

Appendix F – Livable Oakville Extracts

1.2 Plan Organization

- 1.2.1 The Official Plan is referred to as “the Livable Oakville Plan”, “Livable Oakville”, “this Plan” or “the Plan” and establishes the policies and land use designations that implement the Town’s vision “to be the most livable Town in Canada.”
- 1.2.2 This Plan is to be read in its entirety as a comprehensive and integrated policy framework for setting priorities and making decisions.

2. POLICY FRAMEWORK

2.1 Mission Statement

To enhance the Town’s natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and *development* decisions.

2.2 Guiding Principles

- 2.2.1 Preserving and creating a livable community in order to:
- a) preserve, enhance, and protect the distinct *character*, cultural heritage, living environment, and sense of community of neighbourhoods;
 - b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented *development* can be accommodated; and,
 - c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.
- 2.2.2 Providing choice throughout the Town in order to:
- a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;
 - b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,
 - c) foster the Town’s sense of place through excellence in building and community design.
- 2.2.3 Achieving sustainability in order to:
- a) minimize the Town’s *ecological footprint*;
 - b) preserve, enhance and protect the Town’s environmental resources, natural features and areas, natural heritage systems and waterfronts; and,
 - c) achieve sustainable building and community design.

4. MANAGING GROWTH AND CHANGE

4.1 Growth Areas

The majority of *intensification* in the Town is to occur within the Growth Areas as defined in Part E.

Midtown Oakville, the Uptown Core and Palermo Village are primary Growth Areas, which will accommodate the highest level of *intensification*. They are intended to be developed as mixed use centres with *transit-supportive development* focused around *major transit station areas* and along corridors. These areas have been the subject of detailed, comprehensive land use studies or secondary planning exercises which have resulted in objectives and policies to provide for *intensification* opportunities.

Bronte Village, Kerr Village and Downtown Oakville are also Growth Areas. These areas are intended to develop as mixed use centres with viable main streets. The revitalization of Bronte Village and Kerr Village has been the subject of detailed, comprehensive land use studies which have resulted in objectives and policies to provide for growth opportunities. Downtown Oakville will continue to provide for *intensification* opportunities within its defined planning framework.

6. URBAN DESIGN

Good urban design is an integral part of the planning process, enabling the creation of stimulating, vibrant, and livable places; it is a key component in creating a definable sense of identity. Tangible elements of the urban environment such as the built form, open space, and public realm, and their relationship to one another, should be organized and designed in an attractive, functional and efficient manner.

The Town is committed to achieving a high standard of urban design and architectural quality to provide an innovative and diverse urban form that promotes a sustainable, dynamic and livable environment.

6.1 General

6.1.1 Objectives

The general objectives for urban design are to provide for:

- a) diversity, comfort, safety and compatibility with the existing community;
- b) attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
- c) innovative and diverse urban form and excellence in architectural design;

and,

- d) the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

6.1.2 Policies

- a) *Development* and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. 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 Plan.
- b) Urban design policies shall be developed and incorporated by amendment to this Plan.
- c) The urban design policies will be implemented through design documents and zoning.

6.2 Public Realm

6.2.1 The design of the public realm shall promote creativity and innovation and include:

- a) a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;
- b) walkable street lengths for pedestrians;
- c) a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;
- d) comfortable and accessible public spaces that respond to their surroundings;and,
- e) furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.

6.3 Complete Streets

6.3.1 The design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:

- a) *multi-modal* choices;
- b) circulation alternatives and convenient connections;
- c) priority pedestrian, cyclist and transit usage;
- d) comfortable, barrier-free and safe routes;

- e) ecologically sustainable features; and, f) quality spaces for public life.

6.4 Streetscapes

6.4.1 Streetscapes shall:

- a) enhance the local context and create a sense of identity;
- b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free;
- c) provide well designed and coordinated tree planting, landscaping, lighting and furnishings;
- d) provide wayfinding and navigational information; and,
- e) provide cohesion and seamless transitions between the public and private realms.

6.4.2 New *development* should contribute to the creation of a cohesive streetscape by:

- a) placing the principal building entrances towards the street and where applicable, towards corner intersections;
- b) framing the street and creating a sense of enclosure;
- c) providing variation in façade articulation and details;
- d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;
- e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;
- f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,
- g) improving the visibility and prominence of and access to unique natural, heritage, and built features.

