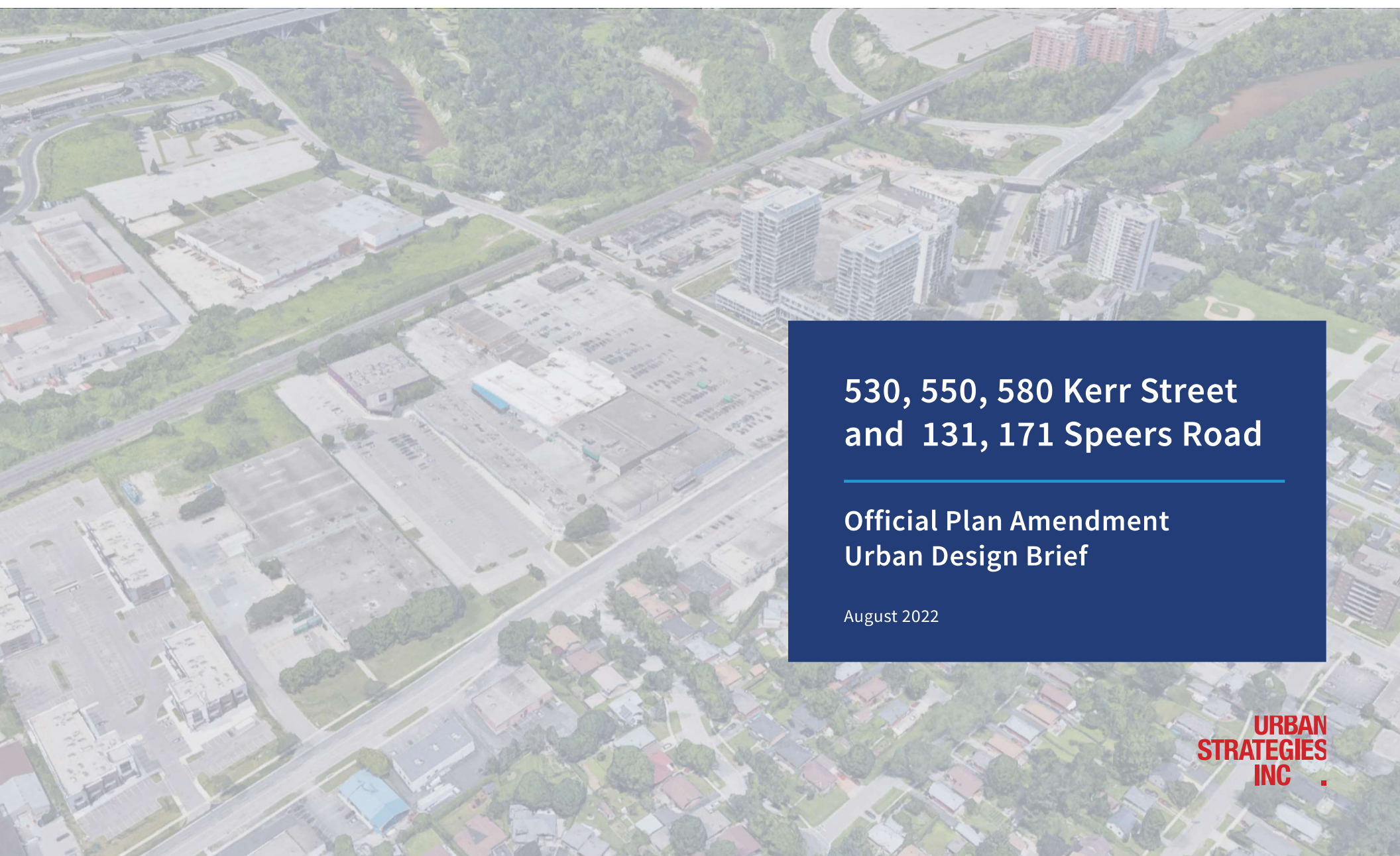


# Appendix I



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

### Official Plan Amendment Urban Design Brief

August 2022

**URBAN  
STRATEGIES  
INC .**



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# 1.0 INTRODUCTION

This Urban Design Brief 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) in the Town of Oakville (**together known as the “landowners”**). This document is in support of an Official Plan Amendment (**the “OPA”**) to permit the redevelopment of lands municipally addressed 530, 550, 580 Kerr Street, 131 and 171 Speers Road (**together known as the “subject site”**) into a comprehensive mixed use, transit supportive neighbourhood (**the “Proposal”**).

This Urban Design Brief provides detail in support of the Comprehensive Development Plan and Demonstration Plan for the subject site and should be read in conjunction with the Planning Justification Report prepared by Urban Strategies Inc. dated November 2021 (the “Initial Proposal”). This Urban Design Brief also includes site-specific urban design directions and key moves which enable the delivery of the Proposal on the subject site and reflect the guidelines included within the Town of Oakville’s Livable by Design - Urban Design Manual.

The design measures provided in this Urban Design Brief are not to preclude alternative design considerations where the intent of policy in the Livable Oakville Plan is met.

## THE PROPOSAL AND COMPREHENSIVE DEVELOPMENT PLAN

The intent of the OPA is to introduce a Proposal and 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.

The vision for the subject site involves the transformation of the existing auto-oriented commercial plaza containing a variety of big box retail uses and associated surface parking into a mixed-use complete community, which includes approximately 1,841 residential units, a proposed GFA of 191,950 square metres and a density of 3.3 FSI, along with the provision of a grocery store, central public park, urban square, gateways, and a well-connected network of streets and mid-block connections.

The OPA and associated Comprehensive Development Plan anticipate a phased delivery of the envisioned development framework in coordination with the completion of 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. The Proposal assesses the development potential prior to the underpass improvement and provides demonstration plans to illustrate a potential phasing strategy.

The Urban Design Brief describes how the Proposal and Comprehensive Development Plan will deliver an enhanced public realm, pedestrian-oriented streetscapes, an urban street and block pattern that connects to the surrounding urban fabric, and a compact, human-scaled built form which responds to the surrounding context through appropriate transitions in Kerr Village.

Massing and height have been strategically distributed across the blocks in a manner that creates a pedestrian-friendly and animated public realm, optimizes solar access to the conceptual public park, and places the tallest heights at identified gateway locations. A range of uses and amenities are vertically integrated within buildings. The Urban Design Brief emphasizes the variability in tower height of the buildings across the subject site, and demonstrates how street wall heights, building lengths, above grade architectural treatments, additional ground floor, podium, and tower setbacks will contribute to a human-scaled streetscape and approachable design.

## THE PLANNING 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 Town of Oakville provided comments in April 2022, and Urban Strategies Inc. prepared a resubmission in response to those comments in May 2022. This Urban Design Brief forms part of the second resubmission package to the Town in response to comments received in June and July 2022.

## PUBLIC ENGAGEMENT PROCESS

Following the November 2021 OPA submission, the proponent 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.

The 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:

- Planning approvals process - including the extent of notice for the meeting - the timeframe for development and construction, and displacement of retail uses.
- 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.
- Inclusion of a grocery store and a diverse range of retail uses and amenities.
- 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.
- 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

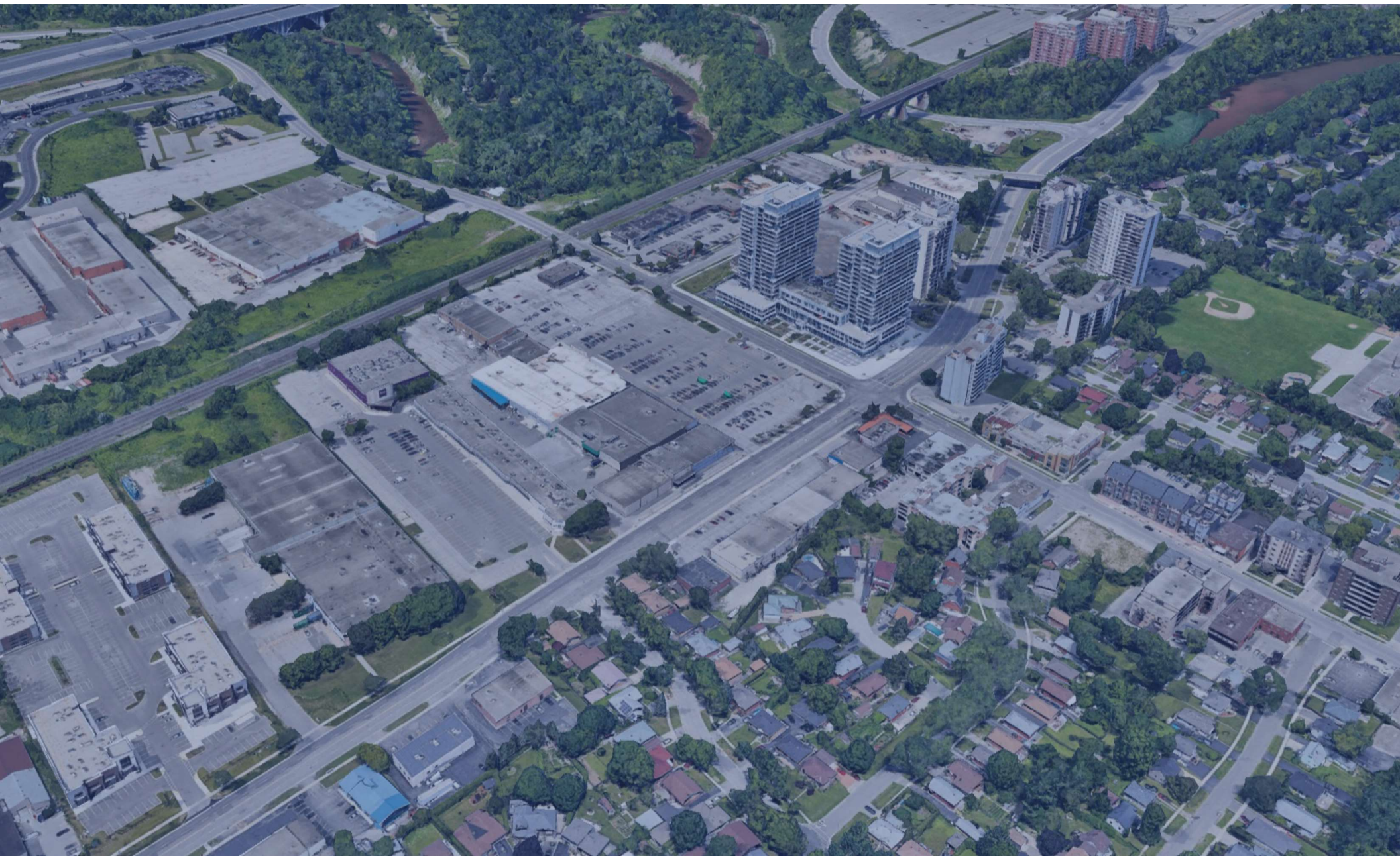
Following the November 2021 submission, further meetings were held with Town Planning, Transportation Services, Engineering, Construction and Development Services. Conversations were also held with the Town and Regional Ward 2 Councillors, the West River Residents Association, the West Kerr Residents 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. The Town circulated a second comment report dated June 29, 2022, addressing which comments from the previous April 2022 circulation required additional clarity and justification.

Town staff generally support the proposed urban structure, but some additional refinements related to built form and heights were requested. Town staff also requested that greater detail be provided on demonstrating the feasibility of the intent and functionality of tower separation distances, tower floorplates, podium heights, setbacks, and building length. Town staff also stated that the resubmission should clearly identify which elements of the Proposal would be addressed in greater detail during future development approvals stages.

Comments provided by Planning, Urban Design and Parks staff can be categorized into the following key themes:

- Built Form and Height Variation
- Animated Streetscape and Human-Scaled Design
- Tower Floorplate and Separation Distances
- Buffers relatd to Land Use Compatibility
- Park size, Location and Design characteristics

The details of the Proposal are described throughout this document and demonstrate both the feasibility and intent of delivering the above features on the subject site.



## 2.0 SITE AND SURROUNDING CONTEXT

### 2.1. The Subject Site

The subject site is located at the northwest corner of Kerr Street and Speers Road in the Town of Oakville's Kerr Village (see Figure 1). It is bound by Speers Road to the south, Kerr Street to the east, a CN rail corridor to the north, and a commercial property occupied by a low-rise industrial building to the west at 201 Speers Road.

The subject site consists of five properties with a total site area of approximately 5.7 ha (14.1 acres) and is currently occupied by a commercial plaza containing a variety of retail and commercial uses, including a Food Basics grocery store. Approximately 7,721 square metres of the subject site are currently utilized for surface parking.

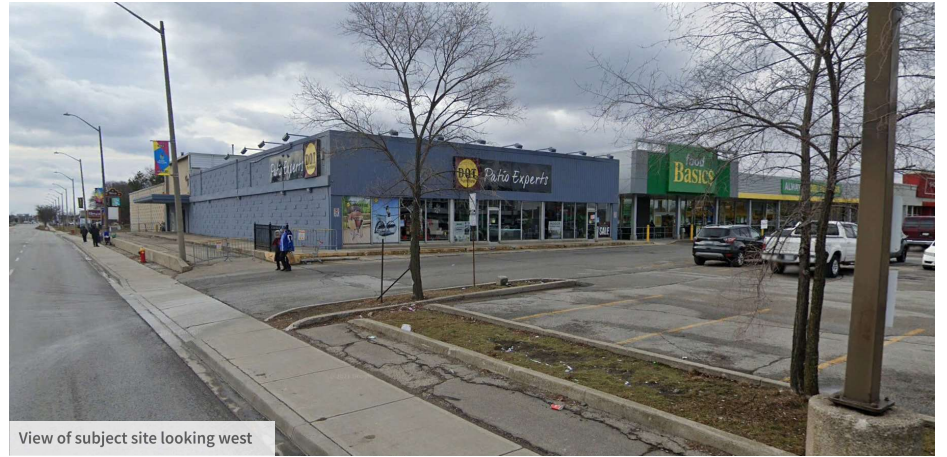
A planned land expropriation and realignment of Kerr Street as part of a grade separation project conducted by Metrolinx, reduces the subject site to approximately 4.8 ha (11.8 acres).



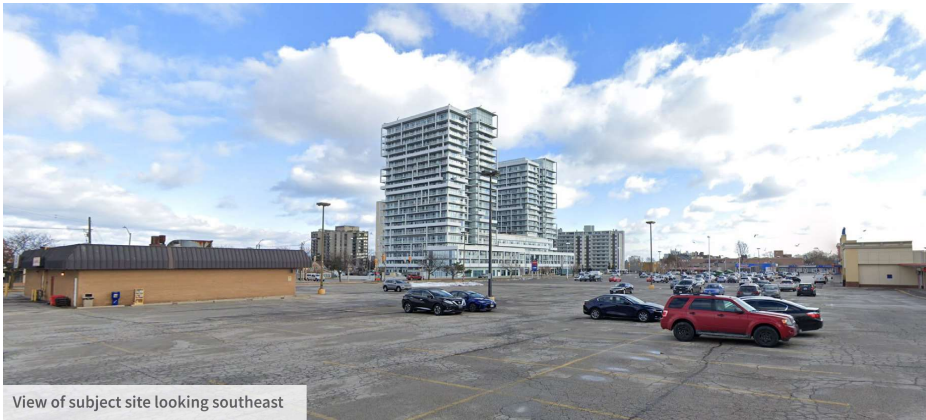




View of subject site looking northwest



View of subject site looking west



View of subject site looking southeast



View of subject site looking northeast

## 2.2. Surrounding Context

The subject site is located approximately 1 kilometre west of the Oakville GO Station. Speers Road, identified as a Regional Transit Priority Corridor in the Town's Official Plan, provides direct connection between the subject site and the GO Station (see Figure 2).

The subject site is also a part of the Upper Kerr District of Kerr Village Growth Area, marking the northern end of retail main street.

Today, the land uses and building forms in immediate proximity to the subject site are characterized by a mix of high-rise and low-rise residential, business, and commercial uses.

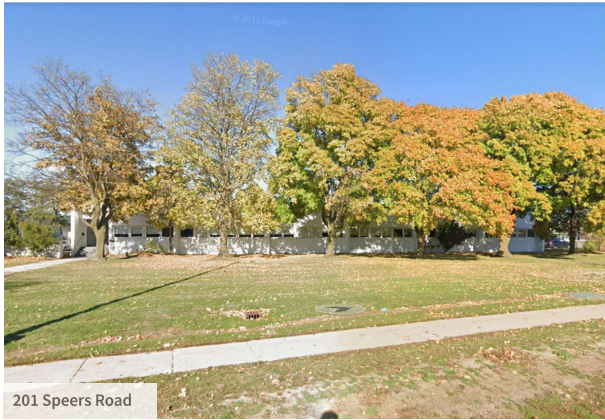
The area around the Oakville GO Station and Kerr Village has been experiencing significant growth in recent years. A recently completed condominium development consisting of two tall buildings with commercial uses at grade is located directly east of the subject site along Kerr Street at 65 Speers Road. A number of intensification development applications in the area are currently under review.

To the south of the site there are low-rise residential uses in the form of single and semi-detached homes. A mix of low and mid-rise apartment buildings frame Kerr Road south of Speers Road, and a public school is located to the southeast.

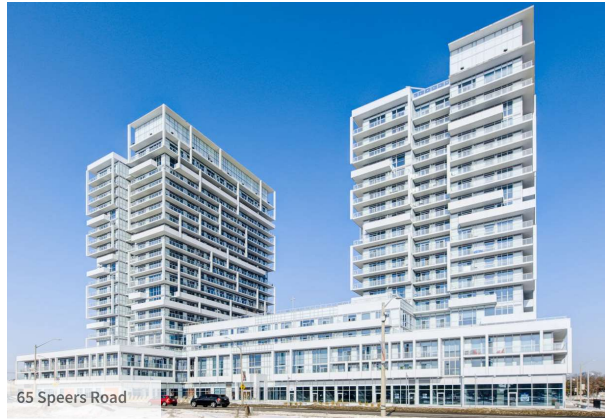
To the west and north of the site are predominantly employment uses. A single storey heritage building is located at 201 Speers Road. It is a Listed property in the Town's Heritage Register but is not designated under Part IV of the Heritage Act. The Town states that it was identified as a property with potential cultural heritage value for its industrial building designed by a renowned architect.



Figure 2. Aerial view of the site and surrounding context



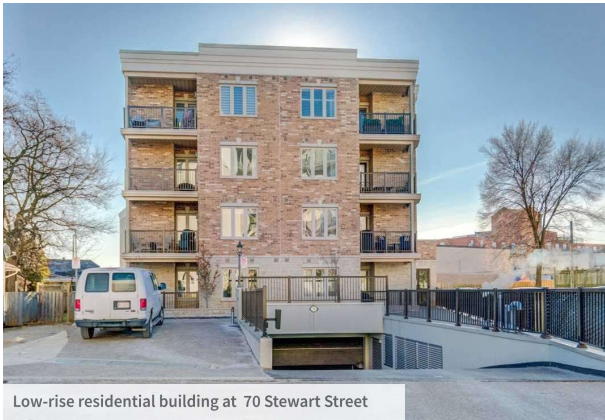
201 Speers Road



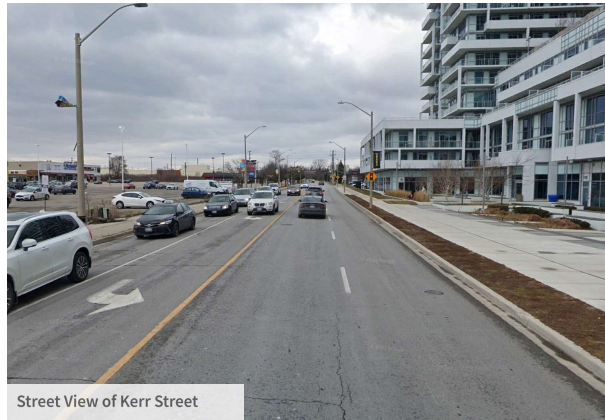
65 Speers Road



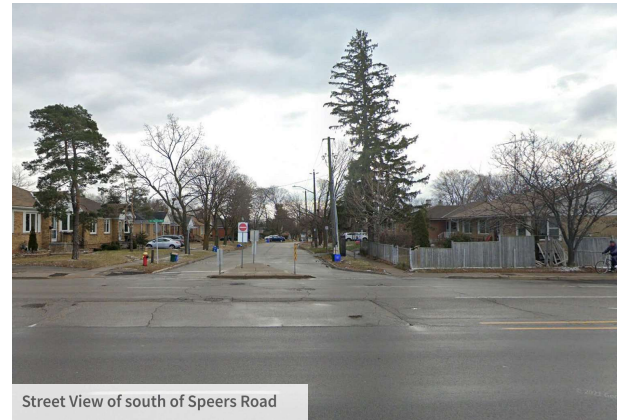
Commercial Plaza on the north of Shepherd Road



Low-rise residential building at 70 Stewart Street



Street View of Kerr Street



Street View of south of Speers Road

## 2.3. 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 Street 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.

Because of temporary easements demonstrated in Figure 3, the eastern portion of the site cannot be feasibly developed until this occurs 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.



