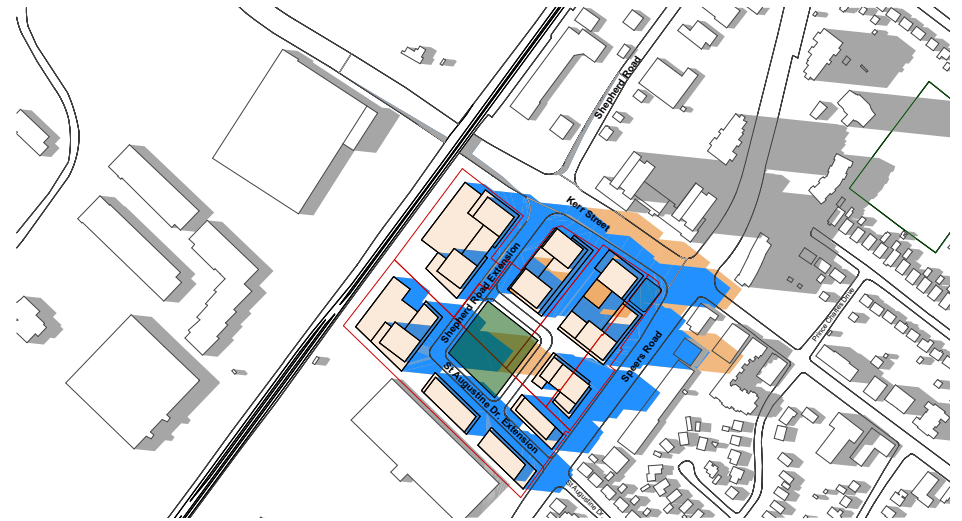
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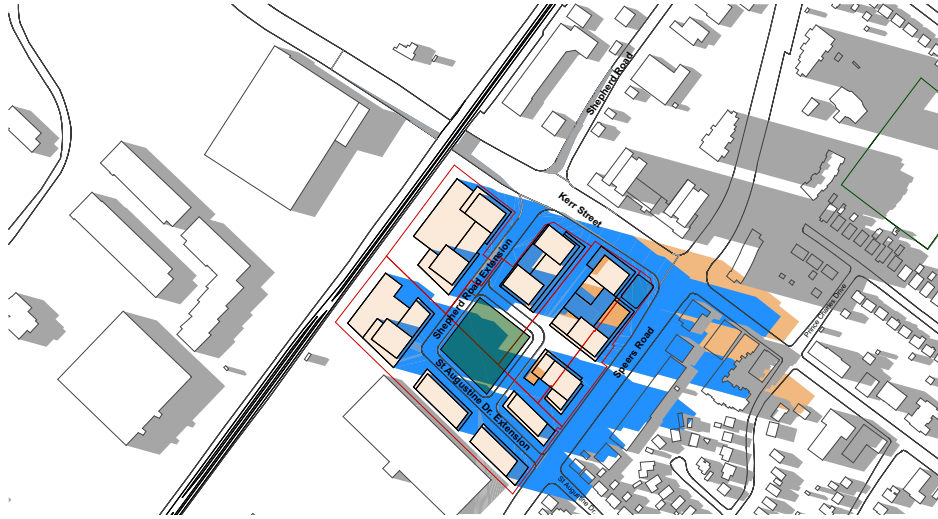


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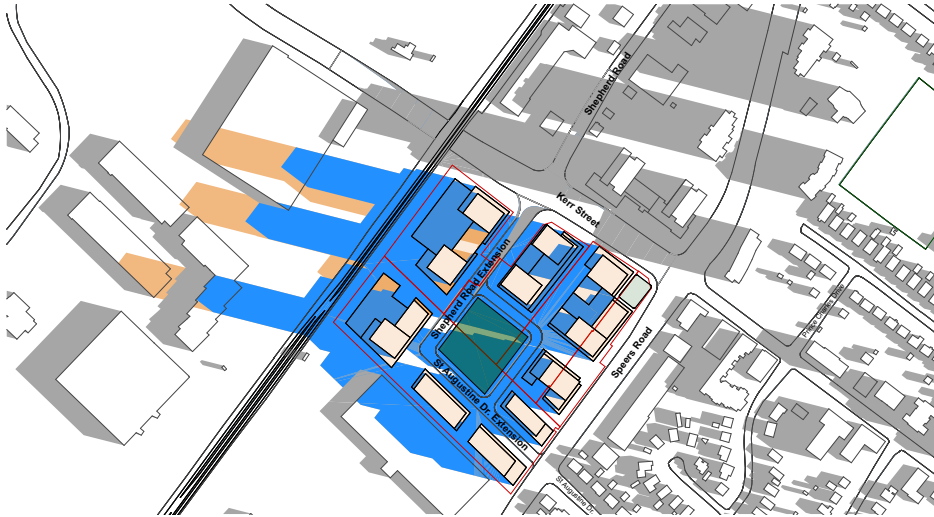