6.4.4 The creation of new streetscapes and improvements to existing streetscapes by the Town shall be consistent with the process outlined in the Streetscape Strategy (February 2014), as amended.

6.5 Street Design/Layout

6.5.1 *Development* should establish or reinforce a modified grid street pattern with an inter-connected network of roads designed to:

- a) disperse traffic by providing alternative routes;
- b) enhance bicycle movement;
- c) support the integration of transit service; and,
- d) respond to existing natural and topographical features.

6.5.2 Culs-de-sac shall only be considered where warranted by physical conditions or neighbourhood *character*.

6.6 Gateways

6.6.1 Gateways should create a sense of entrance and arrival through well-designed built form, landscaping and enhanced streetscape treatments that contribute to community image and identity.

6.6.2 Major gateways are located at visually prominent sites located at major entry points into the Town and Growth Areas. Minor gateways are located at secondary entry points to the Town and prominent intersections.

6.6.3 *Development* at gateways should be well-designed, pedestrian-scaled, address the public realm, and complement the distinctive *character* of the area.

6.6.4 Entrance features to new subdivisions, such as ornamental walls and signs, shall not be permitted.

6.7 Urban Squares

6.7.1 Urban squares, as extensions of the public realm, should be safe, publicly accessible and barrier-free places that:

- a) integrate local history, culture and natural features;
- b) maximize user comfort and enjoyment;
- c) adapt to changing needs of users; and
- d) promote formal and informal social interactions.

6.7.2 Urban squares should be included in *development* proposals, where appropriate, and dedicated to the Town or may remain in private ownership with public access granted.

6.7.3 Large *development* projects are encouraged to include a single, large urban square or a series of smaller urban squares.

6.9 Built Form

- 6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.
- 6.9.2 Building design and placement should be *compatible* with the existing and planned surrounding context and undertaken in a creative and innovative manner.
- 6.9.3 To achieve compatibility between different land uses, *development* shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and *compatible* built form.
- 6.9.4 In Growth Areas and along *intensification corridors*, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians.
- 6.9.5 Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.
- 6.9.6 Main principal entrances to buildings should be oriented to the public sidewalk, on- street parking and transit facilities for direct and convenient access for pedestrians.
- 6.9.7 *Development* should be designed with variation in building mass, façade treatment and articulation to avoid sameness.
- 6.9.8 Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.
- 6.9.9 New *development* shall ensure that proposed building heights and form are *compatible* with adjacent existing *development* by employing an appropriate transition of height and form from new to existing *development*, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.
- 6.9.10 Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.
- 6.9.11 Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.
- 6.9.12 New *development* should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.
- 6.9.13 Rooftop mechanical equipment shall not be visible from view from the public realm.

- 6.9.14 Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.
- 6.9.15 Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.

8. TRANSPORTATION

8.2 Transportation Network

- 8.2.2 The desired major road network, consisting of Provincial Highways, major arterials, multi-purpose and minor arterials and collectors in accordance with the classifications of the preceding policy is indicated on Schedule C. Minor collector roads and local roads will generally be shown within the Growth Area land use schedules.
- 8.2.3 The location of proposed major transportation facilities are identified on Schedule C. The location of major transportation facilities shall generally conform to the designations on Schedule C, recognizing that road requirements, locations and alignments shown are diagrammatic. The exact road requirements, location and alignment shall be determined through detailed transportation studies, environmental assessments where required and the planning approval process. An amendment to this Plan will not be required for changes to the requirements, location or alignments shown on Schedule C provided that the general intent and purpose of this Plan is maintained.

8.4 Rights-of-Way

- 8.4.1 The required right-of-way widths shown in Table 4, Functional Classification of Roads, in conjunction with Schedule C, denote the requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive queue jump and/or turning lanes and other special treatments to accommodate the optimum road/intersection geometric design.
- 8.4.2 Additional rights-of-way may be required to provide lands for environmental considerations in the construction of bridges, overpasses, grade separations, pedestrian and cycling facilities, and transit priority measures. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities.
- 8.4.3 Rights-of-way in accordance with Table 4 shall be conveyed as required as a condition of *development*.