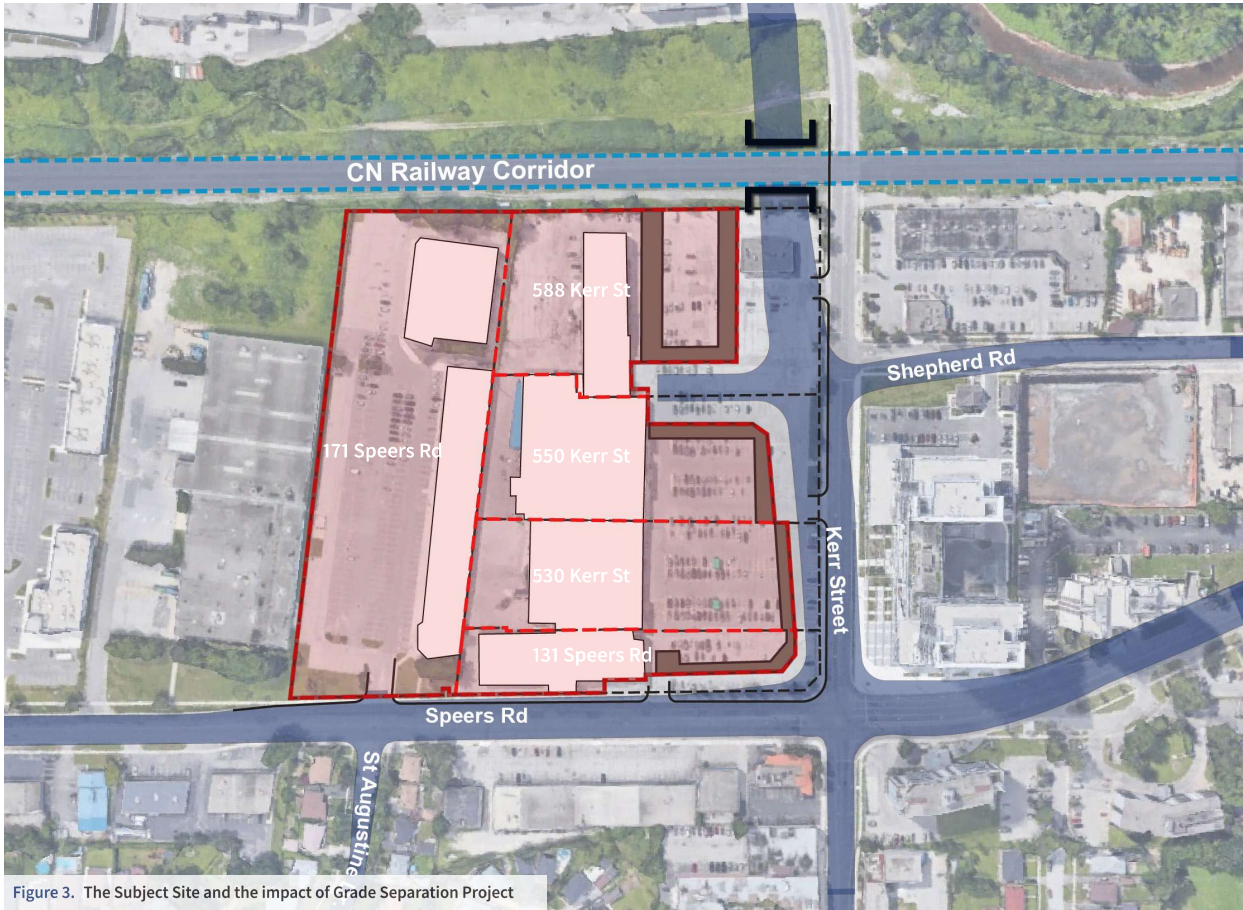


Figure 3. The Subject Site and the impact of Grade Separation Project

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

1. Developable lands will need to be phased in an alternative manner due to the temporary Metrolinx 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 new grocery store can only be feasibly delivered during later stages of redevelopment, potentially 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

## 3.0 THE PROPOSAL

### 3.1. Overview

The Proposal and its implementing Official Plan Amendment will enable a comprehensive, phased development of a mixed-use complete community. Through a Comprehensive Development Plan and Demonstration Plan, the Proposal demonstrates the site's potential to provide a series of new mixed use buildings with heights ranging from eight storeys to 28 storeys (see Figure 4). The site is able to accommodate the delivery of a total GFA of 191,950 m<sup>2</sup> and a density of 3.3 FSI (see Table 2).

A mix of residential and commercial uses are proposed as well as a one-acre public park at the centre of the block, a public square at the north west corner of Kerr Street and Speers Road intersection, and green, pedestrian connections throughout the site. The planned retail includes the retention of a grocery store use. The street network connects to the surrounding urban fabric, in particular at Shepherd Road and St Augustine Drive (see Figure 4).

Table 2. KEY STATISTICS

Site by Property	Post Expropriation Land Area (ha)	Retail GFA (sq m)	Above Grade Parking (sq m)	Residential GFA (sq m)	Total GFA (sq m)	# of Units	Total NFA (sq m)	FSI
588 Kerr (AREA A)	0.9	920	5,570	39,810	46,290	428	39,350	4.3
550 Kerr (AREA B)	0.8	1,940	2,880	39,840	44,660	428	34,840	4.4
530 Kerr + 131 Speers (AREA C)	1.2	4,100	0	47,930	52,030	515	44,220	3.6
171 Speers (AREA D)	1.9	980	4,280	43,700	48,970	470	41,620	2.2
<b>TOTAL</b>	<b>4.8</b>	<b>7,940</b>	<b>12,730</b>	<b>171,280</b>	<b>191,950</b>	<b>1,841</b>	<b>160,030</b>	<b>3.3</b>

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



The Demonstration Plan provides a conceptual illustration of the public realm and built form proposed in the Comprehensive Development Plan. The key moves and design principles are further elaborated on in the following section.

Figure 4. Demonstration Plan

## 3.2. Key Moves and Design Principles

A total of six Key Moves are proposed to be achieved by the Proposal. The following Key Moves reflect the principles and objectives outlined in Section 6 of the Livable Oakville Plan, the Livable by Design Manual Part A and, the Design Directions for the Kerr Village Growth Area. The design principles and objectives which are met in these Key Moves include enhancing the public realm, building gateways, delivering parks and open spaces, providing opportunities for connectivity and a comfortable pedestrian environment, and maintaining compatibility with surrounding uses by appropriately locating, massing, and orienting tall buildings.

### 3.2.1. EXTEND THE VIBRANCY OF KERR STREET

The Proposal will contribute to the vibrancy of Kerr Street and the surrounding area by incorporating animated frontages, where possible, along Kerr Street and Speers Road to create a pedestrian friendly and vibrant urban neighbourhood. In addition to an enhanced public realm, the Proposal plans for a grocery store and publicly accessible urban square at the intersection of Kerr Street and Speers Road, contributing to this planned gateway, animation of the street and its public realm (see Figure 5).



Retail Plaza at Port Credit, Mississauga

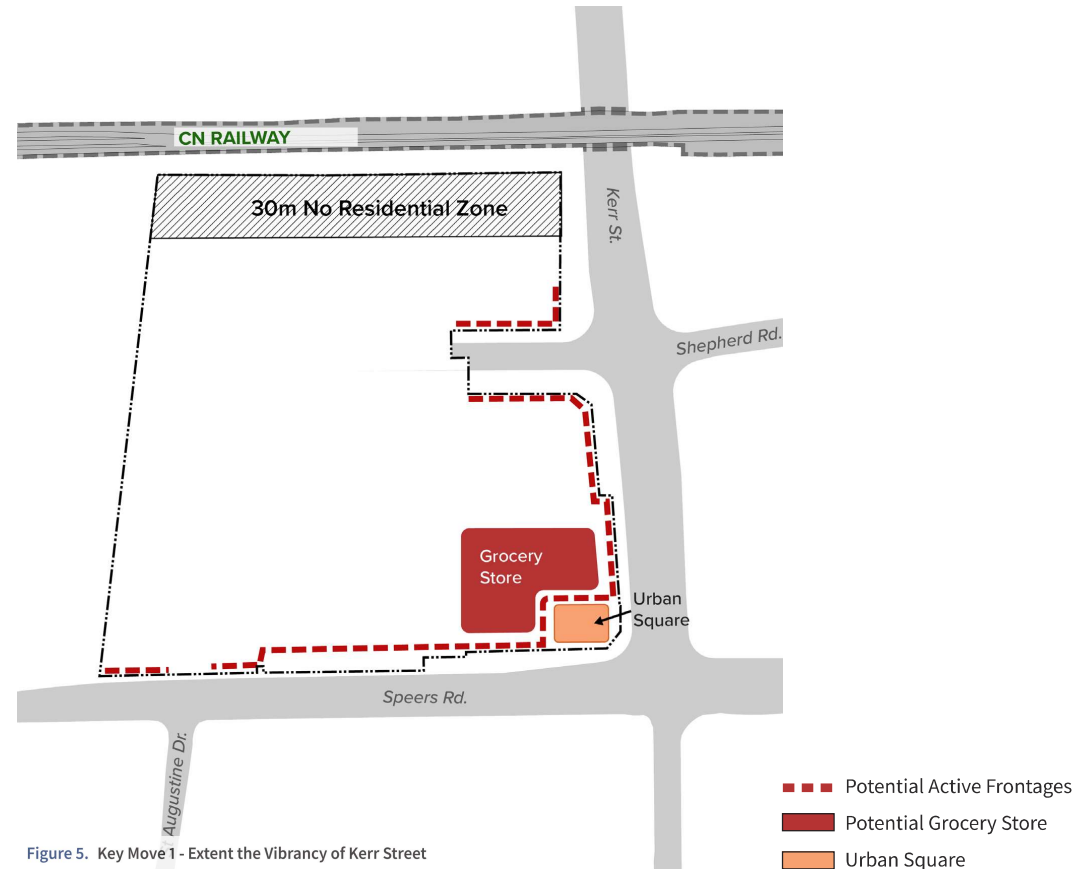
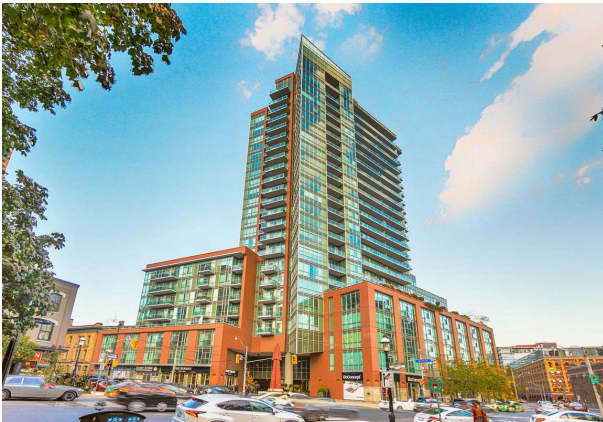


Figure 5. Key Move 1 - Extend the Vibrancy of Kerr Street



### 3.2.2. BUILD A GATEWAY FOR KERR VILLAGE

The proposal identifies two gateway sites along Kerr Street. The public square at the intersection of Speers Road and Kerr Street will be recognized as the southern gateway, with opportunity to incorporate public art that strengthen the identity of Kerr Village. The northern gateway will be located near the future Kerr Street underpass and railway crossing, with an signature tall building marking the peak point of the skyline.



Vu Tower, Toronto

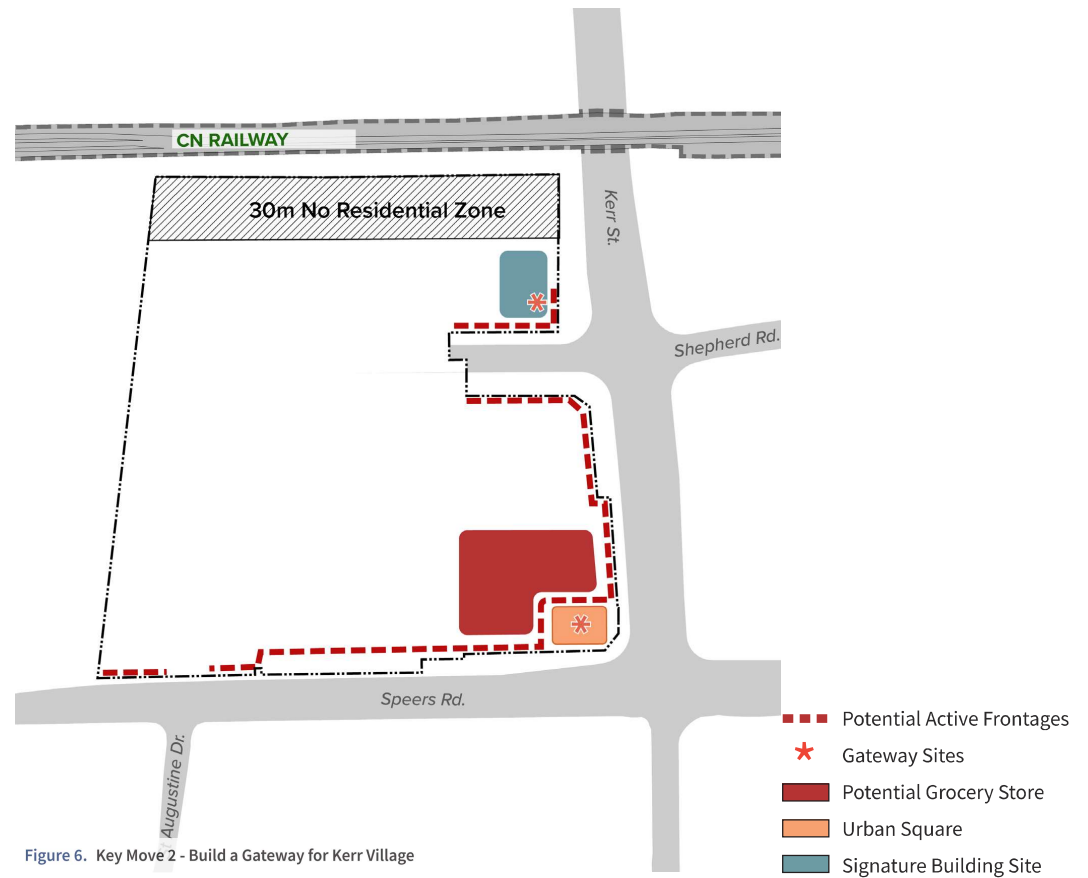


Figure 6. Key Move 2 - Build a Gateway for Kerr Village

### 3.2.3. CREATE A CENTRAL PARK

The Proposal delivers a one-acre public park located in the middle of the site. The location of the new park has been carefully sited internal to the block to be protected from the surrounding infrastructure's noise impacts, while providing a centrally engaging gathering space for social interaction with maximized views and accessibility to all new developments within the block (see Figure 7).



Greenwich Millenium Village, London, UK

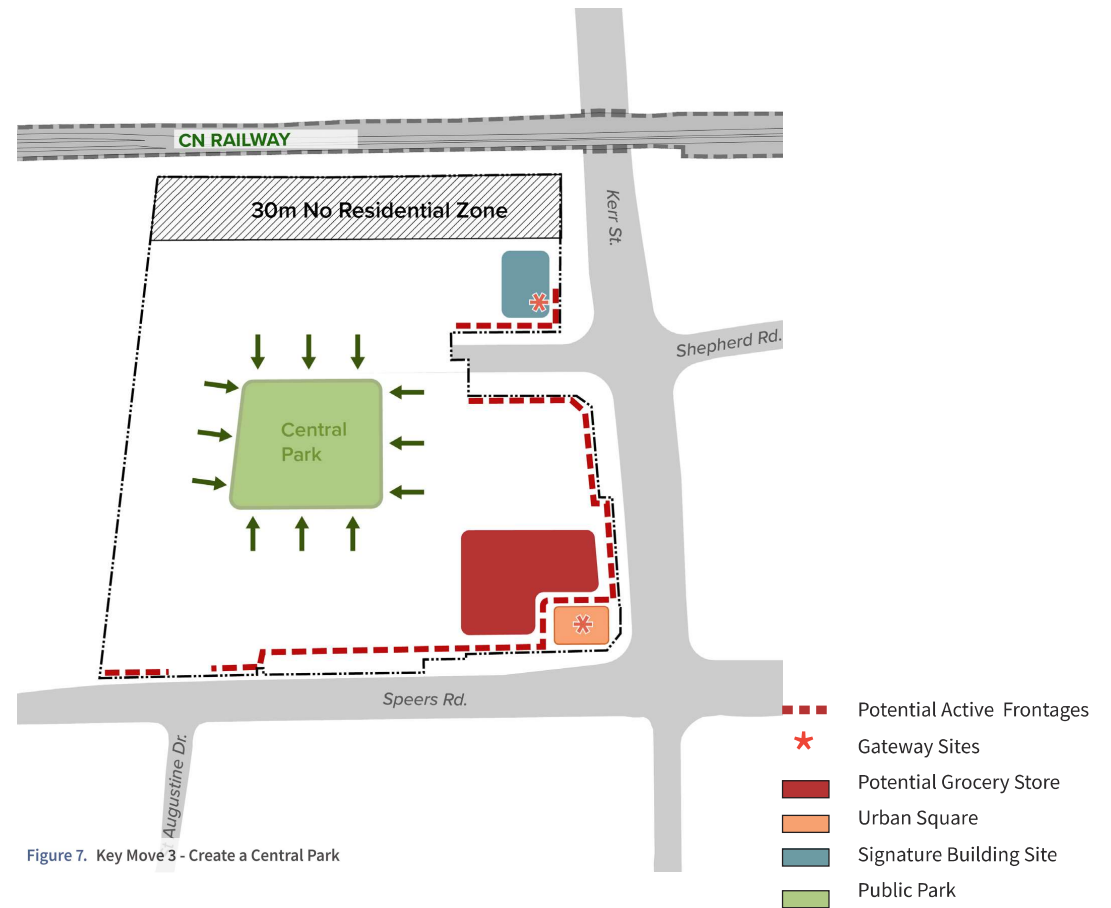
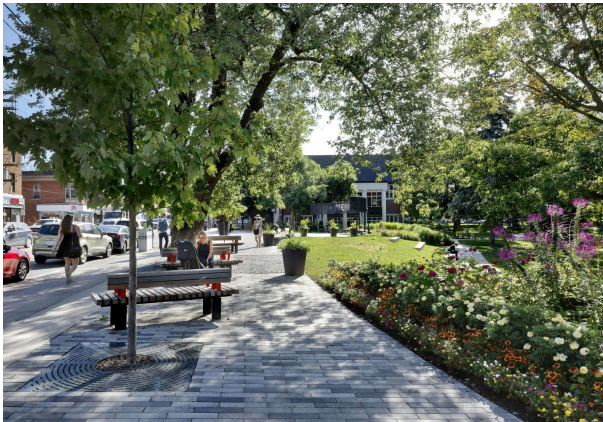


Figure 7. Key Move 3 - Create a Central Park

### 3.2.4. COMPLETE THE MOVEMENT NETWORK

The Proposal will enhance connectivity and accessibility to and throughout the subject site. The redevelopment will implement the extension of Shepherd Road and St. Augustine Drive as required by the Official Plan (see Figure 8). Two publicly accessible private streets are proposed to deliver a looped road around the central park, providing access to all developments within the block and enhancing access to the park. Two mid-block pedestrian connections are envisioned, which will link Kerr Street, Speers Road, and the central park, improving the site's porosity and pedestrian linkages while providing vehicular access to the blocks.



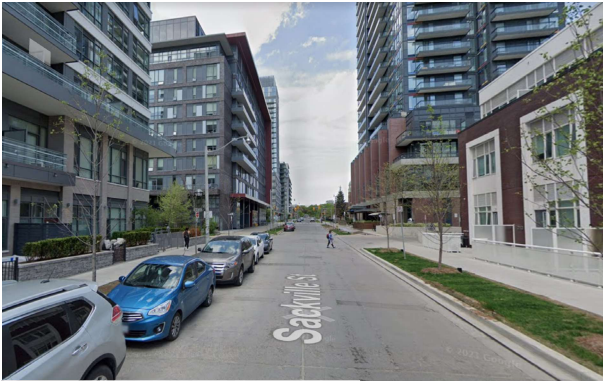
Kew Gardens, Toronto



Figure 8. Key Move 4 - Complete the movement network

### 3.2.5. ESTABLISH URBAN BLOCKS

The Proposal will deliver a set of urban blocks that are coordinated with the existing property boundaries to support phased development. Urban blocks have been organized and massed in a manner which contributes to the framing and animation of streets and the public realm, while framing the proposed public park and transitioning in height to nearby low-rise uses (see Figure 9).



Sackville Street, Toronto



Figure 9. Key Move 5 - Establish Urban Blocks

### 3.2.6. CREATE A DYNAMIC BUILT FORM

The Proposal will accommodate a mix of mid-rise and tall buildings with various heights (see Figure 10). It will also deliver an interesting and visually engaging urban form in Upper Kerr Village, which will emphasize gateway moments while contributing to the overall community identity. The Proposal will also facilitate appropriate built form relationships surrounding the new park and the low-rise neighbourhood to the southwest.



Watt Avenue, Toronto

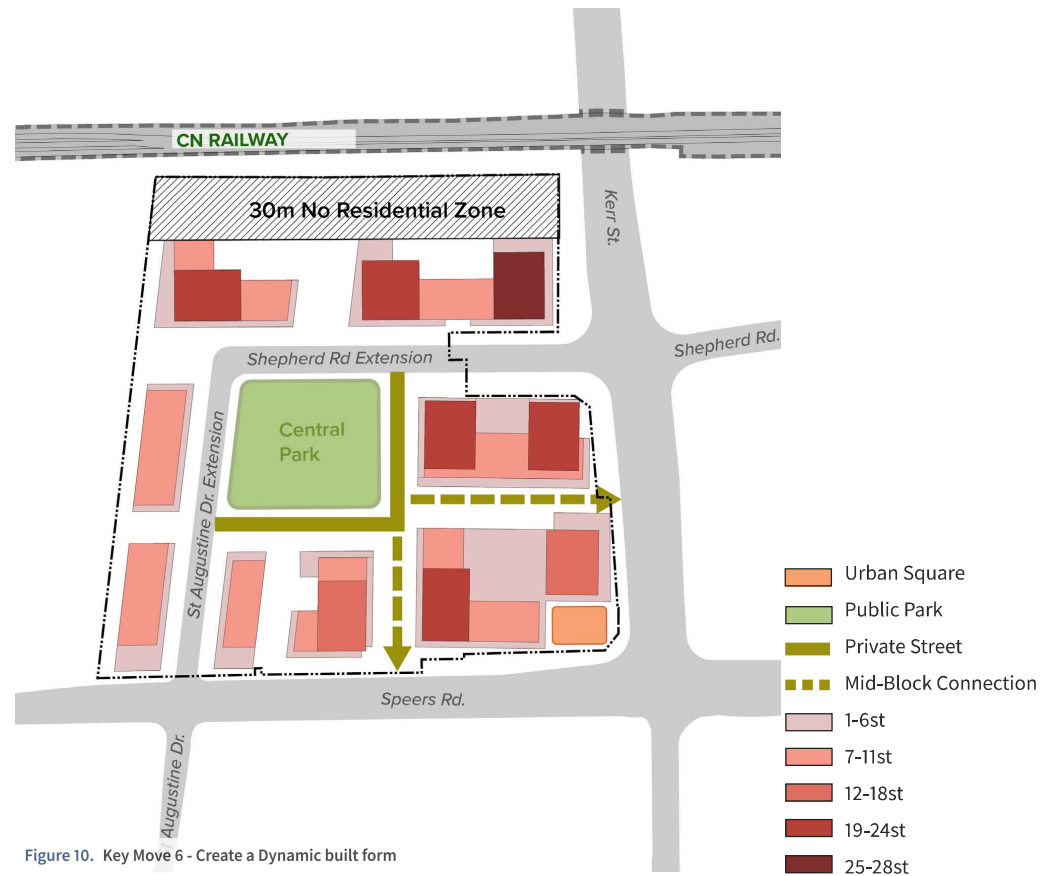


Figure 10. Key Move 6 - Create a Dynamic built form

### 3.3. The Comprehensive Development Plan

Building on the six Key Moves and Design Principles, a Comprehensive Development Plan is established to guide a coordinated development of the site.

#### Road Network

The proposed road network will realize the extension of Shepherd Road and St. Augustine Drive, which are envisioned to form portions of a looped road around the central public park. A north-south private road is proposed to connect from the extended Shepherd Road and an east-west private road is proposed to connect from the extended St. Augustine Drive, contributing to the looped road network around the park.