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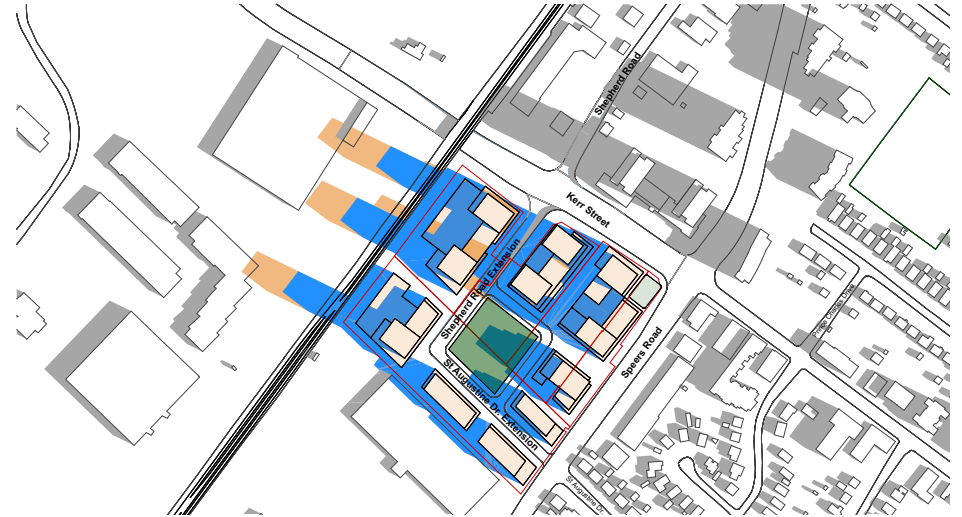
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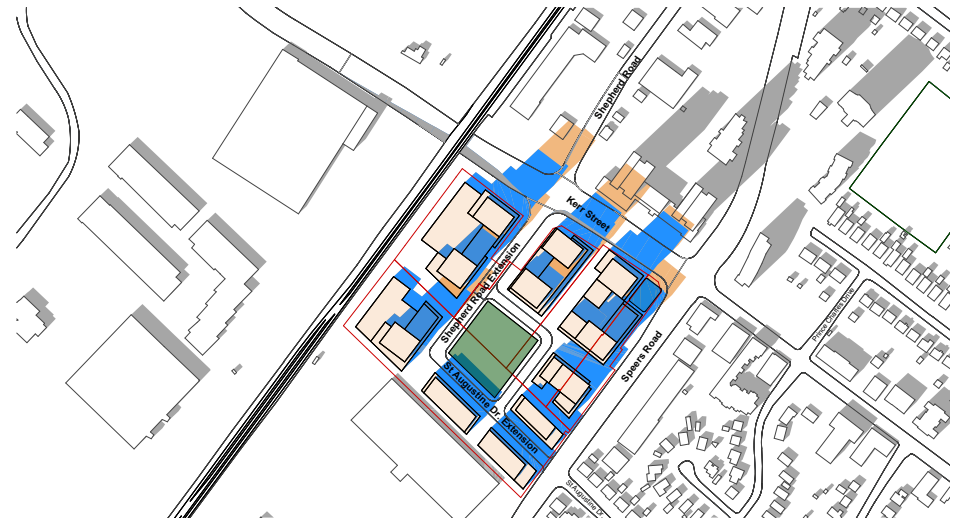
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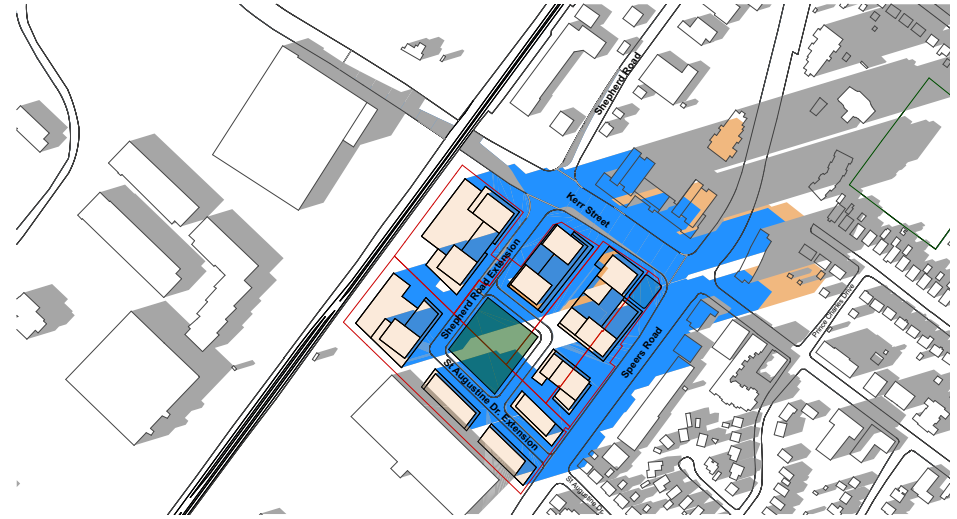