8.12 Integrating Land Use and Transportation

- 8.12.1 The Town will co-ordinate land use and transportation planning to maximize the efficient use of land.
- 8.12.2 *Development* plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a *transit-supportive* urban structure, the following measures will be reflected in all *development* proposals:

- a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations;
- b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;
- c) documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and,
- d) transit stops and bus bays on primary and secondary transit corridors and major arterials and, where appropriate, incorporation of these features into road design requirements.

8.16 Noise and Vibration

- 8.16.1 The Town shall require appropriate mitigation of adverse impacts on *sensitive land uses* from noise and vibration emanating from rail yards, railways, Provincial Highways, major, multi-purpose and minor arterials, and primary transit corridors.
- 8.16.2 *Sensitive land uses* shall be buffered through mechanisms such as restrictions on the type of use, building design, location of outdoor living area and the provision of landscaping including street trees and fencing.

10. SUSTAINABILITY

10.1 General

10.1.1 Objectives

The general objectives for sustainability are:

- a) to minimize the Town's *ecological footprint*;
- b) to achieve sustainable building and community design;
- c) to preserve, enhance and protect the Town's environmental features, natural heritage systems and waterfronts;
- d) to enhance the Town's air and water quality;
- e) to maintain the existing urban forest; and,
- f) to progressively increase the urban forest to achieve a canopy cover of 40% Town-wide beyond the life of this Plan.

10.1.2 Policies

- a) *Sustainable development* will be one of the criteria when reviewing applications for future land use and for public works and capital expenditures in order to minimize the Town's *ecological footprint*.
- b) The Town will encourage *development* which reflects the principle of *sustainable development* through a *sustainable development* checklist. The checklist will be used as a tool for assessing *sustainable development* features of applications, including those matters set out in this section or other initiatives.

10.4 Energy Conservation

10.4.1 The Town shall promote and encourage *development* which minimizes energy consumption when evaluating planning applications by:

- a) seeking a *compact urban form*;
- b) encouraging mixed use *development* where appropriate to minimize motor vehicle trips;
- c) encouraging the use of appropriately selected and located vegetation to reduce the energy consumption of buildings;
- d) encouraging urban design that promotes energy conservation;
- e) promoting transit and modes of *active transportation*; and,
- f) addressing other matters, as appropriate, that reduce energy consumption.

10.6 Green Buildings

10.6.1 The Town will encourage innovative programs and construction methods which support the *sustainable development* and redevelopment of buildings. Sustainable features sought by the Town may include, but are not limited to:

- a) *renewable energy systems* such as wind, geothermal and solar power installations;
- b) energy-efficiency technologies that are consistent with high energy efficiency standards (such as Energy Star and LEED buildings), design features and construction practices;
- c) green roofs or high albedo roofs that contribute to the reduction of the urban heat island effect;
- d) permeable paving and other innovative stormwater management methods;
- e) water conservation and efficiency measures; and,
- g) conserving heritage resources, which contributes to sustainability by reducing landfill and lessening the demand for energy and resources needed for new construction.

10.10 Stormwater Management

- 10.10.1 Stormwater management techniques shall be used in the design of new *developments* to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.
- 10.10.2 Where existing *watercourses* are sufficiently wide to carry storm flows, there shall be no modification of these areas, except for *erosion* control and water quality maintenance measures to the satisfaction of the Town, the Conservation Authority and the Province.
- 10.10.3 Where the *watercourse* is not sufficient to accommodate storm flows and to ensure water quality, realignment or deepening of the *watercourse* may be accepted, if the following guidelines are satisfied:
- a) The *watercourse* realignment must meet all of the requirements of the Town, the Conservation Authority and the Federal government.
 - b) *Erosion* control and/or stream bed and bank stabilization techniques shall be implemented to the satisfaction of the Town and the Conservation Authority.
 - c) All alterations to *watercourses*, floodplains, meander belts, valleylands and fish habitat will require the approval of the Conservation Authority.
- 10.10.4 Potential recharge and infiltration areas shall require further studies to be conducted at the *development* application stage. The purpose of these studies is to determine whether site specific recharge and/or infiltration is feasible on the subject property and to ensure protection of their function.
- 10.10.5 The provision of stormwater drainage facilities shall be in accordance with master plans established through subwatershed studies, where applicable, or the Town's engineering standards.
- 10.10.6 Stormwater management plans and facilities for watersheds that extend beyond the municipal boundary shall be developed in conjunction with the adjacent municipalities.
- 10.10.7 Existing groundwater recharge rates shall be maintained in all *developments*, where possible.
- 10.10.8 The use of permeable surfaces and soft landscaping shall be encouraged where possible.
- 10.10.9 All *development* shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.
- 10.10.10 Where permanent facilities are required to service the full watershed, as determined in the subwatershed study, or are to be located outside the area of application for

draft plan of subdivision approval, *development* of the subdivision may be delayed until required facilities are built.

