

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

January 19, 2022

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

**LOCATION:** Zoom Webinar

**ATTENDEES**

**Town of Oakville** – Paul Barrette, Charlie McConnell

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

**BA Group** - Tim Arnott

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

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

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

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

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

1. Defining the Long-Term Development Timeline

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

**Raw data (without attribution) of all questions and comments provided in the chat function are included as Appendix A.**

### **Summary of Questions and Comments**

#### **1. Defining the Long-Term Development Timeline**

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

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

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

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

#### **2. Design, Building Heights and Density**

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

##### **Height and Tower Location**

Members of the public were largely concerned by the scale and height of the Proposal, some commenting that a 28-storey height limit is too tall for Kerr Street and inquiring about the podium height. A member commented that the 2009 Livable Oakville Plan recommends buildings to be 8 to 12 storeys and required clarification on the rationale for the scale of intensification. While there were

different opinions expressed on the maximum number of storeys, with attendees recommending different ranges, many suggested that the height should not exceed 25 storeys.

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

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

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

### Density

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

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

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

### Design

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

commented that they love Kerr Village the way it is and are not fond of the idea of turning it into a “concrete jungle”.

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

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

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

### **3. Housing Typologies, Tenure, and Affordable Housing**

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

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

### **4. Grocery Store, Commercial Uses, and Amenities**

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

#### Grocery Store and Drug Store

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

**Urban Strategies clarified that the Proposal plans for a total of approximately 7,900 square metres of retail provision and spaces mainly along Speers Road and Kerr Street which will contribute to animate these frontages. Urban Strategies also explained that the grocery store, central park, and urban square are listed as “potential” land uses because it is a concept development that illustrates an intention to have these amenities and further discussion with the Town and the community through the approval process will help refine their location.**

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

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

#### Commercial and Entertainment Uses

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

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

#### Other Concerns related to Amenities

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

### **5. Park, Urban Square, and Public Realm**

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

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

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

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

## **6. Mobility and Traffic Generation**

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

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

### Traffic Generation and Infrastructure Adjustments

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

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

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

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

### Mobility and Pedestrian Access

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

whether there was an option to include a pedestrian bridge parallel to the rail lane to connect the transit hub with Kerr Village.

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

### Public and Active Transportation

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

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

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

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

### Access, Parking, and Loading

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

## **7. Parking**

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

**BA Group advised that parking strategy related to the commercial uses on-site, including the grocery store will encourage parking reduction strategies for the purpose of traffic relief BA Group confirmed**

that parking would be provided in parking decks, predominantly underground and expanded that as part of the parking strategy, there would be car sharing opportunities which is expanding strategy in most intensification areas.

#### **8. Film.ca Cinemas (171 Speers Road)**

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

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

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

#### **9. Meeting Format and Next Steps**

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

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



## Appendix A – Raw Data

1. We live on Queen Mary Dr. and have noticed a substantial increase in vehicular traffic in the past few years. People are using our street as a bypass to Kerr St. We want to know what steps are being taken or considered to reduce the traffic in our neighborhood as our current town government has done nothing. Your development, combined with the proposed high-rise condo development on Shepard St. will make living in our area very difficult and dangerous. Traffic will become unbearable for current residents. We need permanent traffic calming measures in place.
2. Could you define “long term”?
3. What is your definition of “long term”?
4. If approved, how long do you anticipate the overall construction will take.
5. What is the allowable building height by the Kerr Street Village Main Street District and where can I find building height information for the development this entire area?
6. We have been informed by town council that the Movie Theatre property is not for sale. Please comment as to why this is still in the current plan?
7. Is there a plan to add traffic lights at St. Augustine and Speers?
8. The current walk to the GO train station is not pedestrian friendly. Is there an option to include a pedestrian bridge parallel to the rail lane to connect the transit hub with Kerr Village?
9. Any idea on what grocery store will be incorporated in this plan? Shoppers Drug Mart / Food Basics?
10. With over 1800 units, how are you proposing to accommodate parking for the commercial use of the site? Will the grocery store at the corner of Kerr and spears continue to be a discount grocery shopping store?
11. Why are the Urban Square and the grocery store noted as "Potential" instead of definite?
12. What do you mean by 'Landmark buildings?' With a possible 1800 plus condos the grocery store would be overrun with a potential 3000 new residents?? Please advise as to the amount of people who currently shop at the grocery store
13. Will the proposed grocery store stay budget friendly (food basics, no frills, etc.) or become more upscale (Metro, Loblaws, etc.) or mid-scale (superstore)?
14. And why "potential" park and gateway?
15. You had talked about existing business would remain where they are for the long term?