#### Public Realm

The proposed public realm elements on the site include the addition of a central public park, an urban square at the corner of Kerr Street and Speers Road, along with the public and private streets and two mid-block connections. Two multi-functional mid-block connections are proposed to provide pedestrian connections between the central park and the external public street, while accommodating servicing access to individual development parcels.

The development of mixed use buildings with active street frontages will appropriately frame and enhance streetscapes throughout the site. Primary active frontages will be expected along the first block of Kerr Street, all of Speers Road and the entrances of the Shepherd Road and St. Augustine Drive extensions, which shall include a high degree of transparency and ground floor animation, retail and other active uses, and will locate buildings and primary entrances facing towards the street. Secondary active frontages will be expected along

the Shepherd Road and St. Augustine Drive extensions, as well as the along the public park and the private streets. Secondary active frontages will also incorporate a high degree of transparency, with residential lobbies, shared amenities and grade related residential unit as main ground floor animation elements. Small scale retail and other active uses will be encouraged but not required.

Due to the grade separation project, it will be challenging for the northern portion of Kerr Street to accommodate retail frontage. Secondary active frontages will apply to these areas.

Other street animation strategies will be encouraged to ensure the continuity of a high quality pedestrian realm along Kerr Street in between Speers and Shepherd Road.

#### Blocks and Building Sites

The Proposal defines seven development blocks within four areas (A-D), which will accommodate approximately 191,950 m<sup>2</sup> of mixed use, transit-oriented intensification in a compact, urban built form. Each block will have public street frontage and vehicular access from the internal street network. The blocks and building sites are coordinated with the existing property lines to maximize the flexibility for phased development.

#### Height Strategy

As a significantly sized site within an identified Growth Area, that is adjacent to major arterials, nearby tower development, and proximate to a Regional Transit Corridor, the subject site is appropriate for and can accommodate tall buildings. A variety of building heights are proposed throughout the site, with the tallest towers at 24 and 28 storeys respectively, located along Kerr Street. The tallest building at 28-storeys is strategically placed at a gateway location and will contribute to a sense of arrival in Kerr Village.

Towers transition to lower building heights (8 storeys) on portions of the site which are adjacent to low-rise uses, ensuring that all future development is compatible with surrounding uses. A podium up to 8 storeys will be incorporated within the development throughout the subject site to frame the streets and public realm. The wider range of height variability (8 to 28 storeys) will support the Livable Oakville Plan's Urban Design objectives on diversified built form.



Figure 11. Comprehensive Development Plan



Figure 12. Conceptual Massing

- |                           |                            |
|---------------------------|----------------------------|
| <b>A-1</b> Blocks         | Grocery Store              |
| Primary Active Frontage   | Parking Structure          |
| Secondary Active Frontage | Existing Property Boundary |
| Residential Towers        | Proposed Public ROW        |
| Residential Podium        | Mid-Block Connections      |

## 3.4. 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 July 12, 2022 (see Appendix A).

The Shadow Study demonstrates as-of-right shadows impacts, which illustrate the extent of shadowing onto the surrounding properties if the Proposal were to only apply the height and massing provisions currently permitted in the Livable Oakville Plan. The Livable Oakville Plan allows for building heights in the area to be 8 to 12 storeys with bonusing heights of up to 16 storeys. The as-of-right shadows in the Study are generated by 8-storey buildings along the St. Augustine Drive extension, and 16-storey buildings along Speers Road, Kerr Street, and the Shepherd Road extension. In support of the Official Plan Amendment, the analysis also identifies the net new shadow impacts which demonstrate the difference between the as-of-right shadow impacts and those generated by buildings beyond the permitted 16-storeys. For comparative purposes, the Study also illustrates the current shadow impacts from all existing buildings in the area which have been previously approved and built.

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 5 hours on September 21 with partial shadowing occurring at 10:35 a.m., 10:35 a.m., and 3:35 a.m.

The urban square on the subject site receives at least 5 hours of sunlight on April 21 with partial shadowing occurring at 12:35 p.m and 1:56 p.m. On September 21, the urban square also receives at least 5 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 receives 6 hours of sunlight from 9:56 a.m. to 3:56 p.m. on April 21 and from 9:35 a.m. to 3:35 p.m. on September 21 on at least one side of the street. The St. Augustine Drive Extension receives about 6 hours of sunlight from 8:56 a.m. to 2:56 p.m. on April 21 and at least 4 hours of sunlight from 9:35 a.m. to 2:35 p.m. on September 21 on at least one side of the street.

The surrounding streetscapes on Kerr Street and Speers Road receive consistent sunlight throughout the day on both April 21 and September 21. The Kerr Street receives at least 5 hours of sunlight from 9:56 a.m. to 2:56 p.m. on April 21 and from 9:35 a.m. to 2:35 p.m. on September 21 on at least one side of the street. The Speers Road receives at least 7 hours of sunlight from 7:56 a.m. to 4:56 p.m. on April 21 and from 8:35 a.m. to 4:35 p.m. on September 21 on at least one side of the road. 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 receives at least 5 hours of sunlight from 9:56 a.m. to 2:56 p.m. on April 21. On September 21, the urban square also receives at least 5 hours of sunlight from 9:35 a.m. to 2:35 p.m.

Overall, the Proposal will result in minor net new shadows being cast on nearby private properties and public streets throughout the season and the tallest building at 28-storeys at the northeast corner of the site has minimal impact. The proposed building massing is articulated to minimize the impact on most shadow sensitive uses including the proposed public park, urban square, and surrounding neighborhoods. The analysis indicates that the Proposal retains solar access to the proposed public park, public square and majority of the sidewalk space for 5 hours a day on April 21, June 21 and September 21. There is no net new shadow impact on the Oakwood Public School or Hogs Back Park. There is no net new shadow impact on the existing neighborhood until around 6pm.



April 21 09:56



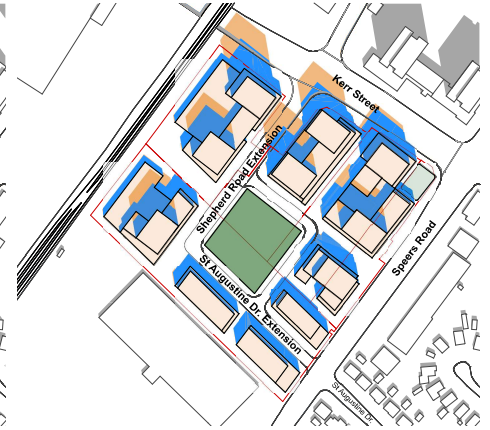
April 21 10:56



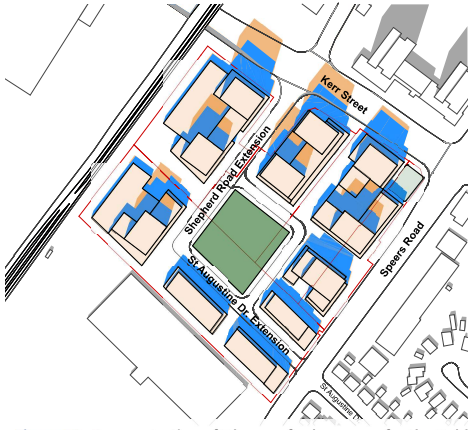
April 21 11:56



April 21 12:56



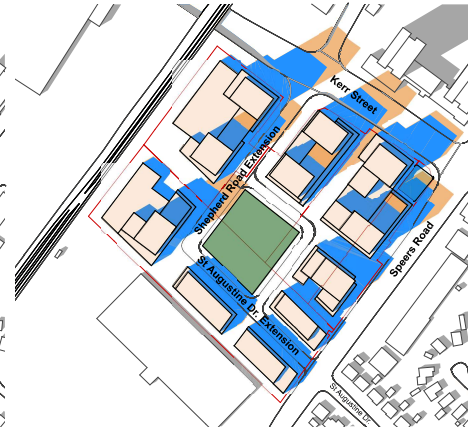
April 21 13:56



April 21 14:56



April 21 15:56



- Site Property Lines
- Parks and Open Space
- As-of-Right Shadows
- Existing Shadows
- Proposed Massing
- Net New Shadows

Figure 13. Demonstration of 5 hours of solar access for the Public Park in April 21

September 21 09:35



September 21 10:35



September 21 11:35



September 21 12:35



September 21 13:35



September 21 14:35



September 21 15:35









-  Site Property Lines
-  Parks and Open Space
-  As-of-Right Shadows
-  Existing Shadows
-  Proposed Massing
-  Net New Shadows

Figure 14. Demonstration of 5 hours of solar access for the Public Park in September 21

### 3.5. Phasing Strategy

The comprehensive redevelopment of the subject site will require substantial coordination among different property owners, the Town and the Region. Approaches to phasing may vary and the strategy described in this Urban Design Brief does not preclude alternative phasing approaches but rather demonstrates one possible phasing option. Phasing strategies will be contemplated upon submission of future site-specific development applications.

The Block Plan is structured to accommodate the land expropriation while maximizing the flexibility for a phased redevelopment of the remaining lands. All the building sites are located separately within each of the existing property boundaries. The shared infrastructure including roads and the public park are located across different properties. This infrastructure and servicing strategy can also be delivered in phases through collaboration between property owners and flexible interim solutions including the creation of temporary road access and privately-owned publicly accessible spaces (POPS).

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. The redevelopment of the site will only proceed up until Phase 2 and until the Kerr Street underpass is sufficiently under construction for coordination purposes. The Transportation Impact Assessment submitted in support of this Proposal demonstrates that Phases 1 and 2 may be delivered prior to the underpass construction.

Both Phase 1 and 2 rely solely on private lands for redevelopment, and the delivery of required servicing infrastructure on non-private lands owned by Metrolinx, will be subject to Metrolinx's approval of the servicing design as it relates to their lands.

Figure 15 demonstrates the potential to develop the middle portion of the site while keeping the existing use of 171 Speers Road in operation. The north-south private road will be connected with Speers Road temporarily to provide access to the development along Speers Road and Kerr Street. A portion of the east-west private street right of way will be reserved as a temporary POPS, serving as an extension of the central park and providing an enlarged open space before the complete delivery of the central park.

**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 65,840 m<sup>2</sup> of GFA could be developed across 4 buildings and 2,300 m<sup>2</sup> of public park would be provided. An interim public space of 665 m<sup>2</sup> could potentially be located where the east-west private street is to be delivered along the southern edge of the park.

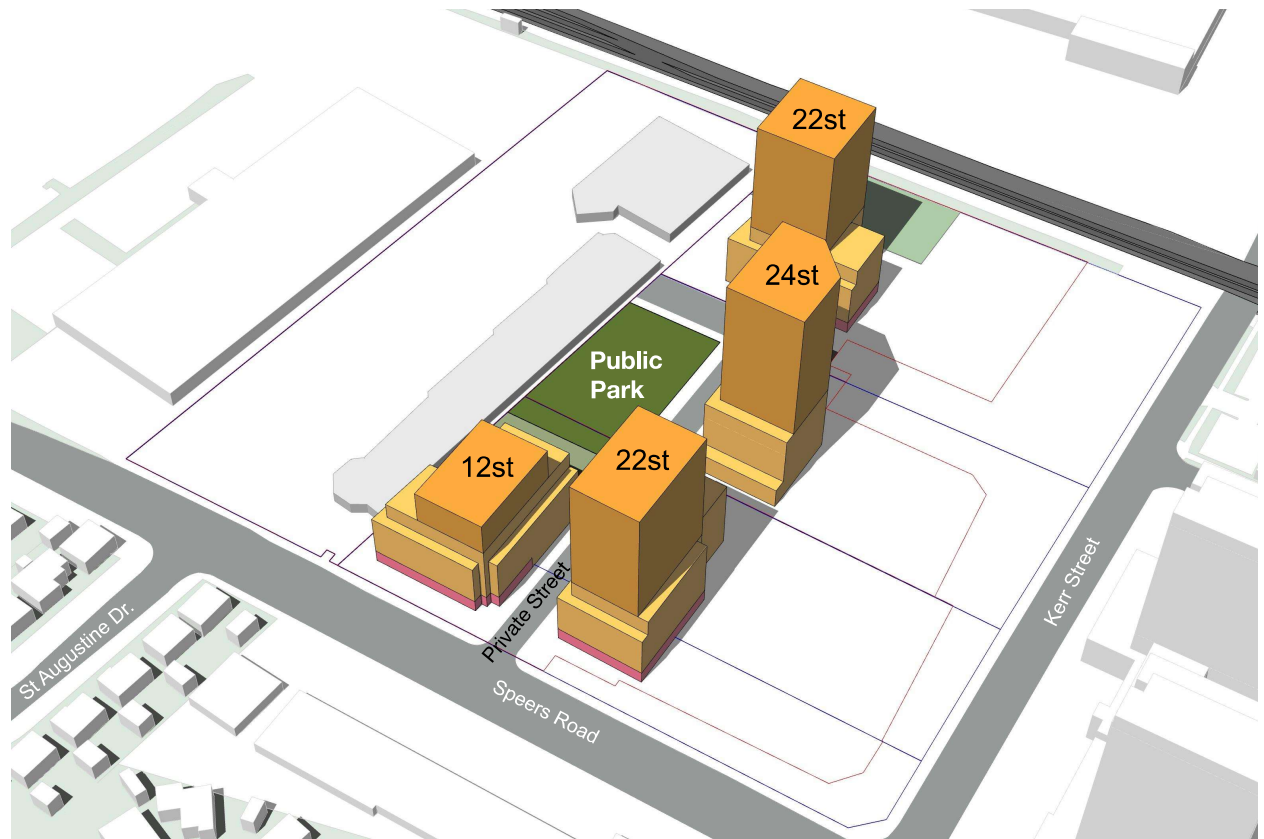


Figure 15. Phase 1 Conceptual Massing

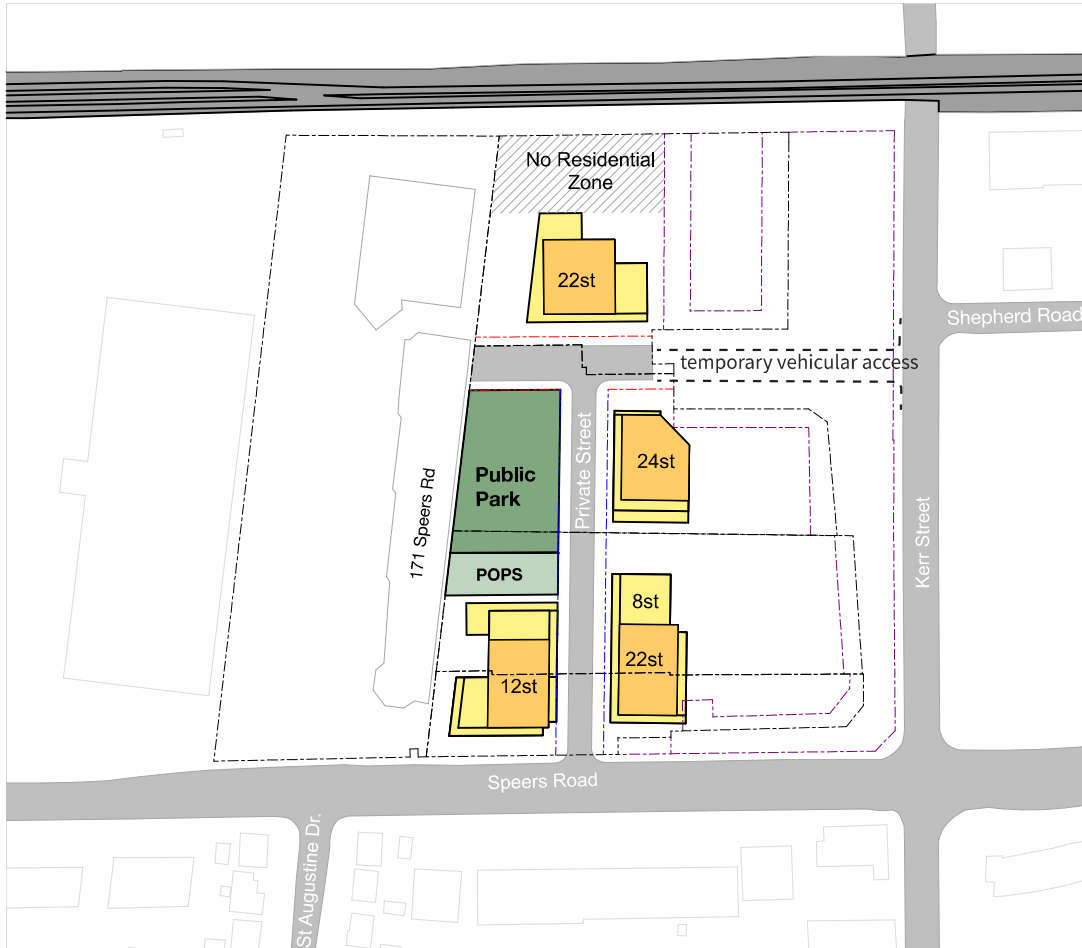


Figure 16. Phase 1 Conceptual Block Plan

- Residential Towers
- Residential Podium

**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 114,810 m<sup>2</sup> of GFA could be developed across 4 additional buildings and 4,037 m<sup>2</sup> of public park space would be provided.

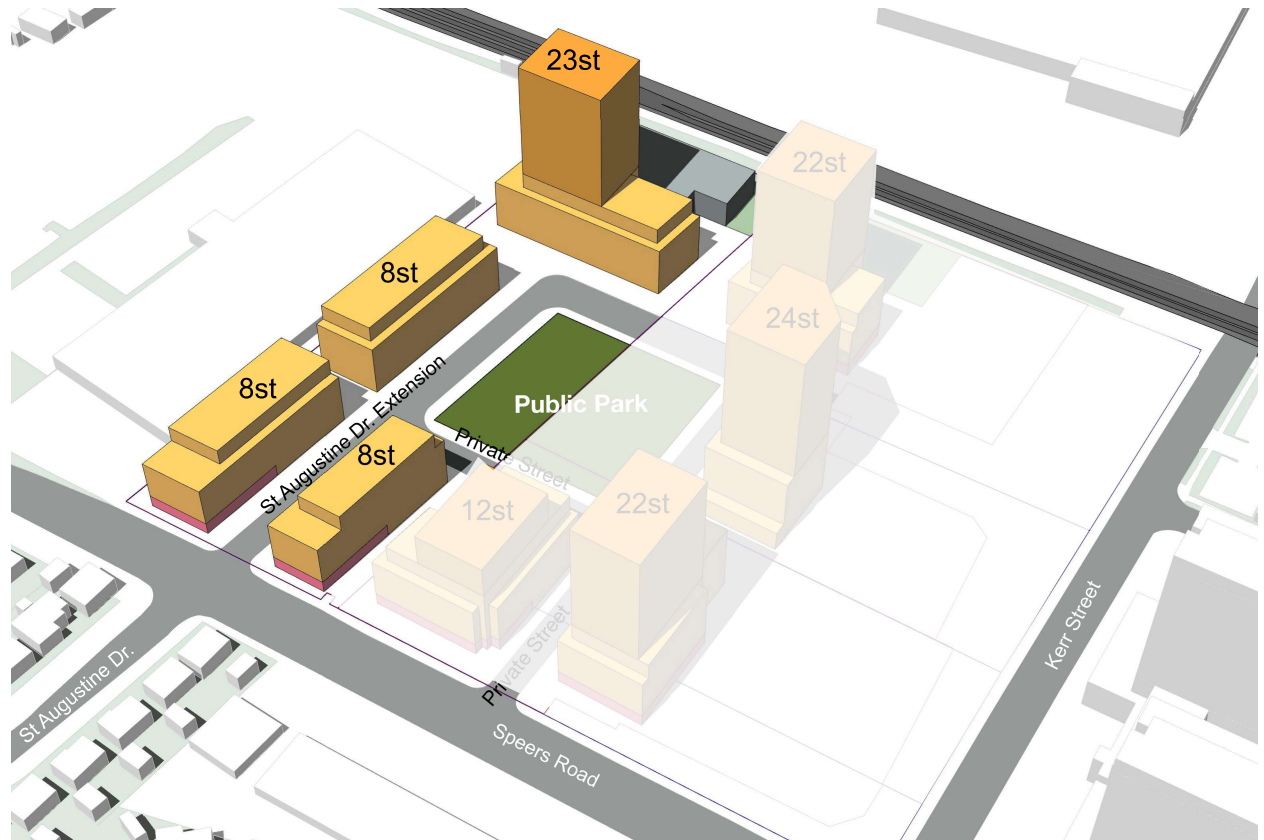


Figure 17. Phase 2 Conceptual Massing

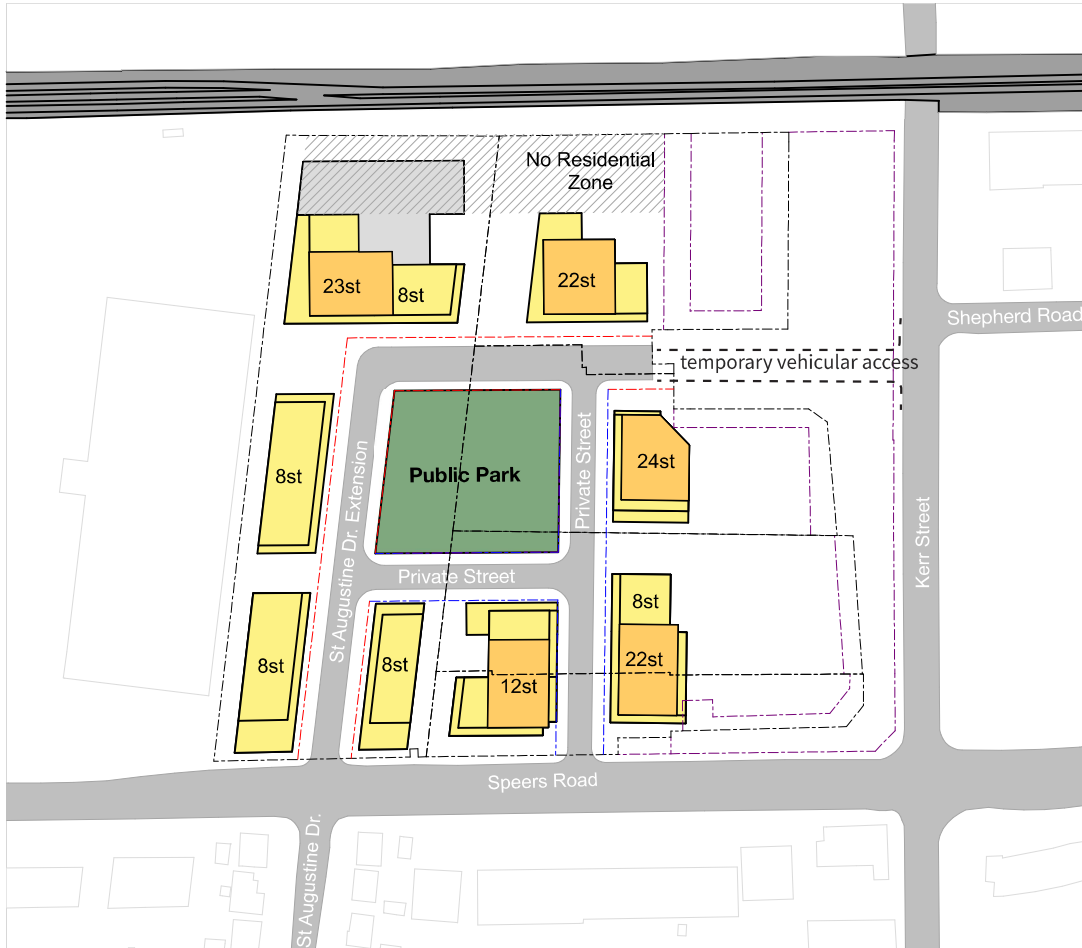


Figure 18. Phase 2 Conceptual Block Plan

- Residential Towers
- Residential Podium
- Parking Structure

**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 135,810 m<sup>2</sup> of GFA could be developed across two additional buildings.