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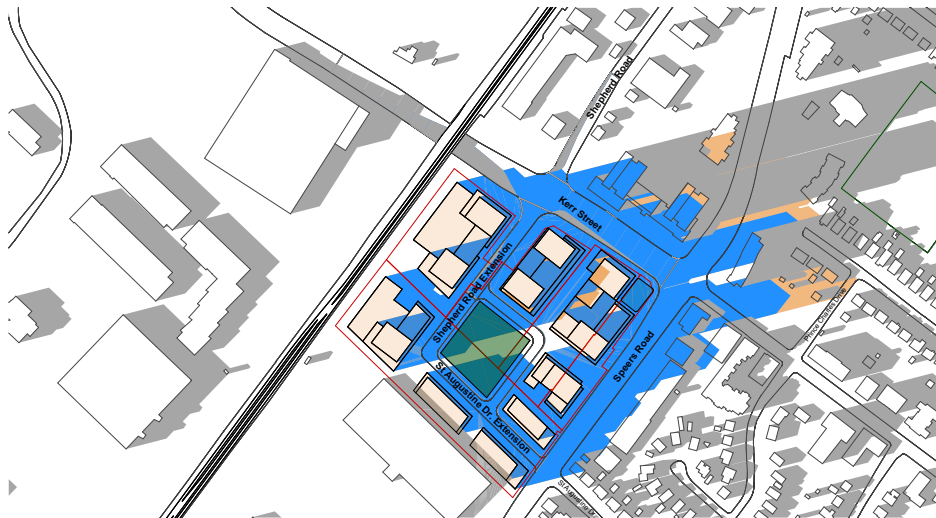
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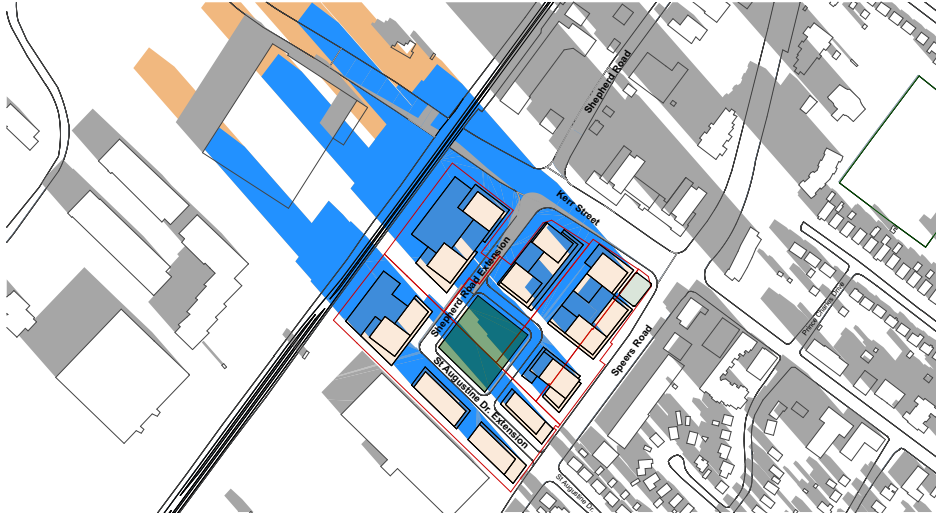