16. Given the local demographics, an affordable grocery store (like Food Basics) is a necessity for the community. What is the level of commitment to including a discount grocery store, post office, and pharmacy?
17. Is there a reason why the highest buildings are along Kerr street instead of having them stretched out along the outside?
18. Ortana Park is in the complex on Dorval Drive (some may not recognize the name)
19. Why the tall buildings are located on Kerr and not along the railway /Shepperd extension street or St Augustin Driver???
20. These renderings do not reflect 28 story buildings. Can you comment on this?
21. Who will own the park - the developer or the Town?
22. Why is it only high rises and no townhouse / independent houses planned in this area?
23. What kind of residential? Condo or apartments? Any subsidized units and if so how are they planned?
24. Do you plan on expropriating houses to connect St. Augustine to Rebecca Street?
25. How do the shadows cast by the higher buildings affect the rain and senses building?
26. What are the plans for parking for the grocery store?
27. What consideration is being given to the resident/owners who reside on Speers Road, east of Kerr, and their ability to access and depart from their homes? This is already a very heavily used corridor and can only get more so with the increased density.
28. More housing is definitely needed in this neighbourhood - I appreciate the effort here. I'd like to know what percentage of the housing will be dedicated affordable housing?
29. Kerr is already busy and very slow south of Speers. Speers is also one of the busiest in Town. How are you working with Town staff to ensure these two streets can continue to move traffic effectively? Also, how do you ensure connecting streets - St. Augustine and Queen Mary - aren't overburdened with substantial traffic increases? Thanks.
30. Will there be an allowance for cycling infrastructure/amenities such as bike lanes, locking racks etc.?
31. Where is the parking for the retail - also, how much retail is being considered? The current plaza does support a lot of local shopping and this looks like there will be less access for those not living in the towers.
32. Current resident of Kerr St. South of Speers. Today's connection roads from Kerr St to the QEW highway and other major road is extremely badly planned. During rush hours morning and nights, access to the south of Kerr St. is jammed from either Trafalgar, Dorval and worst

from the QEW exit directly to Kerr St. that looks in a unusual pattern to a single lane Kerr road north of Speers; at this very location you are planning the erection of additional thousands of housings which would be receiving more cars. How does Urban Strategies and the municipality plan to tackle such an incoming flux of transportation into a narrow area of Kerr? We are aware of the new planned Metrolinx Underpass, and a small addition of a lane on Kerr north of Speers, Is there any other capacity ameliorations? The inconvenience of too many traffic lights will need to be addressed as well...

33. What time frame is considered to be the long term?
34. With opening St. Augustine and more traffic flow, will there be an opening at the west end of Elmwood to access Dorval?
35. storeys noted for buildings, does that include the podium or ON TOP of the podium floors so an 8-storey podium plus 28 additional storeys? pls clarify thanks!
36. When is the start date of this project?? Who will be the developer?
37. Is there consideration to include affordable housing?
38. What is the projected timeline for the first phase? And what would the first phase be?
39. Why do you think it's appropriate to put at 28th story at the corner of Speers/Kerr. It is not in keeping with the area at all. Having taller buildings at the back along the GO rail makes more sense.
40. What is the development timeline relative to that of the Town plan for the Kerr Street underpass?
41. Where is public parking?
42. What price range is the grocery store? ie Whole Foods, Metro, Food Basics?
43. Are there height restrictions for buildings in Kerr village?
44. If full bonusing is achieved, the maximum height allowed by the OP (Official Plan) for the 7 tallest towers would be 16 stories, resulting in 112 floors. The proposal is for a total of 51 additional floors across these towers, a level 46% above that allowed in the OP. What is the developer's rationale for thinking that an almost 50% increase is appropriate? If no bonusing was achieved the proposal represents a 90% increase over the OP.
45. How much density has been allocated to Oakville and what percentage of that does this development represents?
46. Is there any transportation plan especially concerning public transit?
47. What percentage of units have to be sold before you put a shovel in the ground?