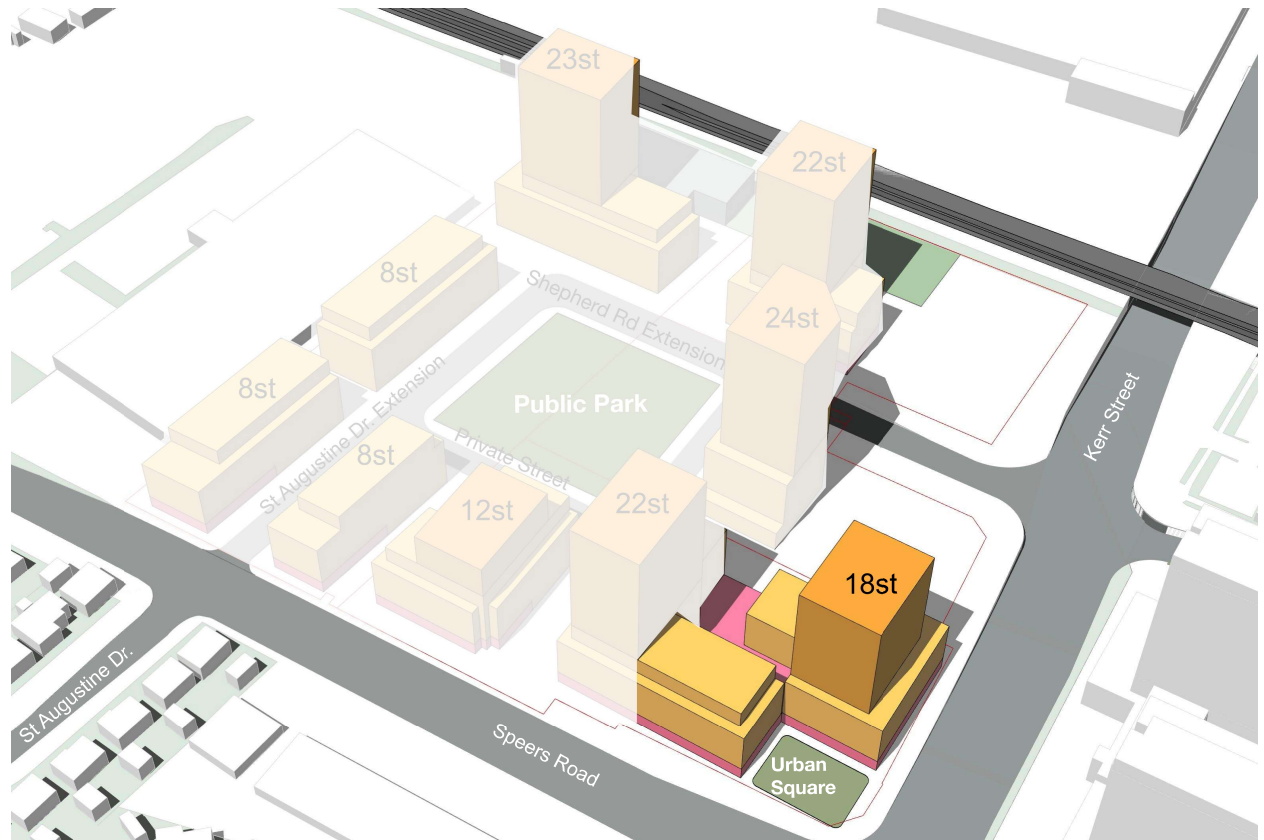


Figure 19. Phase 3 Conceptual Massing





Figure 20. Phase 3 Conceptual Block Plan

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

**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 28-storey residential tower at 588 Kerr Street, each with associated mid-rise podium and ground level retail use.

In Phase 4 approximately 191,950 m<sup>2</sup> of GFA could be developed across two additional buildings.

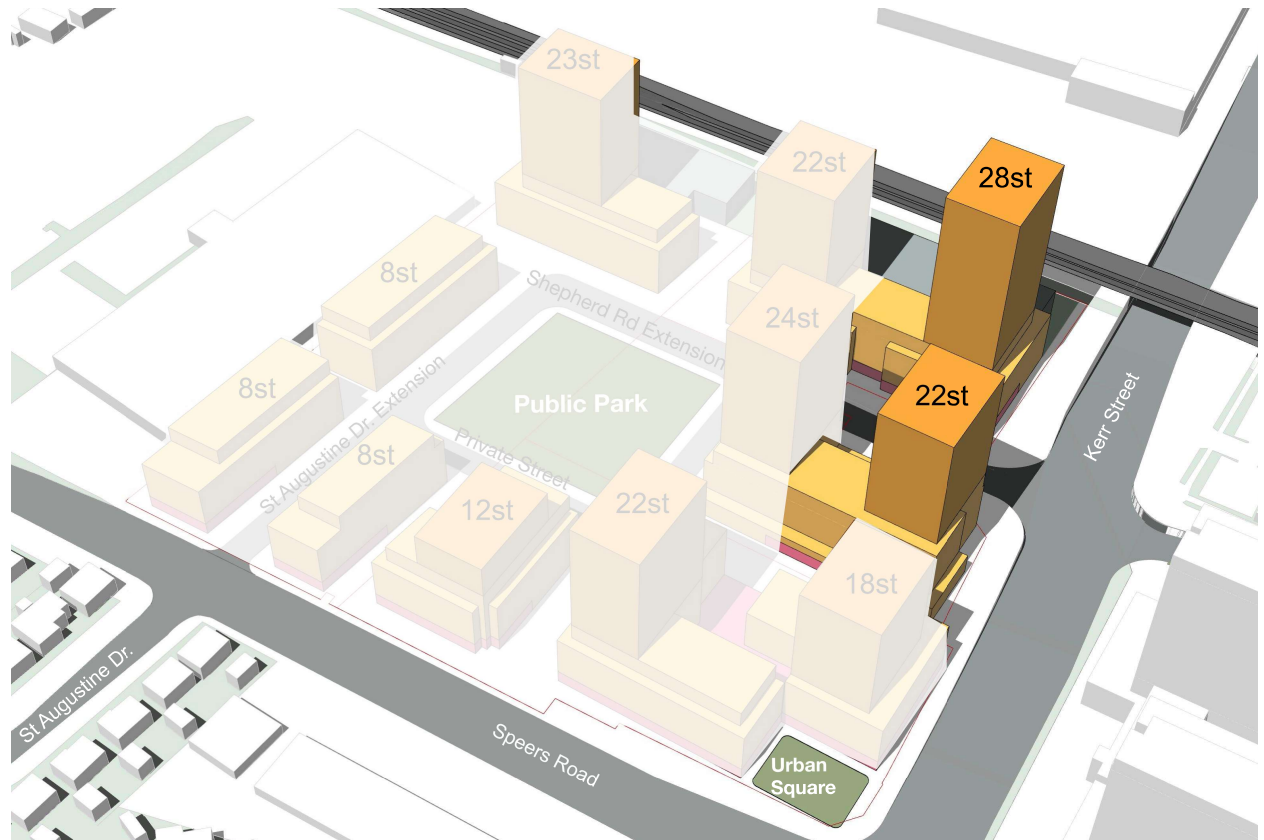


Figure 21. Phase 4 Conceptual Massing



Figure 22. Full Build Out Plan

Figure 22 illustrates the comprehensive redevelopment of the Block at full build out, with the Kerr Street underpass implemented.

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

# 4.0 URBAN DESIGN ANALYSIS

The following section provides an urban design analysis of the Proposal in the context of the Livable Oakville Plan, the Town of Oakville’s Livable by Design document, and the Urban Design Direction for the Kerr Village Growth Area found in the Livable by Design Manual (Part B).

## 4.1. Policy Context

### 4.1.1. LIVABLE OAKVILLE PLAN

Overall, the Livable Oakville Plan envisions the Upper Kerr Village District to transform into a transit-supportive and mixed-use area with higher density forms of development. The subject site is identified within the Town OP as being within a “Growth Area”, and designated as Urban Core (see Figure 23).

Section 6 of the Livable Oakville Plan provides general urban design objectives for supporting the creation of livable communities in the Town, which include encouraging the design of an attractive and safe public realm, a diverse urban form, place-making, and ensuring new development is compatible with surrounding land uses.

In addition to the Urban Design policies provided in section 6 of the Plan, policies outlined in Section 23.5 provide urban design policies specific to the Kerr Village area. The District will include appropriate gateway features, an extension of secondary road network, an urban park with pedestrian mid-block connections, and opportunities for affordable housing.

According to the Livable Oakville Plan, the permitted building heights within the subject site are a minimum of eight storeys and a maximum of 12-storeys, with up to 4 storeys increase in exchange for the provision of public benefits.

Below is a summary of the key urban design related policies in Livable Oakville Plan.

#### SECTION 6.2 PUBLIC REALM

New developments should ensure the public realm provides for a walkable street network which promotes active transportation, a network of comfortable and highly accessible pedestrian-oriented public spaces, and the enhancement of streetscapes through the provision of street furniture, trees, softscapes, wayfinding, and public art (6.2.1.a, b, c, d, e).

#### SECTION 6.3 – COMPLETE STREETS

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

#### SECTION 6.4 – STREETSCAPES

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

#### SECTION 6.6 – GATEWAYS

Section 6.6 directs that gateways should be planned and designed so that they create a sense of entrance and arrival to communities through well-designed built form, landscaping and enhanced streetscape elements (6.6.1). Section 6.6.2 states that major gateways are to be located at major entry points into the Town and Growth

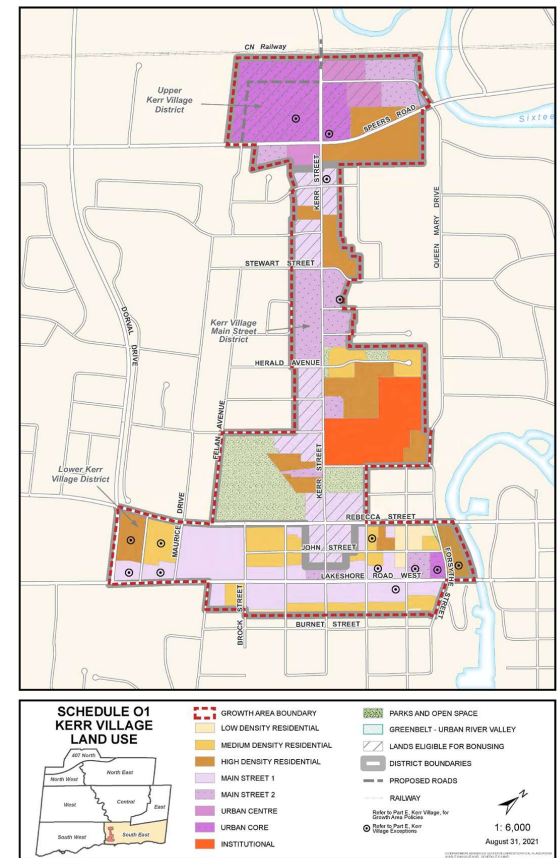


Figure 23. Official Plan Schedule 01 Kerr Village Land Use

Areas while minor gateways are to be located at secondary entry points to the Town and at prominent intersections. Section 6.6.3 directs development at gateways to be designed with a pedestrian-scaled built form, oriented towards the public realm, and serve to complement the character of the area (6.6.3).=

### SECTION 6.7 – URBAN SQUARES

Section 6.7 recognizes urban squares as extensions of the public realm, and states that they should be publicly accessible, safe, and barrier-free places which integrate local history and culture, maximize user comfort, adapt to changing needs of users, and promote formal and informal social interactions (6.7.1 a, b, c, d). Policies 6.7.2 and 6.7.3 direct that urban squares should be included in development proposals, with particular emphasis on encouraging the provision of a single, large urban square or series of smaller urban squares in large development projects.

### SECTION 6.9 BUILT FORM

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

### SECTION 6.11 – PEDESTRIAN ACCESS AND CIRCULATION

Policy directions for how developments should incorporate pedestrian access by providing safe and direct access and circulation routes to and through the site for the purpose of connecting pedestrians to principal entrances of buildings, amenity areas, and parking areas (6.11.2.a).

### 12.5 - URBAN CORE

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

### SECTION 23.5 – URBAN DESIGN (SPECIFIC TO KERR VILLAGE)

Section 23.5 identifies the approximate locations for a required secondary street, urban square, and key gateway locations within the subject site as per Schedule O2 (see Figure 24) being at: 1) the future Kerr Street underpass and railway crossing; and, 2) Speers Road and Kerr Street, which are relevant to this Proposal. Section 23.5.1 directs that public realm and streetscape improvements should be integrated through new development, especially for Kerr Street. The public realm and streetscapes are to be enhanced and animated by pedestrian-oriented design elements, large building setbacks, and open space areas (23.5.2). Buildings are to be designed with transparent glazing and active uses at-grade principal entrances facing the street (23.5.3).

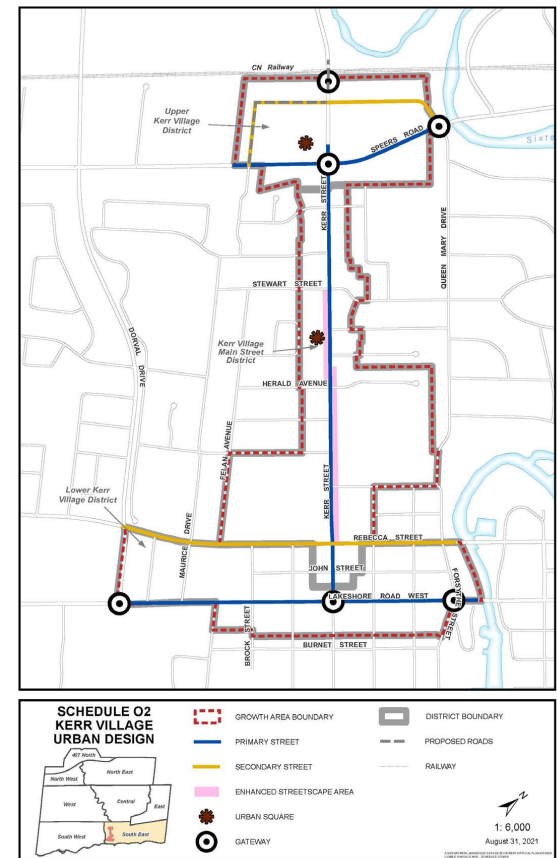


Figure 24. Official Plan Schedule O2 - Kerr Village Urban Design

## 4.2. Urban Design Directions

### 4.2.1. THE LIVABLE BY DESIGN MANUAL

The Livable by Design Manual (LBDM) is a tool meant for enabling vibrant place-making opportunities and reinforcing the policy directions and design-based approach to community development outlined in the Town's Official Plan. New and infill development is expected to be designed and executed in accordance with six guiding design principles, summarized below:

#### SENSE OF IDENTITY: CREATING DISTINCT AND VIBRANT COMMUNITIES

The sense of identity, also recognized as 'placemaking', is an urban design principle focused on developing buildings, streetscapes, infrastructure and spaces which collectively contribute to the creation of unique and vibrant communities.

#### COMPATIBILITY: FOSTERING COMPATIBILITY AND CONTEXT-SPECIFIC DESIGN

The urban design principle of compatibility focuses on designing new development to be harmoniously integrated into its existing context by utilizing appropriate massing, heights, and built form, resulting in development that does not impose on the character of surrounding uses.

#### CONNECTIVITY: ENHANCING CONNECTIVITY AND ACCESSIBILITY

The creation of 'complete streets' fosters opportunities for enhancing options in mobility and improved accessibility for all road users, including pedestrians and cyclists, and facilitating networks of public open spaces. Connectivity also considers how linkages are made to and through individual sites and public spaces.

#### SUSTAINABILITY: INTEGRATING SUSTAINABILITY AND RESILIENCY

The objective of sustainability in urban design is to create sustainable urban form that supports compact development, improved walkability and transit use, site and building adaptability, and intensification versus sprawl.

#### LEGACY: PRESERVING BUILT HERITAGE, CULTURAL AND NATURAL RESOURCES

A focus on preserving and enhancing heritage buildings, while also ensuring existing neighbourhood character is maintained, and compatibility is maintained between new and old building elements.

#### CREATIVITY: INSPIRING CREATIVITY AND INNOVATION

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

## 4.2.2. THE LIVABLE BY DESIGN – URBAN DESIGN DIRECTION FOR KERR VILLAGE GROWTH AREA

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

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

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

The following sections of this urban design analysis will focus on analyzing the Comprehensive Development Plan of the Proposal, including its proposed street and block structure, location and potential character of public realm elements and high-level built form strategy, to address the intention of the various policies and directions. The precise nature and design of the new buildings and landscape will be established through a future zoning by-law amendment and site plan approval process.

For ease of reference, the topics in the analysis have been organized and titled by the five key urban design directions within the Livable by Design Manual Part B the Urban Design Directions for Kerr Village Growth Area.

**Relevant Policies and Guidelines:**

*Livable Oakville Plan*

- Section 6.2 – Public Realm
- Section 6.6 – Gateways
- Section 6.7 – Urban Squares
- Section 6.9 – Built Form
- Section 23.5 – Urban Design (specific to Kerr Village)
- Policy 23.5.4.b.ii identifies the intersection of Speers Road and Kerr Street as a location for a gateway.

*Livable by Design*

- Principle #1 – Sense of Identity
- Principle #6 – Creativity
- Section 2.3 - Gateways

## 4.3. Distinguishing the District

### 4.3.1. THE POLICIES AND DESIGN DIRECTIONS

As a guiding principle, the Livable By Design Manual expects new and infill development to create a distinct and vibrant community with a strong sense of identity. The design directions for the Kerr Village Growth Area specifically focus on the creation and improvements of the public realm including the urban square, gateways, streetscape, and also highlight the importance of including public art.

### 4.3.2. THE PROPOSAL

The Proposal intends to help establish a new identity for Upper Kerr Village District as a pedestrian-oriented mixed use urban community, that provides an iconic entry way and anchor to Kerr Village at its northern end. This new identity will be realized through the articulation of both public realm and built form.

#### **PUBLIC REALM WITH STRONG URBAN CHARACTER**

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. The Comprehensive Development Plan proposes to complement this existing network with the addition of a public park, an urban square and a set of public and private streets, and pedestrian connections with a strong

urban character. These new public realm elements will be designed to support the retail activities of Kerr Street while meeting the needs of an intensified urban neighborhood.

A one-acre public park is proposed to be centrally located in the middle of the site, fronting onto the newly proposed private street, Shepherd Road, and St. Augustine Drive extensions. The park will become a central amenity and gathering space for local residents, and will also contribute a strong landscape character to the Shepherd Road and St. Augustine Drive extensions, while providing opportunities for residential uses fronting onto the park to have immediate access to a key community amenity. The park will also be readily accessible to residential developments that are not located immediately along Kerr Street.





Figure 25. Network of open space in the neighborhood context


\* Potential Gateway Sites

## TWO DISTINCT GATEWAY MOMENTS

As required by the Livable Oakville Plan, the Proposal features two distinct gateway sites. The southern gateway site will be located at the intersection of Kerr Street and Speers Road, where an urban square framed by mid-rise built form and at-grade retail frontages will mark the arrival moment into Kerr Village. Opportunities for public art will be considered as part of the landscape design for the urban square. The northern gateway site will be located along Kerr Street near the railway corridor, where a 28-storey signature building is contemplated to create a peak point of the skyline for the Upper Kerr Village.