- 10.10.11 Notwithstanding the above, the proponent of an application for draft plan of subdivision approval may provide interim stormwater management for the subdivision on their own property, subject to the approval of the Town and the Conservation Authority. Such handling shall be of a temporary nature and shall not be an alternative to optimum stormwater management as identified in the watershed and subwatershed studies.
- 10.10.12 The Town may pursue opportunities to implement quantity and quality controls for stormwater management within the Town's developed areas where current controls do not exist or are not adequate.

12. MIXED USE

12.1 General

- 12.1.1 The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and *infrastructure*.
- 12.1.2 Mixed use *development* will be focused on lands located within Oakville's Growth Areas and along identified corridors.
- 12.1.3 The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the *development* process and regulated by the implementing zoning.

12.5 Urban Core

The Urban Core designation is envisioned to have a strong urban focus and incorporate retail and service commercial, *major office*, office and residential uses. *Development* should be oriented to the street and shall contribute to a high quality pedestrian-oriented and *transit-supportive* environment. Midtown Oakville and the Uptown Core are the primary locations for this designation.

12.5.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, *major office*, offices and residential uses may be permitted in the Urban Core designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street.
These uses may also extend to other floors. Places of entertainment, indoor sports

facilities and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and above the ground floor.

- b) The size and location of uses shall be determined through the *development* process and regulated by the implementing zoning.

12.5.2 Building Heights

- a) Buildings within the Urban Core designation shall be a minimum of eight storeys in height and a maximum of 12 storeys in height.
- b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

12.5.3 Parking

- a) Underground and/or structured parking shall be encouraged.
- b) Surface parking should not be permitted between buildings and the adjoining streets. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.

23. KERR VILLAGE

23.1 Goal

Kerr Village will be revitalized as a vibrant business district and cultural area.

23.2 Objectives

As Kerr Village develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

- 23.2.1 Create opportunities for new, sustainable growth by promoting *compact urban form* with higher density *development* through *compatible development* and redevelopment opportunities.

- 23.2.2 Enhance the mobility of all users with the provision of transit priority measures and increase levels of service through the *development* process by:

- a) promoting pedestrian and cycling-oriented mixed use *development*, with improved connections to the Downtown as well as the GO train station and proposed employment hub in Midtown Oakville;
- b) improving circulation, connections and access for cyclists, pedestrians and public transit; and,
- c) increasing efficiencies for alternate modes of transportation by encouraging *compact urban form*.

23.2.3 Create an attractive public realm by:

- d) promoting high quality streetscapes and open spaces to create a comfortable, accessible and unique community; and,
- e) ensuring appropriate transitions occur between the main street areas and the lower density residential neighbourhoods.

23.3 Development Concept

Kerr Village is comprised of three land use districts that are structured to provide an appropriate transition in land use and built form between the existing residential areas and any future *development* and redevelopment.

23.3.1 Upper Kerr Village District

The Upper Kerr Village District will become a *transit-supportive* and mixed use area. Higher density forms of *development* are permitted to achieve the critical mass required for enhanced transit. The District will include appropriate gateway features, an urban park with pedestrian mid-block connections and opportunities for *affordable housing*. Employment designations adjacent to the District are to remain, and any new *development* shall incorporate measures to buffer *Employment Areas* from potentially incompatible uses.

23.4 Functional Policies

In addition to the policies of Parts C and D of this Plan, the following functional policies apply to Kerr Village.