48. The parkette that was referenced as a comparison in Port Credit, services much lower density and lower rise buildings, but is a similar size to what is proposed. How would this size be sufficient for several buildings over 16 storeys?
49. Why are the heights of the buildings so high? And where would you propose any visitors to these buildings park? The two buildings across from this proposed site currently have the majority of their visitors park at the shopping plaza.
50. Would a consideration be made to put a dog park into the Central park?
51. Are there specific plans for cycling infrastructure along Kerr or Speers? (e.g. grade change for Kerr St.)
52. What about the Drug Store? Are we still continuing with a store like Shoppers or Rexall or is it looking like a mom and pop shop ie like the stores in the newest highrise on the North East corner?
53. can we have a transportation spot for uber drivers, buses & taxi
54. I live across the street from this proposal, at 65 Speers. I am generally comfortable with the proposal as a whole, however, I would propose that the building height not exceed 25 storeys. Further, I suggest that the tallest building be closest to the CN railway track i.e. reverse the current approach, by moving the tallest building to the north. In reducing the maximum building height on site to 25 storeys, perhaps there will be an opportunity to redistribute some of the density arising from that height reduction, elsewhere on site. One of the reasons for reducing the height, is to have a stepped approach, from east of Kerr to west of Kerr i.e. on the east side, the two condos are 19 and 21 stories. Moving to the west side, heights can be stepped in two storey increments, up to but not exceeding, 25 stories.
55. Why are all the tall buildings on Kerr?
56. Sorry less parking, high prices and more units? This doesn't sound balanced and it takes away the freedom of choosing their means of transportation from people.
57. Also, will the Shoppers Drug Mart be retained as a future retail use somewhere on site, in addition to having a grocery store?
58. Could there be an opportunity for a local car share within the block?
59. Pedestrian crossing of Kerr-Speers intersection. If at grade, will intersection be urban, not high-speed suburban? Or will there be above-ground, under-ground pedestrian crossing?
- 60.
61. I agree with the comment. This area cannot support such a large scale project from an infrastructure standpoint. The roads cannot be widened any further on Kerr (south of Speers) and there are 3 additional buildings being built or projected to be built. This is not sustainable for long term.
62. I understand you develop Liberty Village did you take this transportation approach there? Would you consider that it was successful? What learnings have come out of the Liberty Village development that you will implement here to not make the same mistakes?

63. There should a pedestrian connection between park to urban square
64. Why would the design have the 28 story buildings on Kerr St facing the Rain condos and not on the industrial west side?
65. It will make a lot of un-happy owners at 55/65 Speers. I would be one of those owners.
66. How do we create a connected pedestrian community between the high rises on the east and west sides of Kerr St when Kerr St is being widened north of Speers? Are there plans for better pedestrian crossing infrastructure along Kerr St?
67. Is the Metrolinx project combined with this development or are they two separate projects with their own timelines?
68. Can we bury the roadways underground & have more square meters for green space above ground?
69. I count roughly 200 stories of new development in this proposal. Consider the amount of people on each story and this becomes a traffic nightmare for existing residence
70. Livable Oakville plan 2009 states building 8 to 12 stories high why is the development proposing 28 & 26 storey high buildings
71. Will there any low cost or geared to income housing?
72. Kerr Street south of Speers is not wide enough to accommodate this major traffic movement, are they also proposing widening Kerr from Speers to Lakeshore?
73. Why are some of the proposed roads private?
74. Who owns the 30m from railway lands
75. Will there be units designated as affordable/geared to income?
76. Has there been any thought in to how the tall buildings being so close together will effect wind travelling along the area. I personally experience quite high speeds already in my area of the building.
77. With so many tall buildings being set up, there will be a long traffic jams at office hours. what is the proposal to ensure smooth flow of traffic?
78. Has there been any consideration to use geothermal, heat pumps or other green energy sources to heat and cool these housing units, rather than natural gas? I'm thinking that we need to consider ways to reduce/eliminate our use of fossil fuels, due to climate change.
79. Who currently has a 25 year lease? And when is the 25 years up?

80. Which commercial businesses are being considered in addition to the grocery store? What will happen to the convenience store, pizza place, barber shop, pharmacy and furniture stores?
81. What is currently planned for the development on the property that is occupied by Corbetts and other businesses?
82. How robust is the Oakville Public Transport? I honestly don't see buses coming as frequently as they should to accommodate this rise in people traffic.
83. Prefer shoppers drug mart over Food Basics as it's a pharmacy and is open until midnight / 24hrs
84. what is the square footage allowed for the grocery store? Would the rent be similar to what Food Basics is paying now? what about the shoppers? not only is it a great place for the elderly residents to get easy access to stuff they need but is also the closest post office.
85. What are the size of the sidewalks on the west side of Kerr street
86. Are there any new restaurants \ shopping plaza proposed; or just one grocery store?
87. Private streets surrounding half the proposed park prevents access to the existing community.
88. The Empire development on the NE corner of Kerr & Speers said they would provide a gateway feature but did not. What ideas does this developer have for the gateway feature on this property?
89. We are talking about approx. 3000 additional cars to move in and out daily. The only way to seriously reduce local street traffic is to have QEW entry and exit to Kerr street! No word about that in your presentation, are you considering such solution?
90. What does the light green represent to the upper left of the Urban Square and at the top in the No Residential Zone?
91. No subsidized housing please. this is not the right area for that.
92. There are currently port-a-cabins for the elementary schools in the community. How do you propose to accommodate the increased density impact to the local schooling?
93. How many units will be available for low income housing
94. Schools; how will they be able to manage with the influx ie Oakwood is only JK-5
95. The tall buildings on Kerr street (24 to 28 floors) will steal away the sunset sunshine of the 65 Speers Road condo owners. can't we decrease the height of these buildings?
96. I agree that the taller buildings not be on Kerr
97. I live at 65 Speers Rd - the proposed buildings would block our entire lake view. don't like tall buildings on Kerr. Blocks the sun probably and create winds tunnels. but you have blocked