Figure 26. Key public realm elements that contribute to the sense of identity of Upper Kerr District

 Potential Gateway Sites



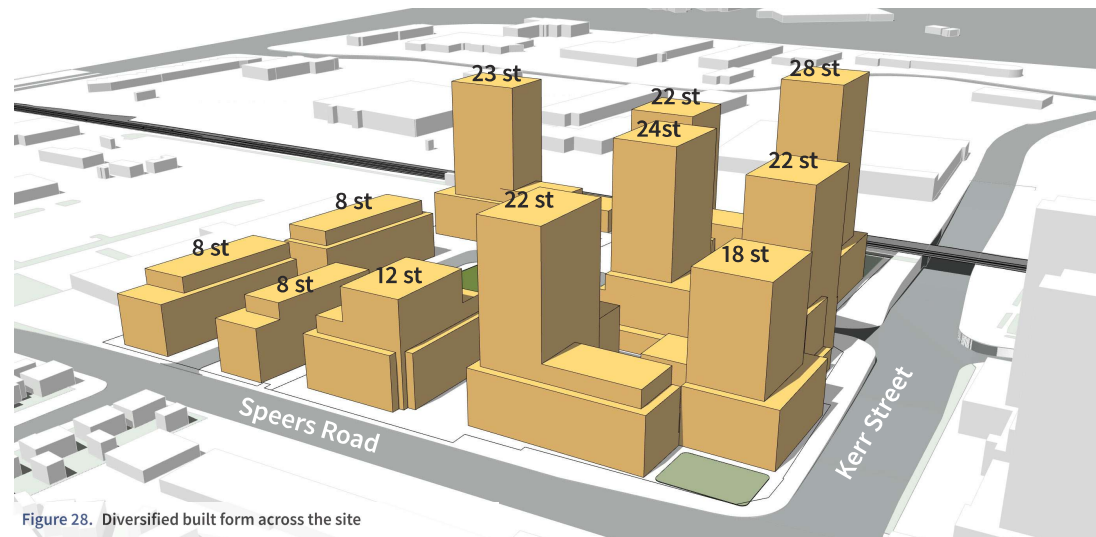
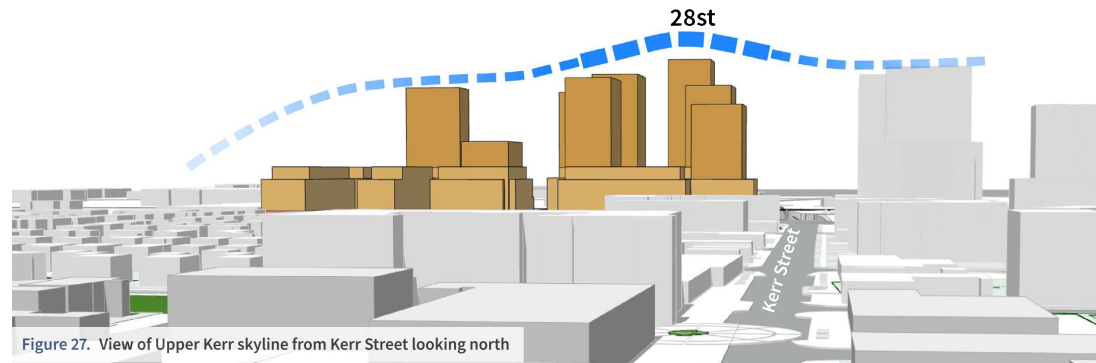
River City Phase 3, Toronto: The signature tower defines the northern gateway



Oakville Town Square: Urban Square marks the southern gateway

## A DYNAMIC SKYLINE AND BUILDING HEIGHTS

In addition to the public realm and gateways, the character of the neighborhood will be articulated through a dynamic built form. The Proposal will provide a wide range of building heights from 8 storeys to 28 storeys. A mix of mid-rise buildings and the base building of tall towers captures much of the density at a pedestrian scale and allows for significant variation and transition among towers. The 2 to 6 storey variation between adjacent towers and gradual increase in building heights along Kerr Street will provide an opportunity for delivering a dynamic skyline to the community. The 28 storey peak point at the northern gateway will be protected by restricting all the surrounding buildings on the site to at least 4 storeys less than the 28-storey tower.



*Relevant Policies and Guidelines:*

*Livable Oakville Plan*

- Section 6.3 – Complete Streets
- Section 6.5 – Street Design/Layout
- Section 6.7 – Urban Squares
- Section 6.11 – Pedestrian Circulation
- Section 23.5 – Urban Design (specific to Kerr Village)

*Livable by Design*

- Principle #3 – Compatibility

## 4.4. Creating links to and throughout the District

### 4.4.1. THE POLICIES AND DESIGN DIRECTIONS

The Livable Design Manual expects new and infill development to foster opportunities for multi-modal connectivity and promote a walkable and pedestrian-oriented public realm through the creation of linkages into and throughout the site. Design directions for the Kerr Village Growth Area focus on enhancing connectivity for pedestrians, cyclists, transit users, and vehicles by promoting the establishment of a comprehensive and well-connected network of streets, pedestrian walkways, mid-block connections, parks, and open spaces.

### 4.4.2. THE PROPOSAL

The Proposal will deliver a network of streets and pedestrian connections including a high quality of connectivity and walkability (see Figure 29).

#### A FINE GRAINED STREET NETWORK

The extension of Shepherd Road and St. Augustine Drive will not only provide public street access deep into the site, but will also serve as an opportunity for better connectivity to the neighbourhoods located to the northeast and southeast.

Two future publicly accessible private streets will work together with the Shepherd Road and St Augustine Drive extensions to complete a looped road around the public park. Two mid-block connections are identified to provide pedestrian linkages and encourage active transportation between Kerr Street, Speers Road and the public park. As confirmed in the Transportation Impact Analysis provided under separate cover, cycling facilities will be provided within shared on-street lanes throughout the site. The compact sizes of development parcels and proximity to the surrounding road network will require only short distances be travelled before reaching dedicated cycling facilities on the busier arterial streets that frame the Upper Kerr Village District. The fine grained street and block network also provides easy pedestrian access to Oakville Transit bus stops that are located on Speers Road and Kerr Street.

As the project evolves, more detailed site plan strategies will reinforce the pedestrian-oriented character for all internal streets and connections through streetscape design and careful articulation of servicing and loading access.

### ALLOCATE PARKING AND SERVICING TO MINIMIZE IMPACT ON PEDESTRIAN FLOW

To promote a comfortable pedestrian environment and minimize interruptions of pedestrian flow, servicing and loading zones will be located away from the central public park and public streets. Loading and servicing zones will also be screened from major pedestrian routes. These loading zones are depicted conceptually in Figure 29 and changes may be required to address Region waste collection requirements. Residential waste collection may be provided in accordance with the Region's "Development Design Guidelines for Source Separation of Solid Waste". Commercial waste collection shall be provided through a private waste hauler.

The Proposal encourages shared driveway access to servicing and loading areas, reducing curb cuts and interruption of pedestrian flow. 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.

- Public Street
- Private Street (Publicly Accessible)
- Key Pedestrian Route
- Service / Loading Zone
- Service / Loading Access
- Parking Access

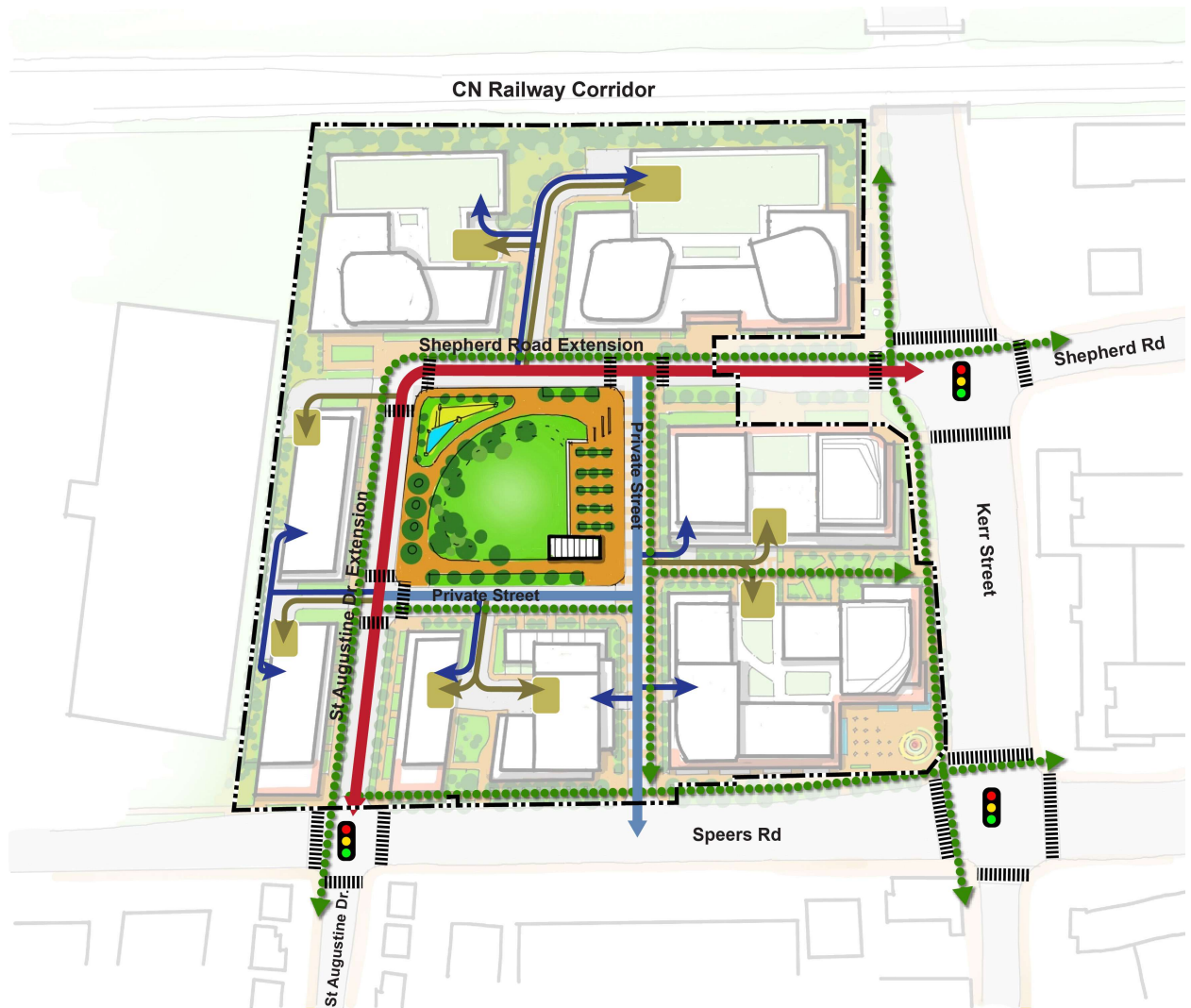


Figure 29. Street and pedestrian Network

*Relevant Policies and Guidelines:*

*Livable Oakville Plan*

- Section 6.2 – Public Realm
- Section 6.3 – Complete Streets
- Section 6.4 – Streetscapes
- Section 6.7 – Urban Squares
- Section 6.9 – Built Form
- Section 6.11 – Pedestrian Access and Circulation
- Section 23.5 – Urban Design (specific to Kerr Village)

*Livable by Design*

- Principle #1 – Sense of Identity
- Principle #3 – Connectivity
- Principle #4 – Sustainability
- Principle #6 – Creativity
- 2.4 Public views and vistas

## 4.5. Fostering Activity at the Street Level

### 4.5.1. THE POLICIES AND DESIGN DIRECTIONS

As one of the guiding principles, the Livable Design Manual expects new and infill development to contribute to the creation of active, pedestrian-oriented streetscapes, which are enhanced by parks, public spaces, and at-grade retail within building frontages onto streets. These design elements promote a positive pedestrian experience with active uses which encourage walkability and promote safety. Design directions for the Kerr Village Growth Area focus on the creation of a pedestrian-oriented public realm which is well-connected by a network of pedestrian-friendly streets, mid-block connections, and open spaces.

### 4.5.2. THE PROPOSAL

The Proposal will facilitate the transformation of the subject site from a suburban commercial plaza with massive surface parking to a vibrant mixed-use urban community with a fine grained network of streets and a human-scaled pedestrian realm (see Figure 30). While the detailed building and landscape design will be determined during future development approval stages, the Proposal delivers the following design measures which serve as a foundation towards meeting this objective.

#### **ENHANCE PEDESTRIAN EXPERIENCE THROUGH ANIMATED PUBLIC REALM AND ACTIVE BUILDING FRONTAGES**

The Proposal will redefine the streetscape of Kerr Street and Speers Road intersection by creating a continuous street frontage with retail and other active uses. The proposed public plaza fronting the grocery store at the northwest corner of Kerr Street and Speers Road will provide a focal point for pedestrian activity.

The proposed one acre public park will accommodate a variety of community amenities and programs, including community events, children's playgrounds, and farmers markets. The Proposal generally allocates tall buildings to the north of the park to minimize shadow impacts. The Shadow Study demonstrates that the park will receive at least 6 hours of daily sunlight with partial shadowing throughout the day during the months of April and September.

The extension of Shepherd Road and St. Augustine Drive will not only function as a key pedestrian route through the site, but will also provide a linkage to the surrounding communities. The proposed private streets will be built to public street standards with adequate space for sidewalks and streetscapes. All of these streets will be framed by either primary or secondary building frontages with animated ground level uses. Primary active frontages will be expected along the first block of Kerr Street and all of Speers Road, which shall include a high degree of transparency and ground floor animation, retail and other active uses, and will locate buildings and primary entrances towards the street. Secondary active frontages will be expected along the entrances of the Shepherd Road and St. Augustine Drive extensions, which will incorporate the same criteria for primary frontages with the added exception of permitting residential uses on the ground floor. Secondary active frontages will also be provided along the public park and private streets. Due to the grade separation project, it will be challenging for the northern portion of Kerr Street to accommodate retail frontage.

The pictured view terminuses along Sheppard Road and St. Augustine Drive will create public views and vistas towards Kerr Street and Speers Road, emphasizing the significance of these corridors surrounding the site. These views will be reinforced through design elements such as strategic alignment of rights-of-ways, the layout of pedestrian routes and open space systems, the siting and orientation of built form and placement of street trees. The view terminus along Sheppard Road and St. Augustine Drive will also create strong points of reference for orientation within the blocks and will contribute to a sense of community identity.

Figure 30 demonstrates the conceptual articulation of built form and public realm that addresses the design measures above. As the Proposal evolves, the future detailed building and landscape design will include elements which are supportive of a pedestrian-friendly streetscape.

- Primary Active Frontages
- - - Secondary Active Frontages
- View Corridor

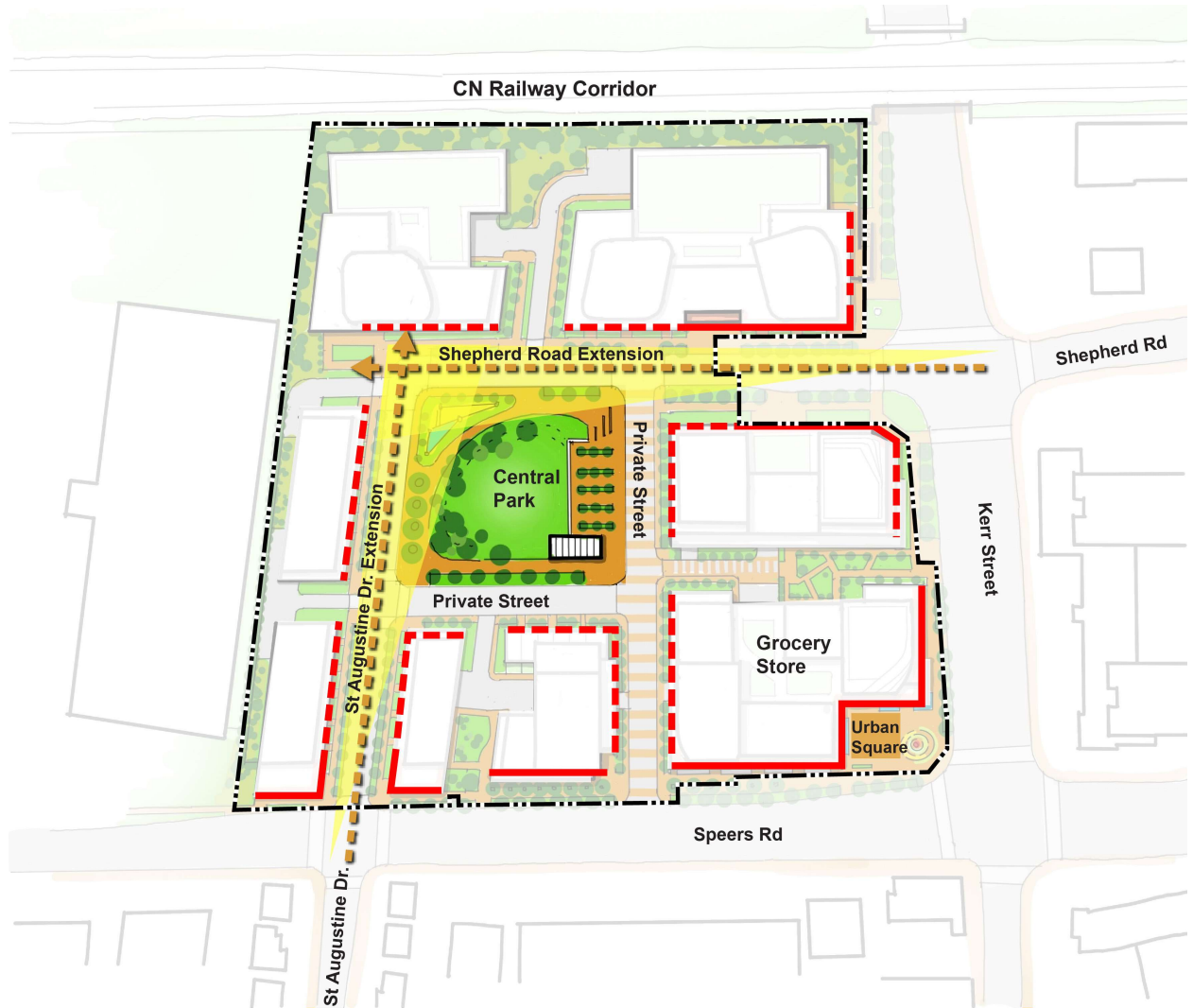


Figure 30. Pedestrian Realm and Active frontages

## PEDESTRIAN FRIENDLY STREETScape

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. Continuous landscaping with occasional inclusion of potential layby parking along streets to support retail activities and provide robust access to amenities in the area, will be provided. More detail illustrating the streetscape cross-sections are provided on the following pages to demonstrate the potential of these future streets and connections.

The streetscape section along the Shepherd Road Extension fronting the public park includes 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.

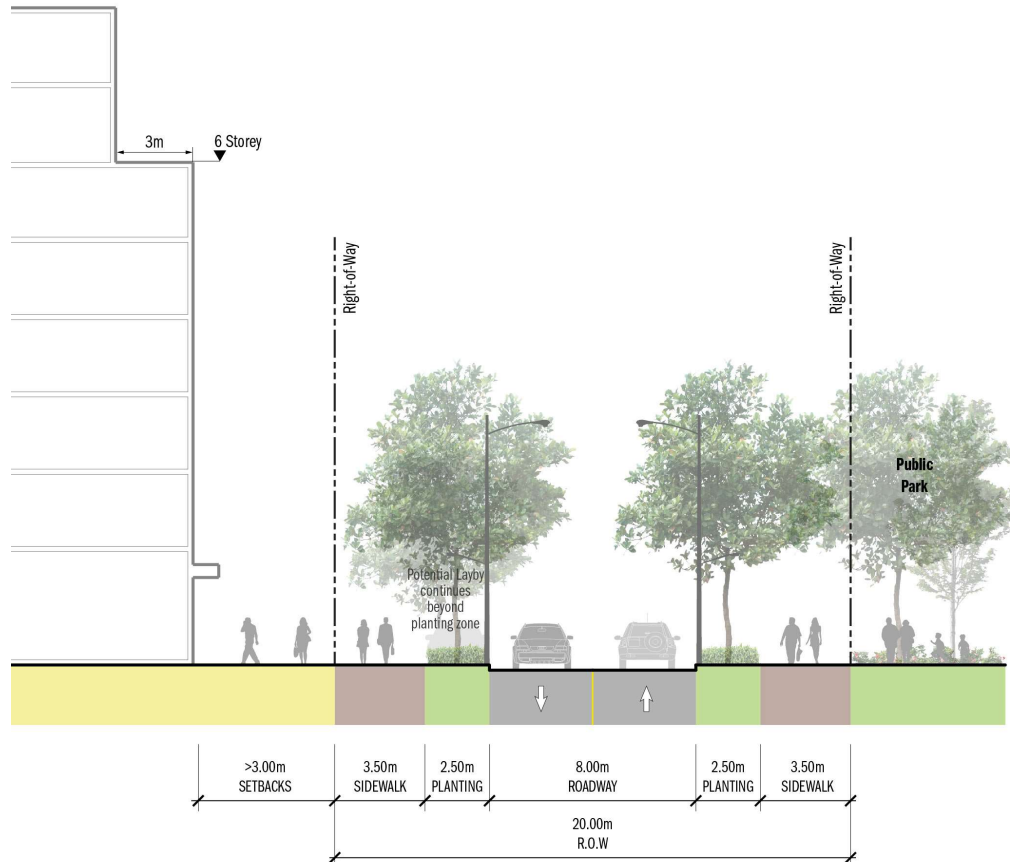


Figure 31. Potential Section for Park Front Public Street



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.

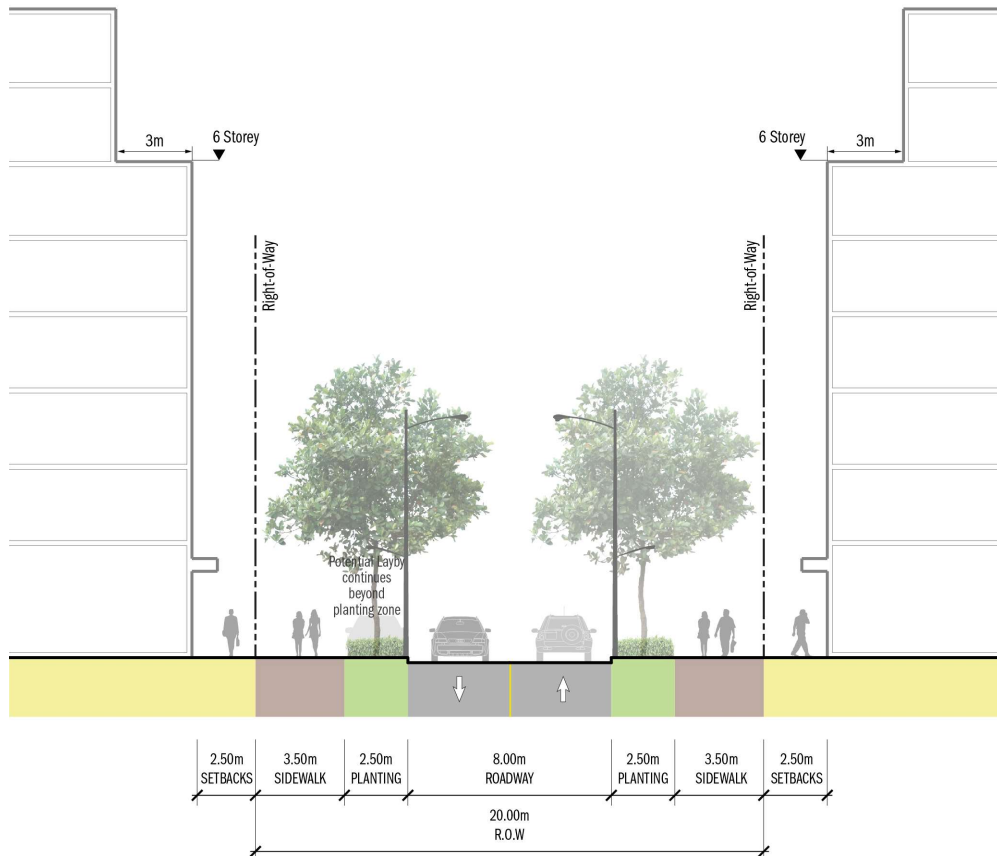


Figure 32. Potential Street Section for St Augustine Drive Extension

The streetscape section along the east-west private street fronting the public park includes 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 33. 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 34, 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.