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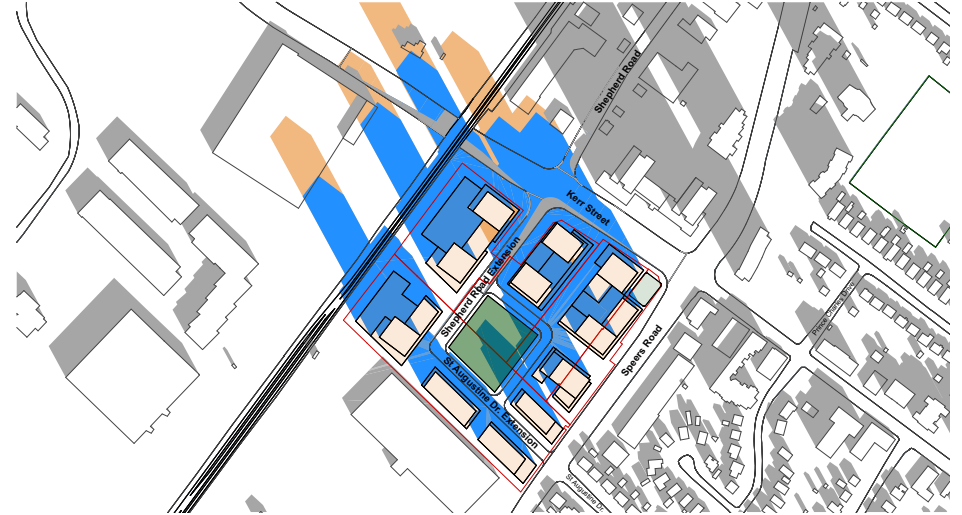
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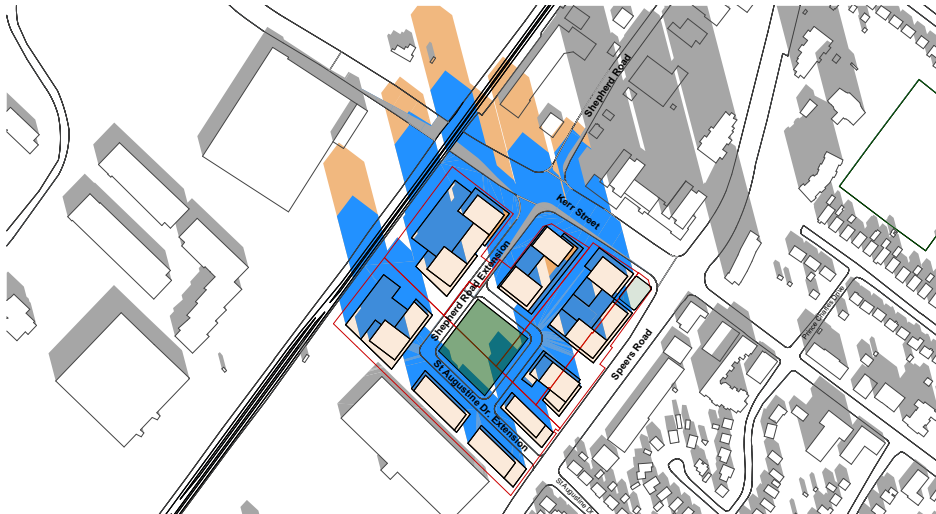
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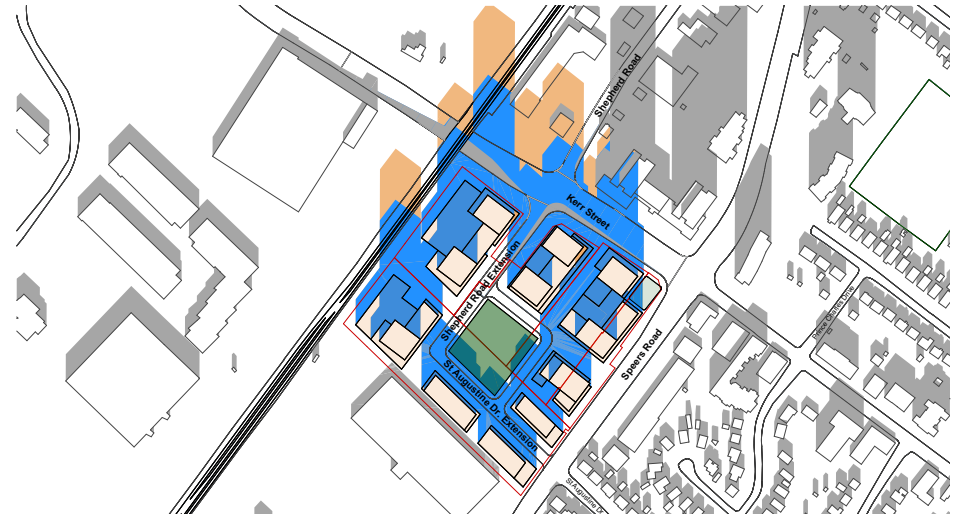