23.4.1 Transportation

- a) The Town will introduce transit service improvements at an early stage in the *development* of Upper Kerr Village District. As the revitalization of this district evolves it will be serviced by the extension of improved transit levels of service, including transit priority measures and *infrastructure* required to create an efficient and attractive transit environment.
- b) Through the *development* process, attractive transit environments are encouraged to include transit passenger amenities, minimal surface parking, and other travel demand management strategies to encourage transit ridership.

c) Parking

- i) Surface parking lots shall be limited. Where surface parking is provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks and significant landscaping including:
 - ☐ pavement treatment;
 - ☐ low walls or decorative fencing;
 - ☐ landscape material; and,

- trees and lighting throughout parking lots and along the edges.
- ii) Access to parking and servicing areas should not occur from Kerr Street but from local streets, service lanes and to the side or rear of buildings.
- iii) On-street parking shall be maintained throughout Kerr Village with the exception of Speers Road and Kerr Street north of Speers Road. It is the intent that on-street parking shall be permitted at all times.
- d) Bicycle facilities are encouraged throughout Kerr Village with the appropriate signage and infrastructure such as bicycle racks and bicycle lockers.
- e) The feasibility of creating a new or improved east-west pedestrian/cycling connection across Sixteen Mile Creek in the general area of the QEW/Speers Road shall be investigated by the Town.
- f) The redevelopment of Upper Kerr Village District shall anticipate the westerly extension of Shepherd Road and the northerly extension of St. Augustine Drive, with regard for potential redevelopment of adjacent lands.

23.5 Urban Design

In addition to the Urban Design policies in section 6 of this Plan, the following policies shall apply specifically to Kerr Village. The urban design plan for Kerr Village is provided on Schedule O2.

23.5.1 General

Development and public realm improvements, including the streetscape for Kerr Street and Lakeshore Road West, shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual.

23.5.2 Public Realm

Enhanced streetscape areas, as identified on Schedule O2, should be incorporated in the design of new *developments*, streetscapes and open space areas, and utilized as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, as well as larger setbacks in built form and the creation of additional pedestrian-oriented spaces.

23.5.3 Streetscapes

- a) Primary and secondary streets, as identified on Schedule O2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping and furnishings.
- b) Buildings along primary streets, as identified on Schedule O2, shall:
 - i) incorporate a high degree of transparency on the ground floor;

- ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.
- c) Buildings along secondary streets, as identified on Schedule O2, should:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, office, community or cultural uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.

23.5.4 Gateways

- a) Through public actions and the *development* process, gateway treatments shall be provided in Kerr Village.
- b) Gateways are identified on Schedule O2 and indicate locations that are visually prominent entry points into Kerr Village. These locations shall provide gateway treatments which may include well designed built form or structures, distinctive streetscape treatments, landscaping, and/or public art. Gateway locations include:
 - i) the future Kerr Street underpass and railway crossing;
 - ii) Speers Road and Kerr Street;
 - iii) Speers Road at the Queen Mary Drive bridge;
 - iv) Lakeshore Road West and Kerr Street;
 - v) Lakeshore Road West and Dorval Drive; and,
 - vi) Lakeshore Road West and Forsythe Street.

23.5.5 Urban Squares

- a) Through the *development* process, a new park shall be provided in the Upper Kerr Village District, west of Kerr Street, north of Speers Road.
- b) Heritage Square, located on the west side of Kerr Street opposite Florence Drive, should be a gathering area with hard surfaced and landscaped elements appropriate for an array of public event uses. Built form and land uses surrounding the urban square are to complement and enhance the area.

23.5.6 Built Form

- a) *Development* within the Mixed Use designations south of Speers Road that does not have direct frontage on Kerr Street is encouraged to consolidate with lots that front onto Kerr Street to ensure comprehensive *development*.
- b) Buildings greater than three storeys in height, on lands immediately adjacent to lands designated Residential Low Density, shall be stepped back above the third storey.

23.6 Land Use Policies

Land use designations are provided on Schedule O1. In addition to the policies of Part D of this Plan, the following policies apply specifically to Kerr Village.

- 23.6.2 The maintenance of a food store in any redevelopment of lands within the Urban Core designation shall be encouraged.

23.7 Kerr Village Exceptions – Schedule O1

The following additional policies apply to certain lands on Schedule O1, Kerr Village Land Use.