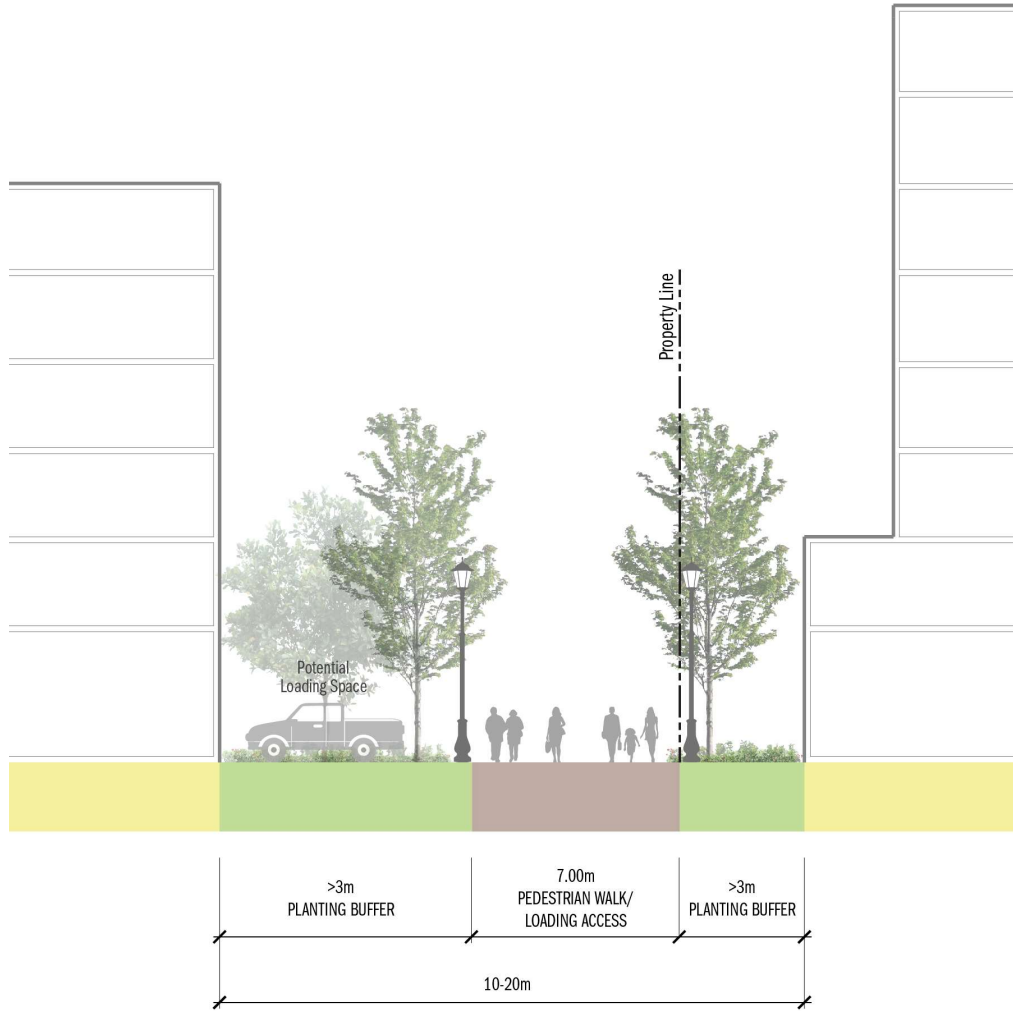
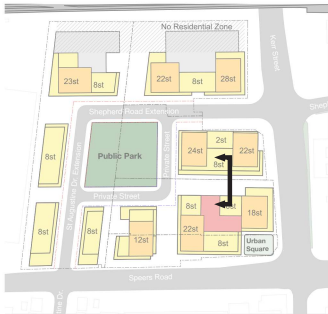


Figure 34. Potential Section for Mid-block Connection

The streetscape section along the Shepherd Road Extension fronting the proposed mixed-use buildings includes 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.

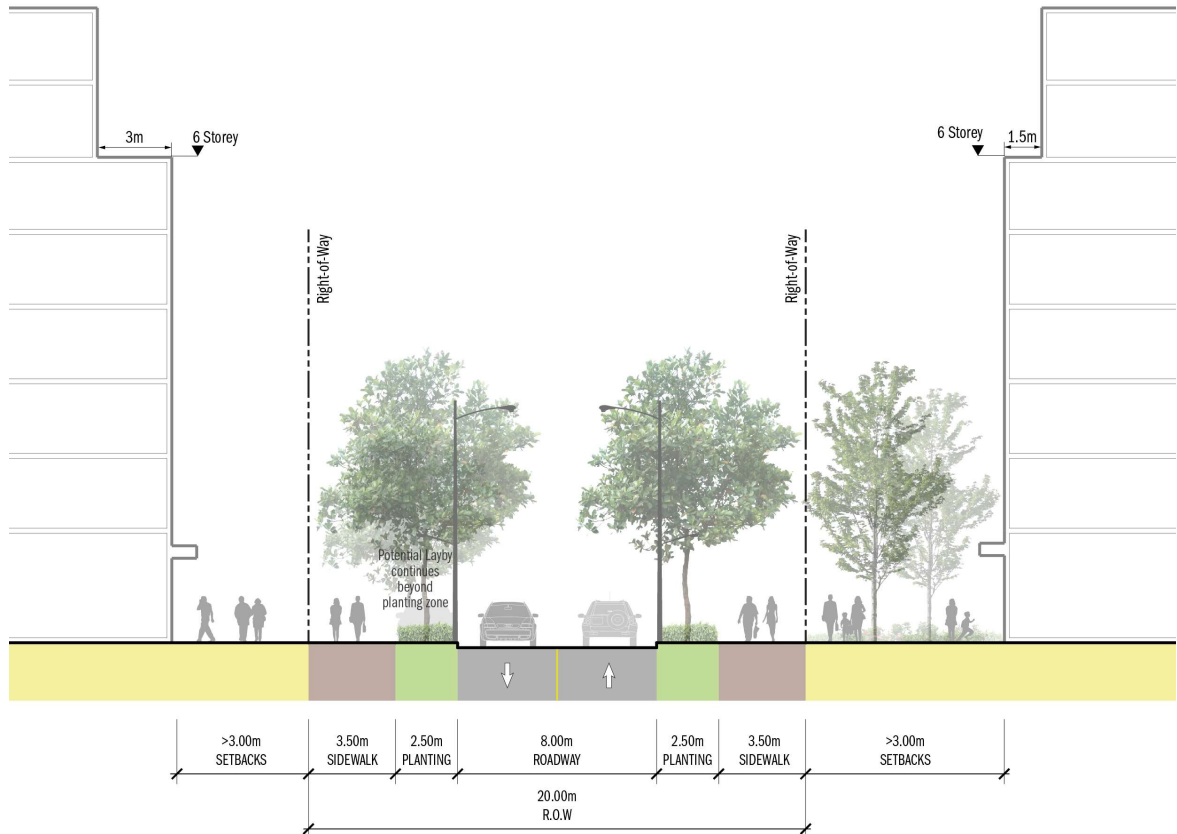
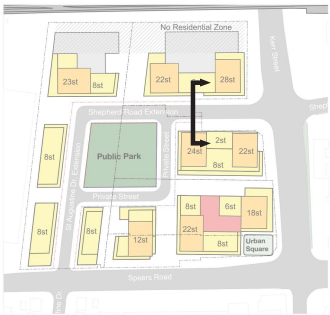


Figure 35. Potential Street Section for Shepherd Road Extension

### *Relevant Policies and Guidelines:*

#### *Livable Oakville Plan*

- Section 6.6 – Gateways
- Section 6.9 – Built Form
- Section 23.5 – Urban Design (specific to Kerr Village)

#### *Livable by Design*

- Principle #1 – Sense of Identity
- Principle #2 – Compatibility
- Principle #3 – Connectivity
- Principle #5 – Legacy
- Principle #6 – Creativity
- 3.1 – Tall and Mid-Rise Buildings

## 4.6. Framing the Street

### 4.6.1. THE POLICIES AND DESIGN DIRECTIONS

The Livable Design Manual expects new and infill development to maintain compatibility with the surrounding street network, open spaces, and mid-block connections, by ensuring that buildings are appropriately massed and sited in a manner which frames streets and public spaces. This objective will be achieved through a compact, urban built form which includes appropriate setbacks and stepbacks that limit shadowing impacts on parks, open spaces, and streets. Design directions for the Kerr Village Growth Area focus on the creation of a comfortable public realm and street network that is framed by a compact built-form which does not impose on the public realm and street network.

The Livable Design Manual also expects new and infill development to be appropriately articulated in a manner which ensures privacy is maintained for residents from neighbouring residential units and street activity. Tower floorplates should also be appropriately sized to accommodate a wide range of unit types and amenities, which subsequently frame streets and animate the public realm. Design directions for the Kerr Village Growth Area focus on the careful integration of new buildings with contemporary design elements in a manner that complements surrounding uses.

Alternative design approaches to those found in the Livable by Design Manual may be proposed with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Livable Oakville Plan.

### 4.6.2. THE PROPOSAL

The Proposal establishes a framework with a series of development blocks along Kerr Street, Speers Road and around the public park. Each development block is sized to accommodate mid-rise and high-rise built form in an urban format.

Both mid-rise buildings (8-12 storey) and base buildings (up to 8 storey) of tall towers will be designed to articulate for pedestrian-scale frontages. Generally consistent setbacks will be incorporated in all development blocks to provide a defined street wall along major public and private streets and open spaces.

Considering the significant right-of-way on Kerr Street and Shepherd Road, an 8-storey base building will better frame the public street and strengthen the image of a compact urban community in the Upper Kerr Village District. With the ability to accommodate more density within the base building, the development will also have more capacity to create height variations and a diversified built-form.

As the Proposal evolves, detailed building design will ensure appropriate setbacks and stepbacks are incorporated along key streets and public realm frontages to reinforce a dynamic and human scaled environment.

## MID-RISE BUILDINGS AND TALL TOWER BASE BUILDINGS WITH DYNAMIC STREET WALLS

The Comprehensive Development Plan maintains tall tower base buildings 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 side of the site, a significant portion of density within the subject site can be realized as mid-scale built form. Mid-rise base buildings will be designed to incorporate a variety of architectural detailing and will include human-scaled design elements and modulations which frame streets and enhance the public realm.

The frontages of these mid-rise buildings and tower base buildings will be carefully treated when facing public streets and open spaces to form dynamic street walls. 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 and mid-rise buildings 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.

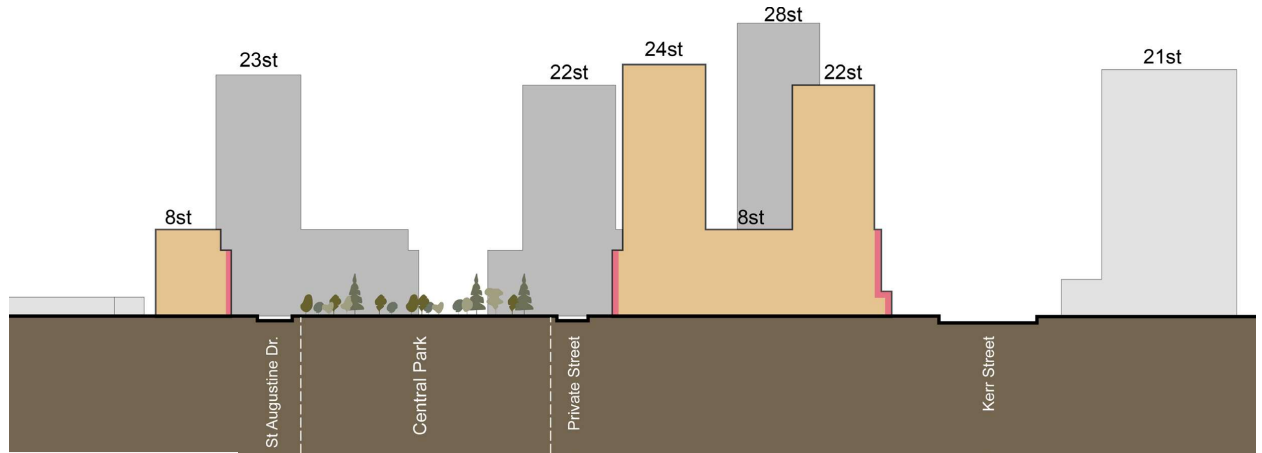
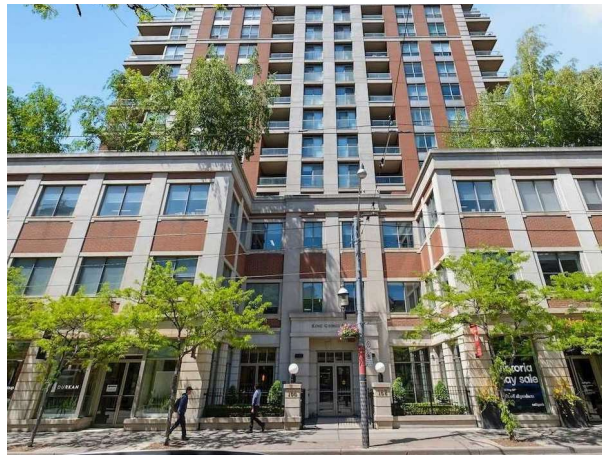


Figure 36. East-West Section



168 King Street East, Toronto: Building break-down creates dynamic street wall



Homer Street, Vancouver: Ground floor setbacks enhance the street animation

Buildings with a length greater than 55.0 metres along the facade zone will incorporate significant breaks in massing to achieve a significant vertical break and setbacks. The intent of breaking down building lengths is to provide opportunities for formal and informal pedestrian-oriented areas, including spill out zones for patios and boulevards.

Where appropriate, opportunities for additional ground floor setbacks through elements such as recesses and cantilevers will be explored to help contribute to streetscape animation, human-scaled urban design, and the creation of a comfortable pedestrian-oriented environment.

Overall the above treatment of the building podiums and mid-rise buildings will create dynamic street walls that incorporate human-scaled design elements, provide a sense of enclosure and enhance the pedestrian experience at-grade.



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

## WRAPPING OF ABOVE GROUND PARKING STRUCTURE

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

In order to maintain an animated public realm and pedestrian-friendly streetscape, there will be no parking structures located directly at ground level fronting onto the public streets or park. Above ground parking will be limited to 2-storeys above-grade and will be wrapped with an appropriate architectural treatment, especially when facing in the direction of the public park and public streets. When facing the public park, the public square and first block along Kerr Street north of Speers Road, the above ground parking structure will be required to be wrapped with residential and/or commercial uses. The parking structures will also 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.

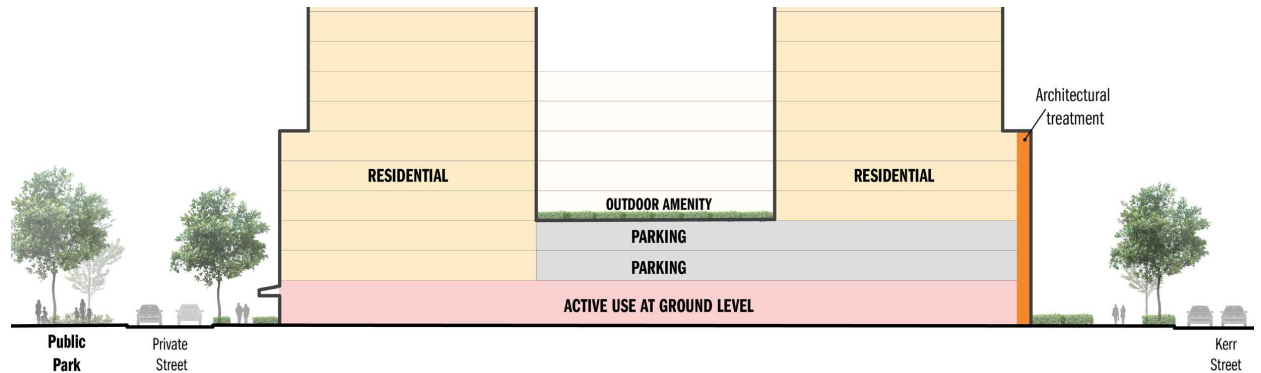
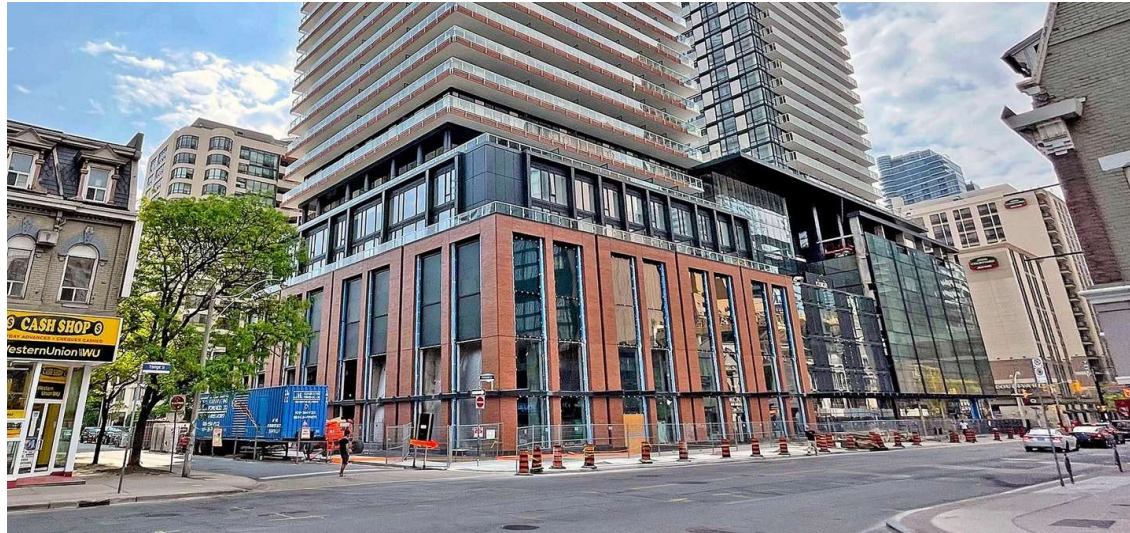


Figure 37. East-west section: Wrapping of Above Ground Parking Structure



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



## TALL BUILDING ARTICULATION

The Proposal and Comprehensive Development Plan ensures to appropriately articulate tall buildings in a manner which minimizes adverse impacts on streetscapes and adheres to design guidelines and principles for tall buildings outlined in the Livable Oakville Design Manual.

With the provision of public parks and streets across the subject site, the size of developable blocks is reduced resulting in some blocks which are constrained in their potential to deliver development at its highest and best use.

In order to unlock the full development potential on the site across all blocks, the Comprehensive Development Plan takes these constrained sites into consideration when establishing appropriate built form guidelines including separation distances between towers, tower floorplate and setbacks.

### MINIMUM TOWER SEPARATION DISTANCE

Building towers across the Comprehensive Development Plan will be designed with a 25-metre separation distance from main wall to main wall. This separation distance will ensure privacy, light penetration, and mitigation of shadow impacts are achieved.

### TOWER FLOOR PLATE

The Comprehensive Development Plan limits tower floorplates at a maximum of 750 m<sup>2</sup> from exterior wall inwards and not including projecting balconies.

On a site-specific basis, where adequate tower separation, setbacks, and setbacks are provided to achieve a slender tower design and mitigate resultant wind and shadow impacts, consistent with the Urban Design directions and to the satisfaction of the Town, flexibility in the maximum floorplate size up to a 5% increase may be considered for the tower, or a portion thereof.

### TOWER STEPBACK

A tower setback of less than 3 metres from the podium main wall may be deemed acceptable based on the building's design and will be determined at future development application stages.

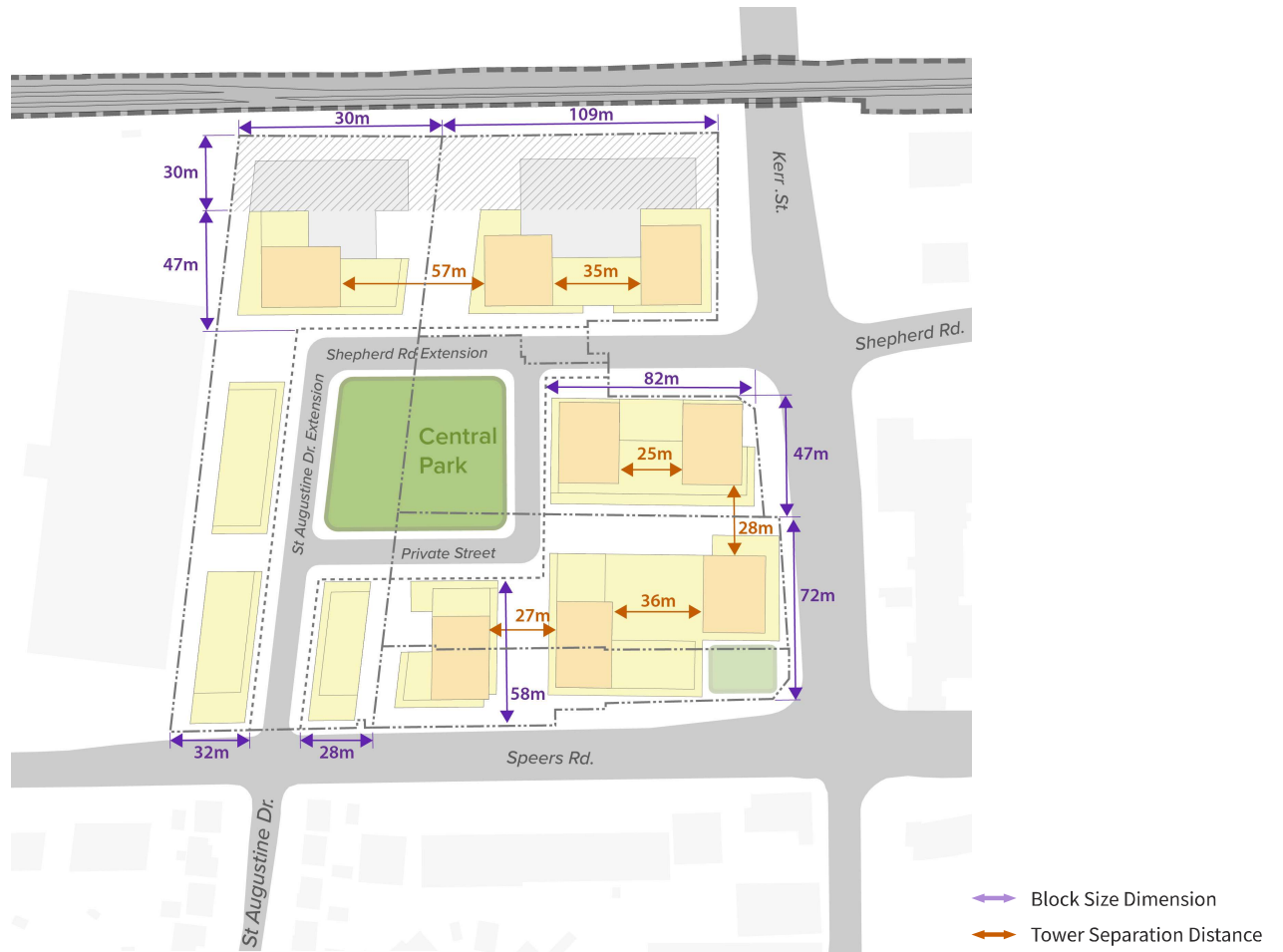


Figure 38. Block Size and Tower Separation Distance

*Relevant Policies and Guidelines:*

*Livable Oakville Plan*

- Section 6.2 – Public Realm
- Section 6.7 – Urban Squares
- Section 6.9 – Built Form
- Section 23.5 – Urban Design (specific to Kerr Village)

*Livable by Design*

- Principle #2 – Compatibility
- Principle #5 – Legacy

## 4.7. Compatibility with Surroundings

### 4.7.1. THE POLICIES AND DESIGN DIRECTIONS

The Livable Design Manual expects new and infill development to maintain compatibility with surrounding uses, with a particular focus on ensuring new buildings are appropriately massed and setback in a manner which does not impose on existing low-rise residential neighbourhoods, employment areas, and heritage buildings. Design directions for the Kerr Village Growth Area focus on the careful integration of new buildings with contemporary design elements in a manner that complements surrounding uses and nearby heritage buildings.