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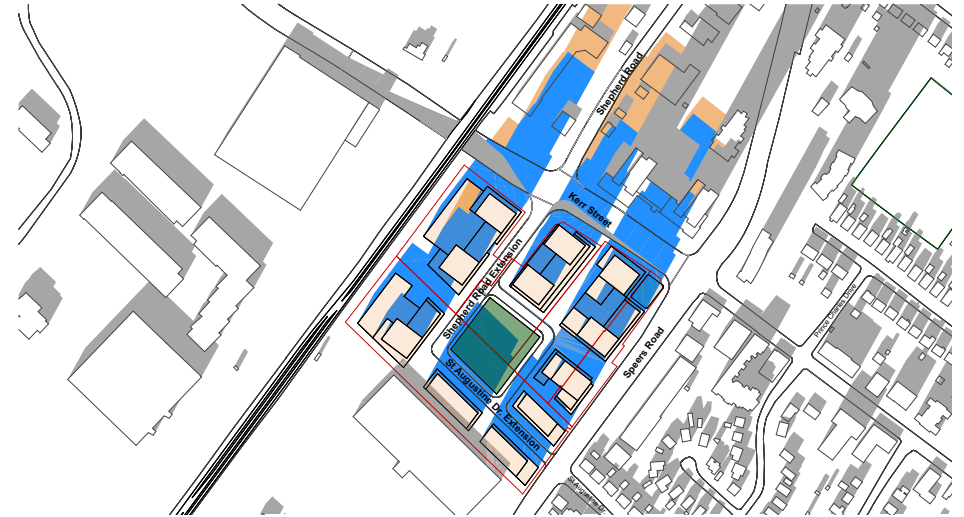
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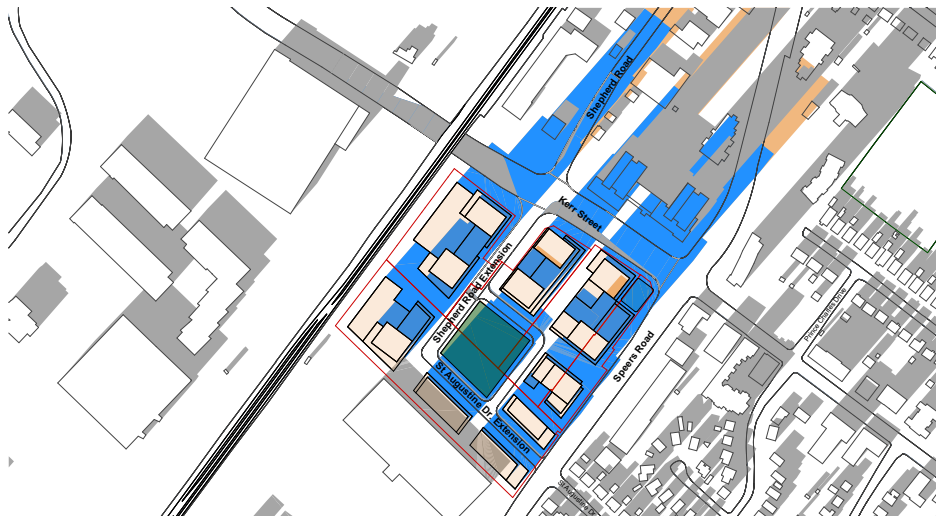
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