the view for then majority of people who already own condos in the rain and senses buildings, having the smaller buildings in the centre near the park, and the taller buildings on the outside will stretch out the viewing space so they don't lose the whole skyline.

98. Is the number of storeys inclusive or exclusive of any sort of artist feature on top of the building?
99. The Empire towers for example are 26 storeys plus an artistic feature with lighting. How much taller would this make the buildings?
100. WHAT MISS ZHU IS COMMENTING IS REALLY BAD PLANNING. THE HIGHER BUILDINGS SHOULD BE ALONG SHEPPERD EXTENSION AND THE RAILWAY. VERY BAD PLANNING FROM A KERR STREET ARCHITACTURE
101. Why would the Town ask that the minimum height be 8 stories? It was my understanding that there would be townhomes included in the plan and I don't see that those are being included. Townhomes would be more in line with the homes south of Speers.
102. So, there's no underground parking under these high rises?
103. Is the parking all underground or is there some above ground?
104. what will be risk of drainage problems and flooding with this residential density and how is it addressed
105. I live on the south side of Speers, east of Kerr and it is already very difficult to exit our driveway, I am concerned that this development will make it even more difficult to access and exit our building. What are you doing in consideration of that? Also, the transit system in Oakville isn't too terrific so we have to be mindful that while we would like people to be more reliant on transit or bikes of walking, the reality is we have a lot of cars on the road. (upvoted 4 times)
106. What about parking for park?
107. With all those units there better be a dog park
108. Absolutely agree with Oakville transport. It is not robust and not a great idea to ask all public in these residential spaces to rely on them. Please revise the development plan including parking space.
109. Intensification is definitely needed in this area, but the height of these buildings are not in scale with the area at all and seems way too much. Are you planning on widening Kerr street to accommodate the extra traffic?
110. I agree with Mr. Knoll's comment on Film.ca. It's a great recreational amenity for the Kerr & whole of Oakville community.
111. Does this development mean we could lose our movie theatre?

112. This format for a public meeting is frustrating & not meeting my need to ask questions. Please wait till the public can meet with you at Town hall for a public meeting in person
113. Kerr and Speers are heavily used under normal circumstances since these roads provide easy/direct access to Home Depot, Whole Foods, Canadian tire, Food Basic, Fortino, Kerr street, downtown Oakville and the Go Station for train and bus access. Reducing parking in order to promote public transit will not be sufficient unless the intention is to impact small businesses. What other options are available in handling the traffic?
114. is there proposal to develop the plaza where Popeye's and Organic Garage exist?
115. Where do you envision these new residents will work? Will they be driving to work or commuting?
116. How will the Go station adapt to the extra usage (train capacity and parking) considering how busy it already is (pre covid) AND what about the impact on the QEW with the additional traffic?
117. Where is the village in this design concept? I don't see it
118. Great questions! I love the Kerr Village the way it is. It doesn't have to be a concrete jungle!
119. Don't like traffic? You are traffic. Build it up!
120. Why were more design plans not presented.
121. Excellent comments from Tracy N! We concur! Tall buildings should be at west boundary so they keep the village character of Kerr St. and not divide the rest of the neighbourhood from park etc.
122. Can you clarify the anticipated amount of retail/restaurant/entertainment space within the development?
- I along with many of the others here am not excited about a ton of new residential towers, but would like to see more fresh retail/dining/entertainment
123. I don't agree with the towers being a height in excess of the current rain/senses buildings. Also, any tall buildings should be at the northern perimeter, not as close to existing residential
124. Our back windows face North towards this proposed development. Recently, the top of the Rain Towers has been added to our skyline view. Relative to Rain, how many stories taller is the proposed 28 Story building?
125. Agree. High rise buildings and expecting people to rely on transport is not ideal way to envision.



126. Thank you for rising this and we need to remember that Oakville doesn't have a metro/ subway system like NYC or Toronto at the least
127. For those of us outside the 240 m radius who have joined, will you be sending the notes to us as well via email?
128. Can we still submit questions after this meeting, when we can review everything that has been presented?