### 4.7.2. THE PROPOSAL

The subject site is situated in a complex built environment with a railway corridor lining the northern edge, employment lands abutting the western edge, a tall building neighbourhood to the east, along with a low-rise neighborhood and commercial district to the south. The Comprehensive Development Plan incorporates built form and landscape strategies to respond to all of these conditions.

#### **PROTECT THE NEIGHBORHOOD FROM RAILWAY, EMPLOYMENT LAND AND TRAFFIC CORRIDOR**

The 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.

All residential uses are located 30 metres away from the rail corridor to the north. Non-residential uses, such as structured parking, amenities, and a 7.5 metre landscape buffer are also considered within this buffer.

A setback of 7.5 metres between the proposed residential uses on the 171 Speers Road property and the Employment Area to the west is also proposed. Some portions of the 171 Speers Road buffer located to the north of the site will 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.

The Proposal locates the public park in the middle of the site to protect it noise and traffic impacts from the CN railway corridor, Kerr Street and Speers Road. In addition to the park and streetscape, the opportunities for green roof and private amenity spaces to mitigate the impacts from surrounding infrastructure will also be delivered.



Figure 39. Key Landscape Elements

## TRANSITION FROM URBAN GATEWAY TO EXISTING NEIGHBOURHOODS

Buildings with the tallest heights ranging from 18 to 28-storeys are concentrated along Kerr Street to create a gateway image while keeping consistent with the proposed tall building context.

Tall buildings with heights ranging from 22 to 28-storeys are also concentrated along the northern edge of the site, serving to provide a buffer from potential rail corridor noise impacts for the wider Upper Kerr Village community.

The building heights continue to transition downwards towards the southern edge of the site, which is adjacent to an existing low-rise neighborhood. Consistent with Official Plan policy, the lowest building within the site will be 8 storeys. This height transition also considers the existing heritage building located at 201 Speers Road, a Listed property in the Town's heritage register, and ensures not to impose on its character.

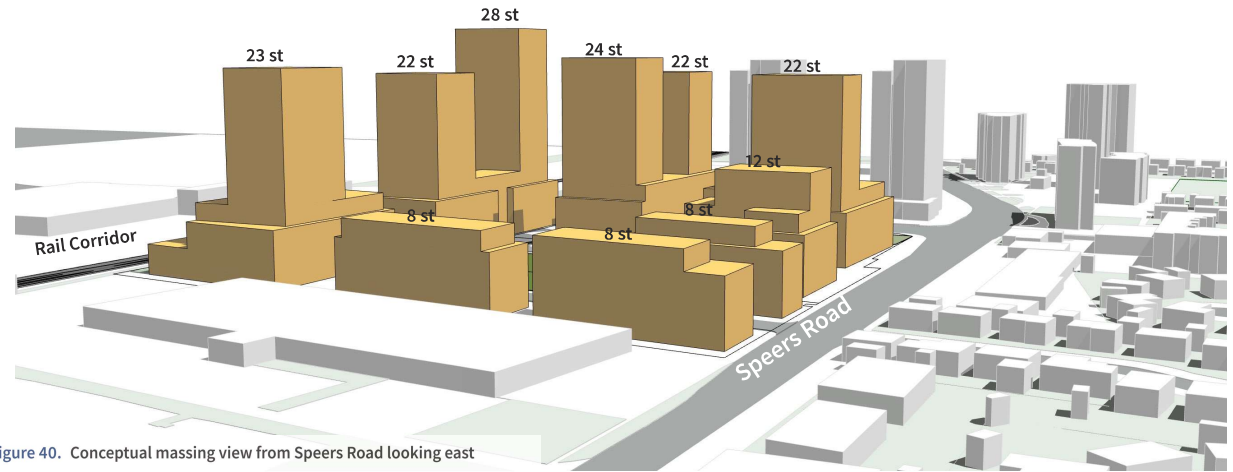


Figure 40. Conceptual massing view from Speers Road looking east



Figure 41. Conceptual massing view from Kerr Street looking north

## 5.0 CONCLUSIONS

This Urban Design Brief has provided an updated planning and urban design analysis based on the Proposal for the subject site. The 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 Proposal provides the following positive contributions to Kerr Village:

- 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,
- Variation in tower heights along Kerr Street and Speers Road and a dynamic skyline
- 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.

- A pedestrian friendly built environment sensitively responds to the surrounding context and help promote a human-scaled environment;
- Consolidating vehicular, servicing, loading, and potential layby 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 Proposal reflects a development concept that achieves the urban design objectives of the Town of Oakville and responds appropriately to comments received from Town staff throughout the process. The Proposal and the associated Official Plan Amendment represent good planning and are in the public interest.

# APPENDIX

## SHADOW IMPACT ANALYSIS

# Shadow Impact Analysis

## INTRODUCTION

This Shadow Impact Analysis has been completed for the Proposal at 530, 550, 580 Kerr Street and 131, 171 Speers Road based on the conceptual building massing proposed in the Comprehensive Development Plan. The site latitude and longitude used for this study, as specified in the Town of Oakville Shadow Impact Analysis terms of reference, is using Eastern Time Zone and the Geographic coordinates 43.46° N, 79.72° W. Tests were taken at hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset for April 21, June 21, September 21 and December 21 according to the Development Application Guidelines from the Town of Oakville.

The Official Plan allows for building heights in the area to be 8 to 12 storeys with bonusing heights of up to 16 storeys. In support of the Official Plan Amendment, the analysis identifies the net new shadow impact for the portion of the building's massing beyond 16 storeys.

According to the Development Application Guidelines from the Town of Oakville, the following criteria is evaluated in the Shadow Impact Analysis:

*Criteria 1 Residential private amenity spaces*

*Criteria 2 Public realm including public sidewalks, public plazas, public parks, and school yards*


*Criteria 3 Solar energy potential*

The Shadow Study demonstrates as-of-right shadows impacts, which illustrate the extent of shadowing onto the surrounding properties if the Proposal were to only apply the height and massing provisions currently permitted in the Livable Oakville Plan. The Livable Oakville Plan allows for building heights in the area to be 8 to 12 storeys with bonusing heights of up to 16 storeys. The as-of-right shadows in the Study are generated by 8-storey buildings along the St. Augustine Drive extension, and 16-storey buildings along Speers Road, Kerr Street, and the Shepherd Road extension. In support of the Official Plan Amendment, the analysis also identifies the net new shadow impacts which demonstrate the difference between the as-of-right shadow impacts and those generated by buildings beyond the permitted 16-storeys. For comparative purposes, the Study also illustrates the current shadow impacts from all existing buildings in the area which have been previously approved and built.

## CONCLUSION

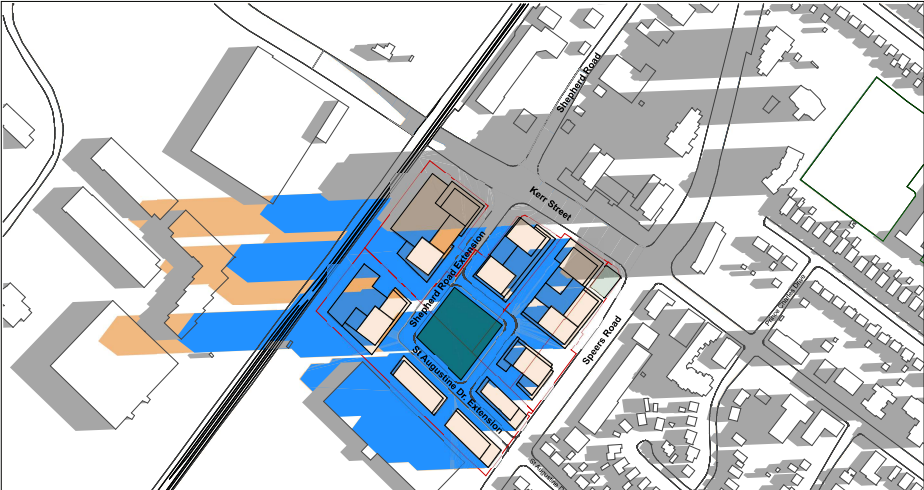
In all scenarios, the Proposal will result in minor net new shadows being cast on nearby private properties and public streets throughout the season. The proposed building massing is articulated to minimize the impact on most shadow sensitive uses including the existing and proposed public park, urban square, and neighborhoods. The proposed public park, urban square, and majority of the sidewalk space will receive at least 5 hours of sunlight per day on April 21, June 21 and September 21. There is no net new shadow impact on the Oakwood Public School or Hogs Back Park. There is no net new shadow impact on the existing neighborhood until late in the afternoon around 6pm.

## SHADOW STUDY LEGEND

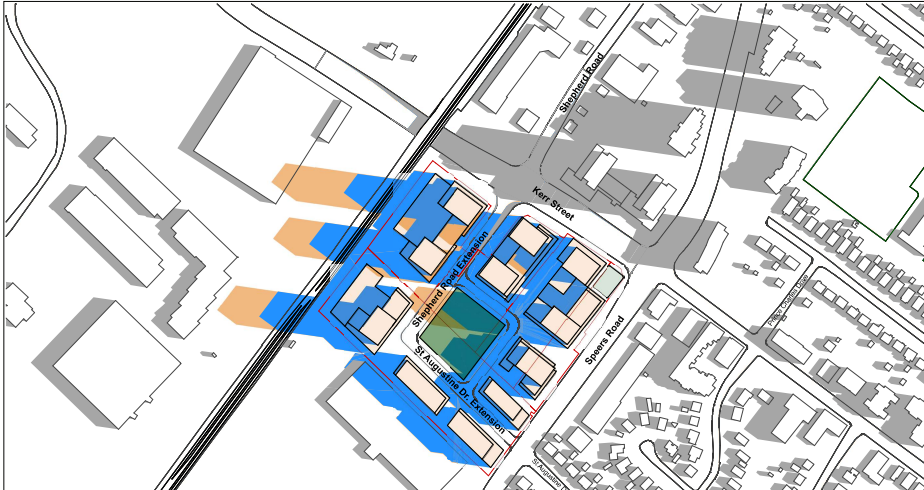
-  Site Property Lines
-  Parks and Open Space
-  As-of-Right Shadows
-  Existing
-  Proposed Massing
-  Net New Shadows

The above legend applies to all shadow studies shown on the following pages.

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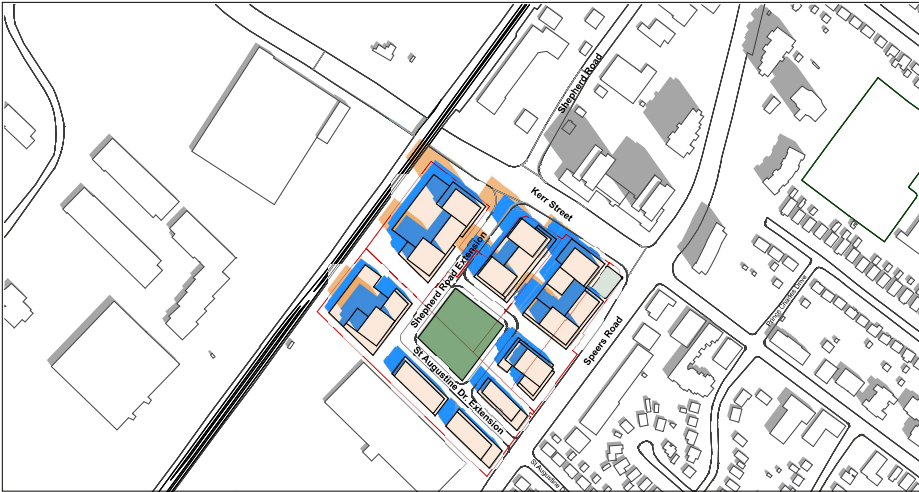


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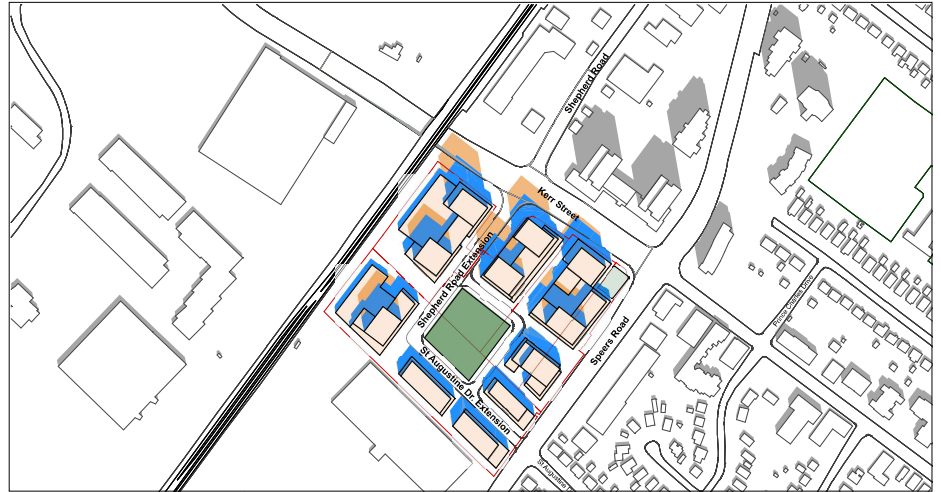




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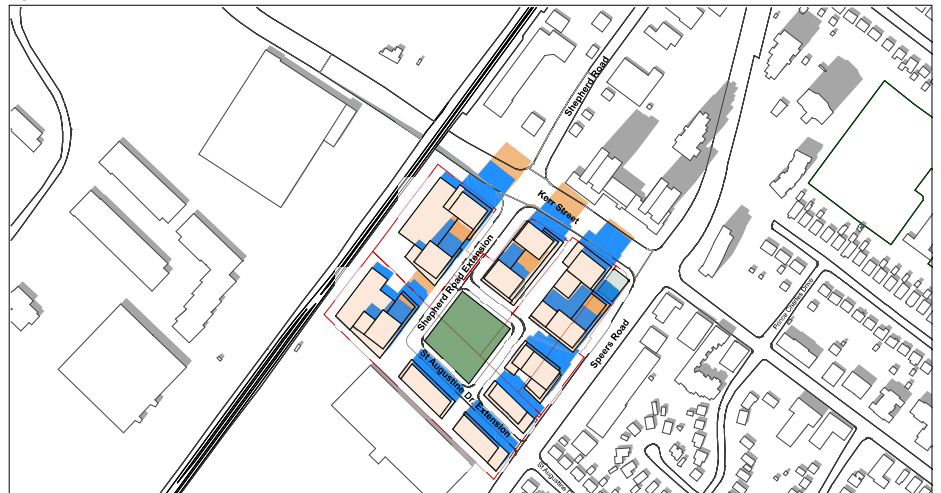
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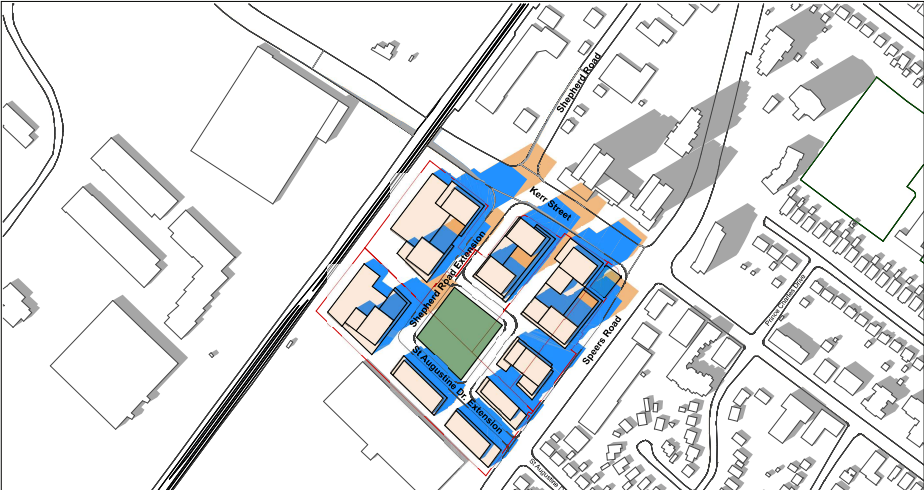
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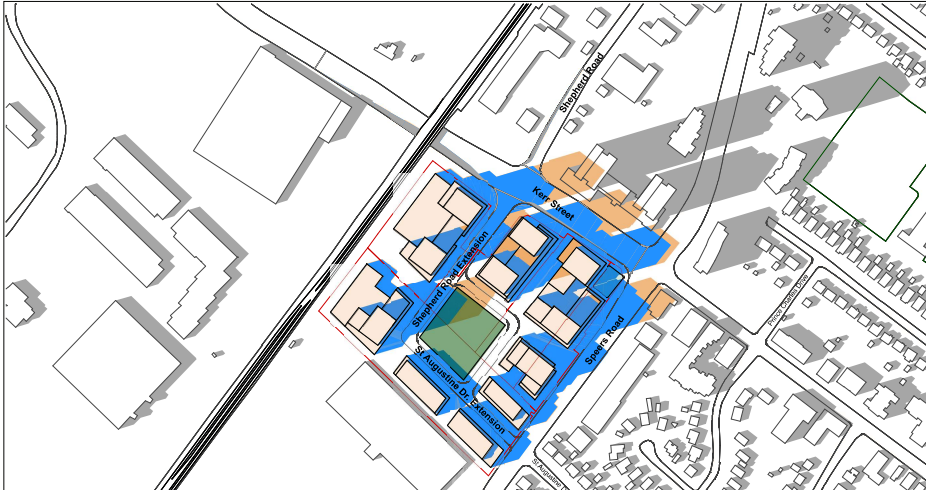
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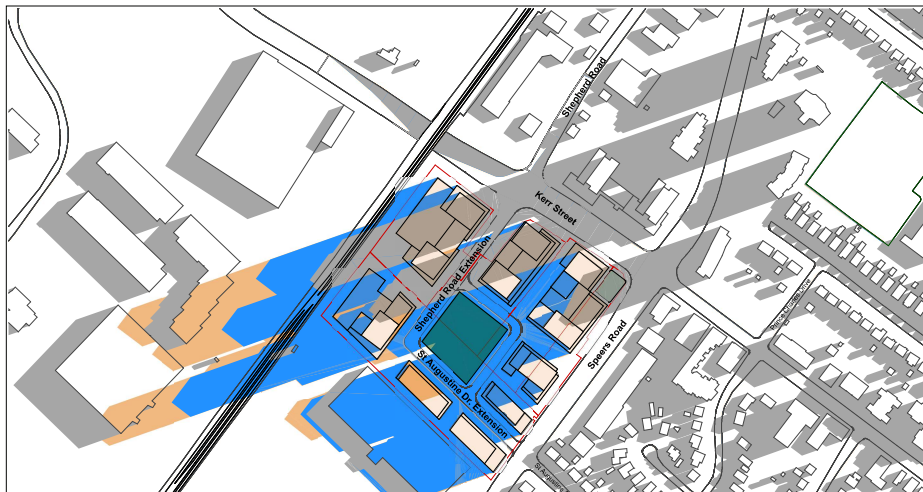
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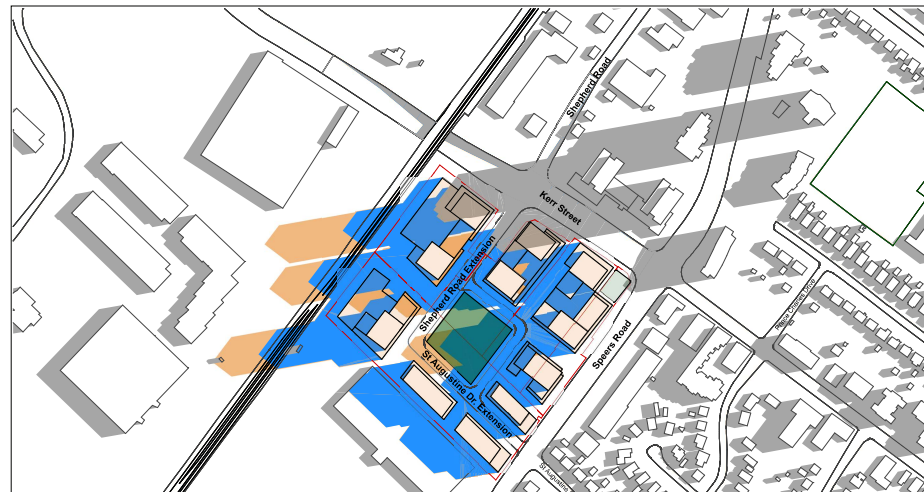
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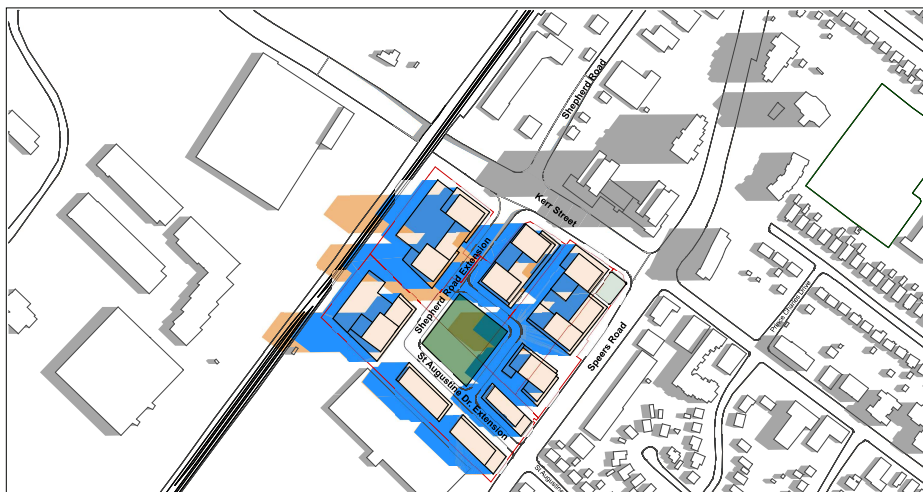
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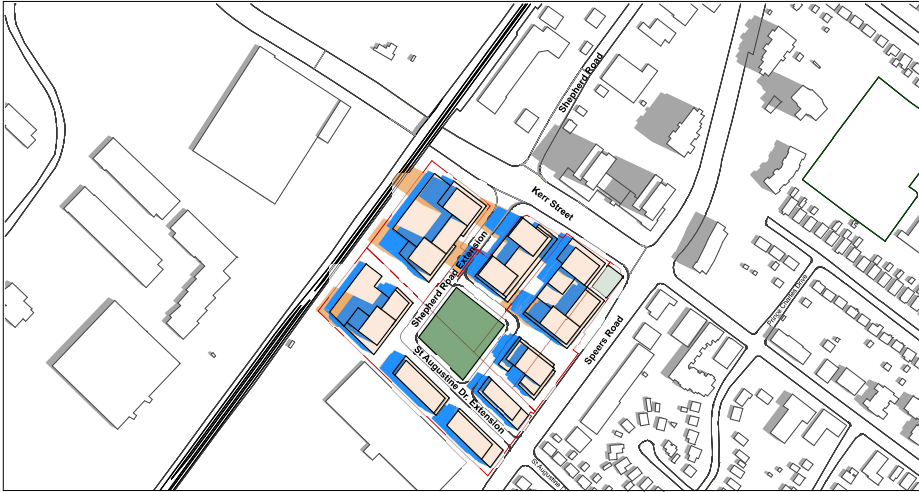
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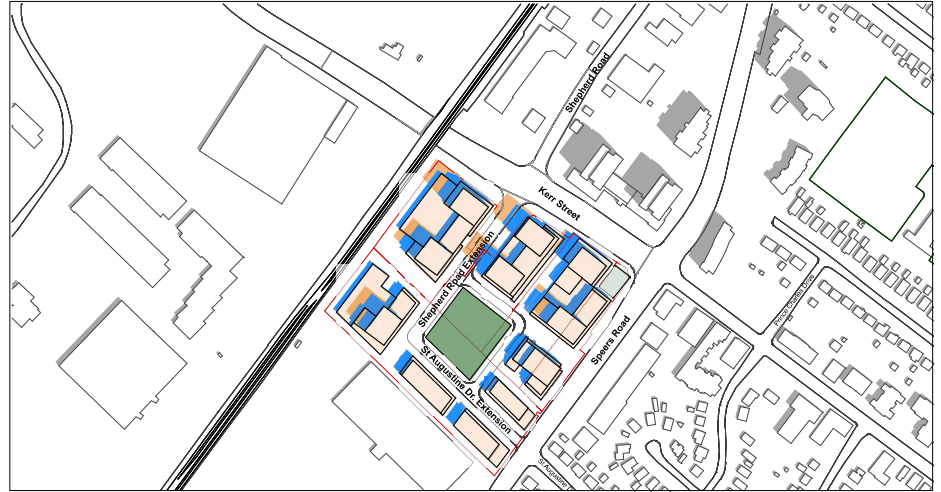
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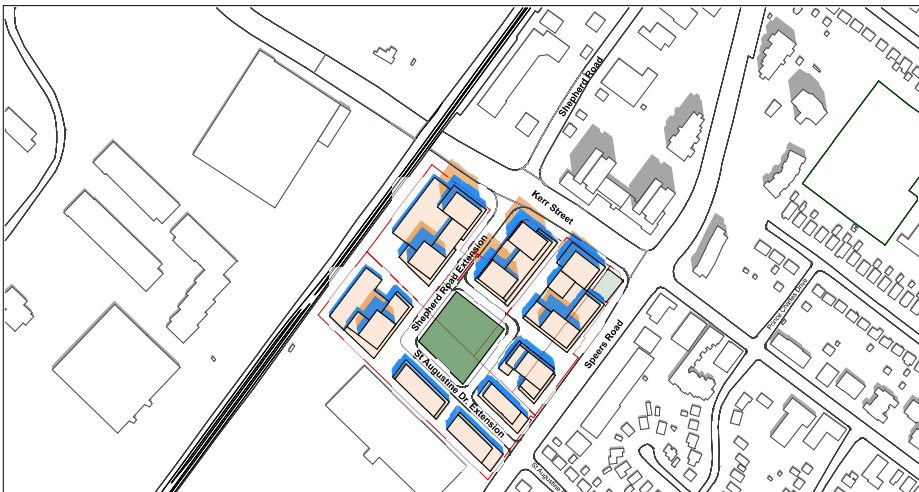
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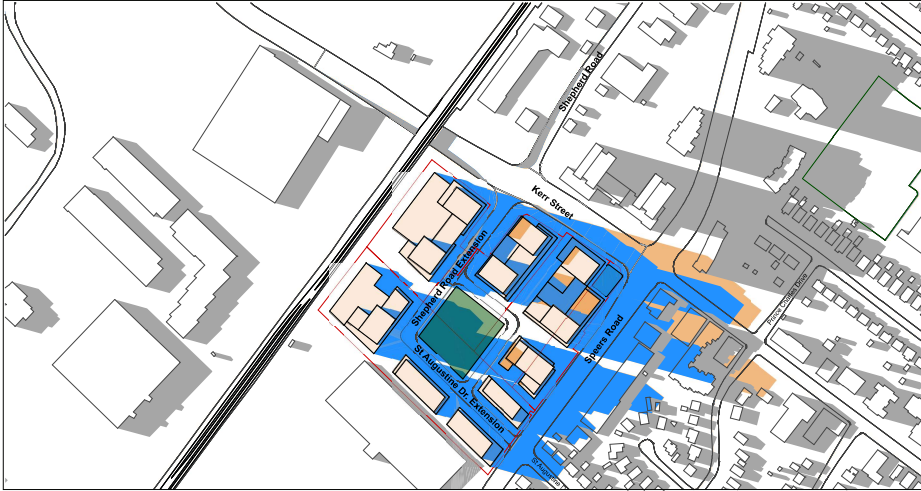
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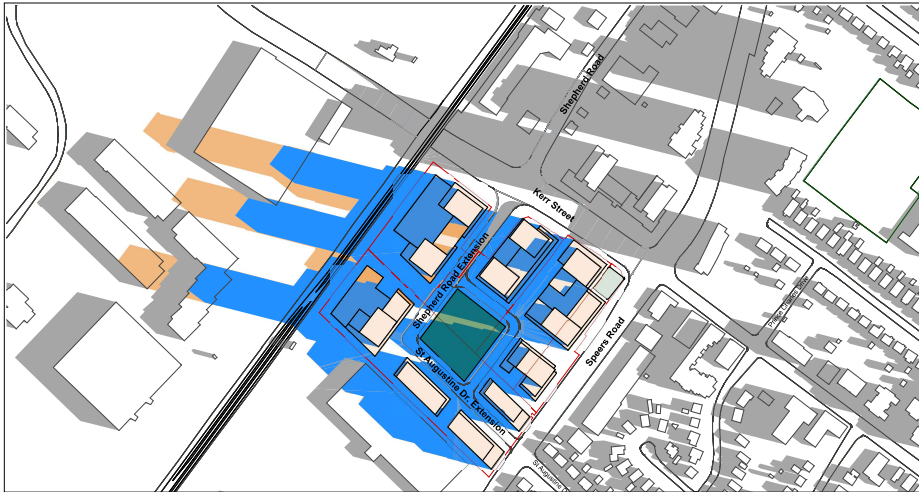