- 23.7.1 The lands designated Urban Core at the northwest corner of Speers Road and Kerr Street are subject to the following additional policies:
 - a) As part of any *development* approval, *development* and redevelopment shall be based on a comprehensive development plan which demonstrates the potential full build out of the lands.
 - b) Redevelopment of existing low-rise commercial uses may occur gradually in a phased manner. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan; and,
 - c) On the west side of Kerr Street abutting the railway, any requirement for, and the size and location of, retail, service commercial and office uses on the ground floor of buildings shall be determined through the *development* process and regulated by the implementing zoning.

23.8 Implementation Policies

In addition to the policies of Part F of this Plan, the following implementation policies shall apply to Kerr Village.

23.8.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit;

- ii) transportation improvements;
 - iii) water and wastewater services;
 - iv) stormwater management facilities;
 - v) pedestrian and cycling facilities; and,
 - vi) *utilities*.
- b) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

23.8.2 Bonusing

- a) The Town may allow the following increases beyond the maximum permitted height in the areas of Kerr Village delineated on Schedule O, without amendment to this Plan:
- i) up to four storeys on the lands designated Urban Core, north of Speers Road and west of Kerr Street; and,
 - ii) up to two storeys on the remaining lands.
- b) The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits noted in section 23.8.2 d).
- c) The bonusing priorities for Kerr Village include transit and alternative transportation solutions.
- d) Additional public benefits considered appropriate for the application of increased height in Kerr Village may include, but are not limited to:
- i) the provision of *affordable housing* units and/or rental housing units;
 - ii) community service/facility space;
 - iii) non-profit child care facilities;
 - iv) public art;
 - v) enhanced streetscape/public open space improvements; and,
 - vi) enhanced green building and energy conservation technology.

23.8.3 Programs and Initiatives

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

28. IMPLEMENTATION

28.2 Site-specific Official Plan Amendments

- 28.2.1 The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.
- 28.2.2 The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment in accordance with the submission requirements set out in Part F of this Plan.
- 28.2.3 Submissions must demonstrate that the proposed amendment:
- a) is consistent with the Town’s mission and guiding principles;
 - b) does not undermine the Town’s urban structure in terms of:
 - i) directing growth to identified nodes and corridors, and ensuring their timely *development* in a manner that makes effective and efficient use of existing and planned investment and achieves the planned objectives for these areas;
 - ii) protecting natural heritage systems;
 - iii) protecting waterfront open space, parks and other public open space;
 - iv) conserving *cultural heritage resources*; and,
 - v) the maintenance of the *character* of established Residential Areas, *Employment Areas* and major commercial areas;
 - c) is consistent with Provincial, Regional and Town plans for *multi-modal* transportation systems, municipal services, *infrastructure* and *public service facilities*;
 - d) does not result in adverse fiscal impacts for the Town;

- e) is an appropriate use for the land;
- f) is *compatible* with existing and planned surrounding land uses;
- g) is not more appropriately considered under a *required comprehensive Official Plan review* or a *municipal comprehensive review*;
- h) does not establish an undesirable precedent if approved;
- i) satisfies all other applicable policies of this Plan.

28.8 Bonusing (Bonus By-laws)

28.8.1 *Development* standards may be incorporated into the Zoning By-law to permit increases in height and/or density of *development*, where such *development* provides public benefits above and beyond what would otherwise be required.

28.8.2 The public benefits may include but are not limited to:

- a) public transit *infrastructure*, facilities, services and improved pedestrian access to public transit;
- b) public parking;
- c) *affordable housing* for a wide array of socio-economic groups;
- d) conservation and preservation of *cultural heritage resources*;
- e) protection and/or enhancement of natural features and functions;
- f) community centres and/or facilities and improvements to such centres and/or facilities;
- g) parkland and improvements to parks;
- h) day care centres;
- i) public art;
- j) integration of office uses in mixed use *developments*;
- k) green buildings; and,
- l) other local improvements that contribute to the achievement of the Town's building, landscape and urban form objectives as set out in this Plan and supporting documents.

28.8.3 The public benefits should generally be provided in the area in which the bonusing is provided.

- 28.8.4 Bonus by-laws should only be considered where such increases can be accommodated by the existing or improved *infrastructure*. Studies supporting the increased height and/or density proposed may be required to address *infrastructure* capacity for the subject *development* as well as the impacts on the surrounding area.
- 28.8.5 Bonus by-laws shall only be considered where such increases are *compatible* with the surrounding area.