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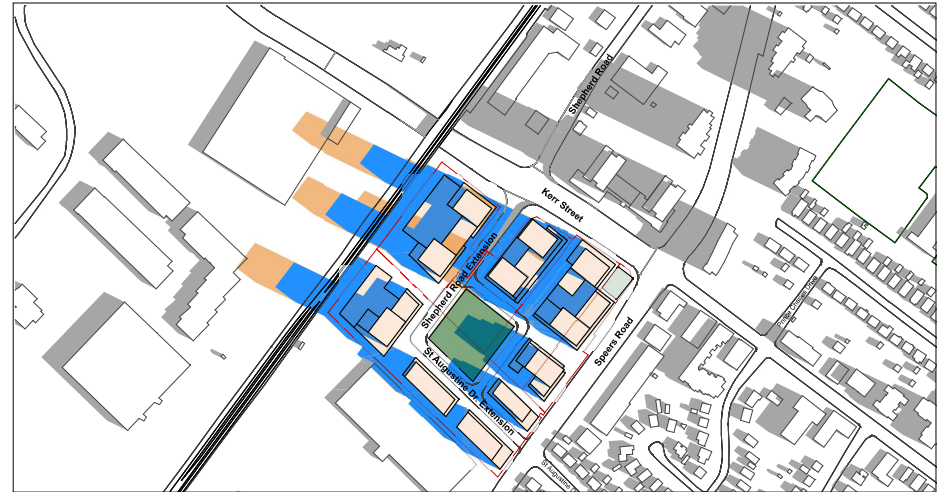
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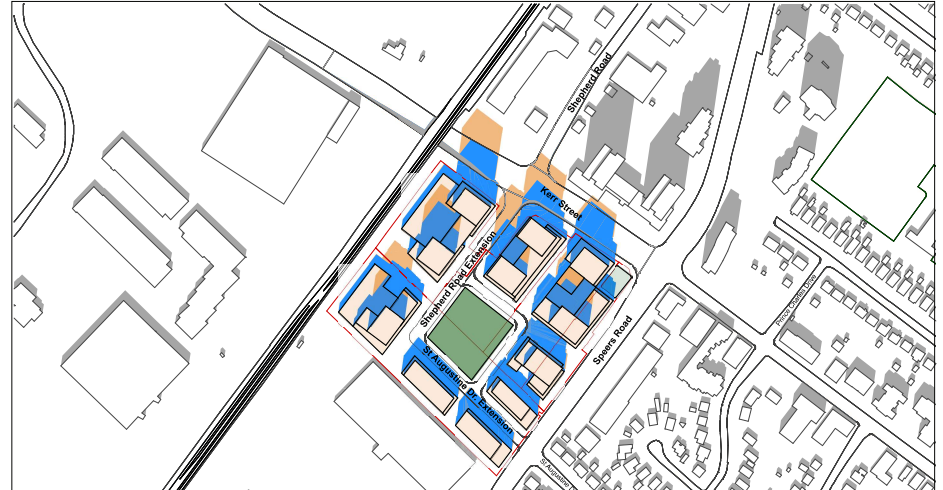
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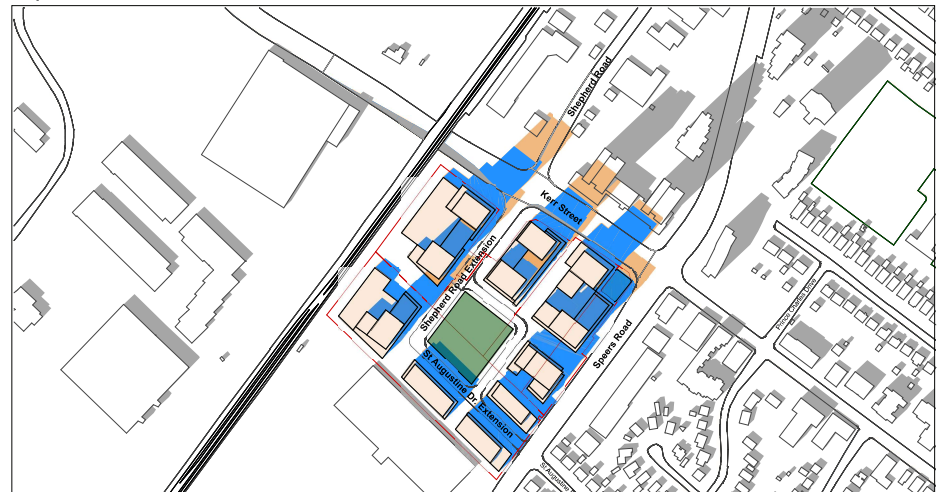
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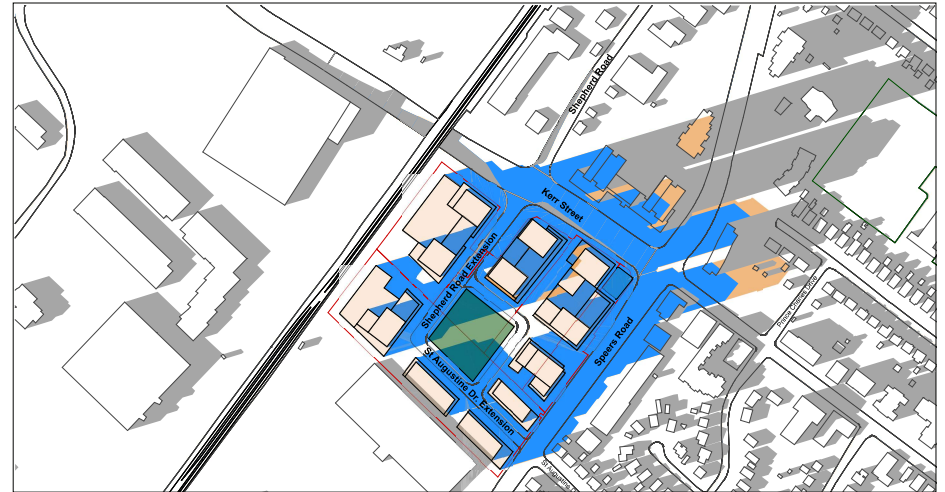




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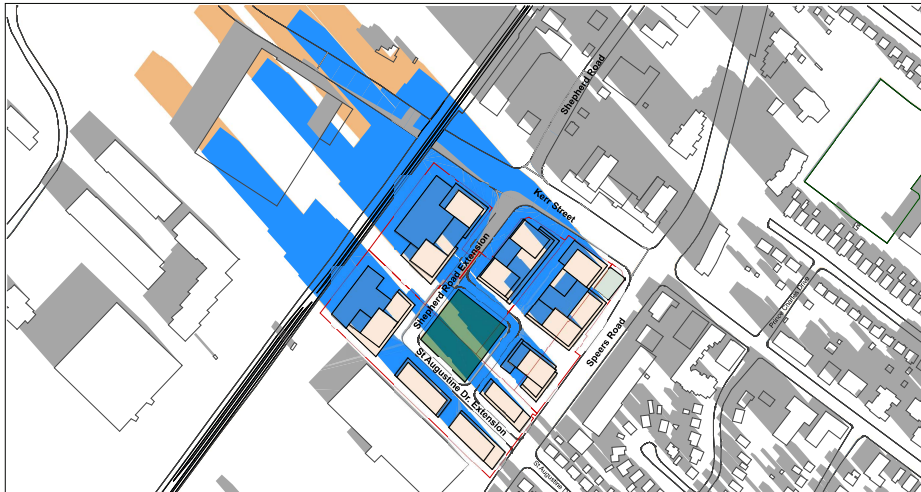
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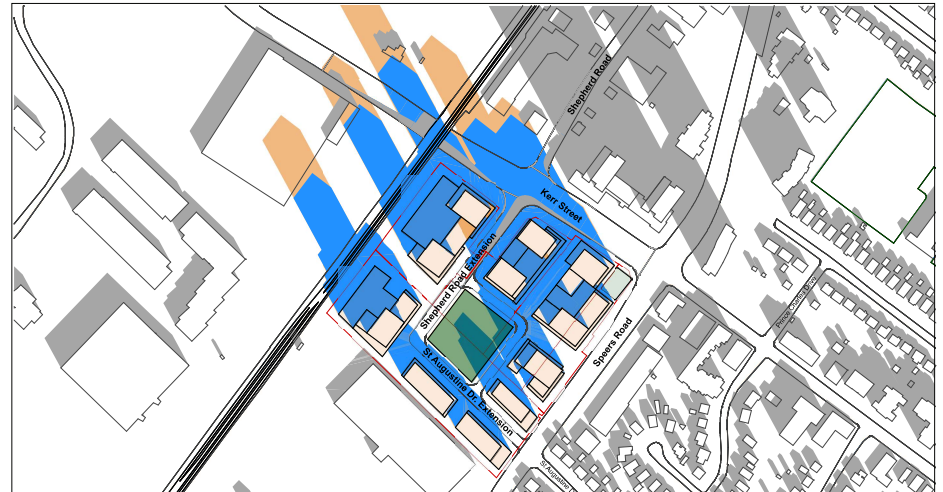
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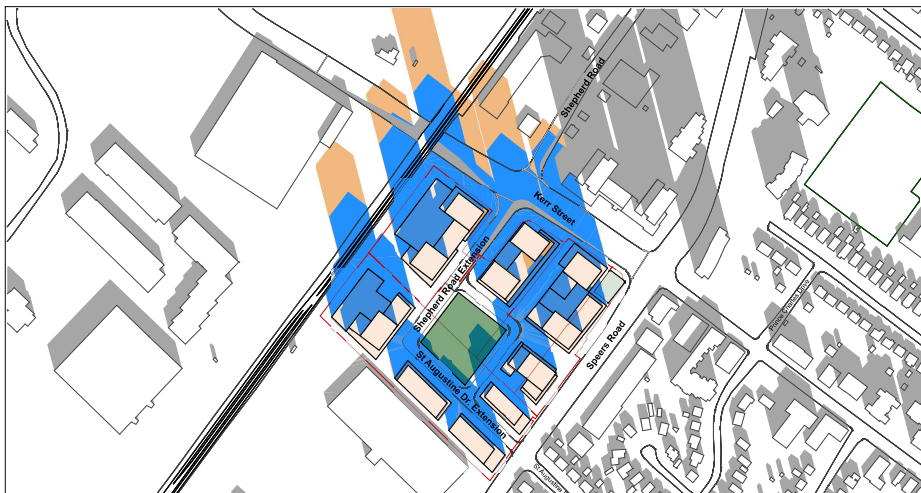
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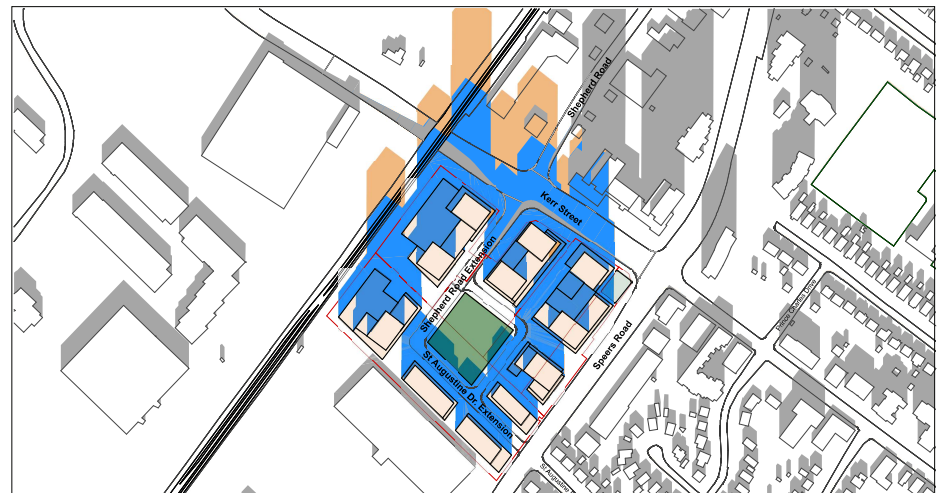
December 21 10:18



December 21 11:18



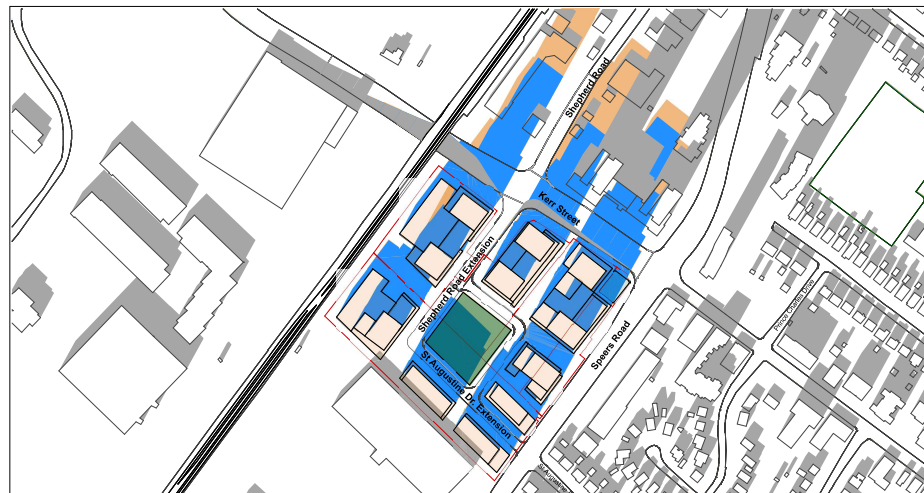
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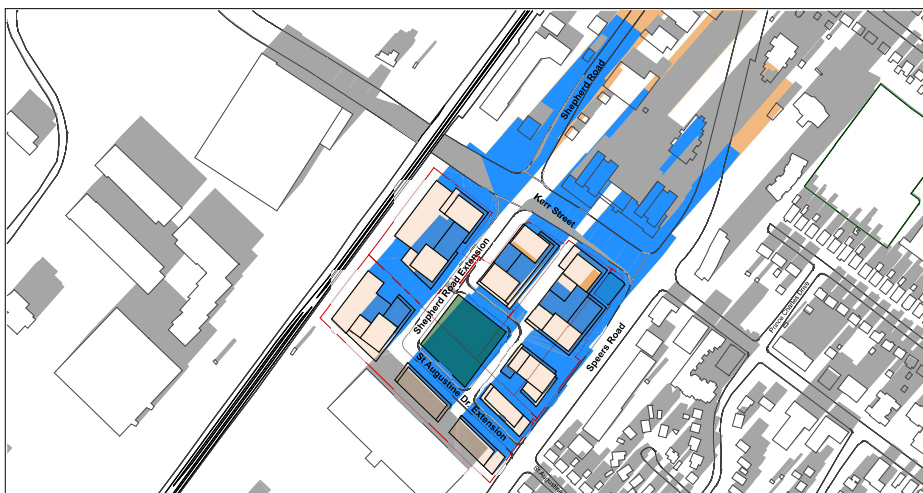
December 21 13:18



December 21 14:18



December 21 15:16



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