

Draft Policies for the Speers Road Corridor Special Policy Area

26.4 Speers Road Corridor

The land along Speers Road, located south of the railway tracks and north of the residential areas between Bronte Creek and Kerr Street, is a *Special Policy Area* known as the Speers Road Corridor. This *Special Policy Area* is an employment mixed use corridor and a *transit priority corridor*, as shown on Schedule A1, Urban Structure.

The corridor is a multi-purpose arterial providing an important east-west linkage across the town. It connects the Bronte GO *Major Transit Station Area*, the Kerr Village Main Street Growth Area, the Midtown Oakville *Urban Growth Centre*, and the *employment area* in between.

The boundary of the Speers Road Corridor *Special Policy Area* is identified on Schedule F, South West Land Use, and Schedule G, South East Land Use. The following policies provide a framework for change within the Speers Road Corridor *Special Policy Area*.

26.4.1 Goal

The Speers Road Corridor will support the town's urban structure as an *intensification corridor* and *transit priority corridor* which will be a *multi-modal, transit-supportive, employment area* where a wide range and mix of business and economic activities can thrive.

26.4.2 Objectives

The Town will, through public actions and in the process of reviewing *development* applications, use the following objectives to guide decision making within the Speers Road Corridor *Special Policy Area*.

- a) Recognize the unique context of the Speers Road Corridor *employment area* as an employment mixed use corridor by:
 - i) supporting employment generating uses as well as population related employment opportunities which serve to enhance the viability of the surrounding *employment areas* and serve nearby employees, residential areas and the public at large;

- ii) supporting non-traditional employment *development* including compact mixed use *development* that incorporates employment with appropriate commercial uses;
 - iii) integrating the Speers Road Corridor *employment area* with adjacent non-employment areas along the corridor to develop vibrant, mixed use areas;
 - iv) ensuring an appropriate transition to adjacent residential areas; and,
 - v) providing a broad range of employment opportunities and economic activity.
- b) Support the role of Speers Road as an *intensification corridor* by:
- i) fostering conditions to enable *intensification*, including brownfield redevelopment;
 - ii) increasing employment density permissions above the current condition;
 - iii) promoting a compact and *transit-supportive* built form; and,
 - iv) encouraging land assembly to support comprehensive redevelopment.
- c) Support the role of Speers Road as a *transit priority corridor* by:
- i) ensuring new *development* and road improvements are designed to be *transit-supportive*;
 - ii) creating a *multi-modal* environment with enhanced transportation options and amenities for transit users, pedestrians, and cyclists;
 - iii) planning for greater levels of transit service to connect people to existing and planned local and regional destinations;
 - iv) ensuring *development* considers the evolving function of Speers Road over the long-term and protects for future road improvements to enable a *multi-modal* environment; and,
 - v) emphasizing the importance of the corridor as a key component of the town and region-wide transportation network.

26.4.3 Development Concept

The Speers Road Corridor is a six kilometer multi-purpose arterial stretching from Bronte Road to Kerr Street. The corridor consists of a mix of existing employment and *arterial commercial* uses, including motor vehicle related uses, which serve both a local and broad market area. Uses within the Speers Road Corridor *Special Policy Area* generally do not locate in planned commercial shopping areas, retail centres or plazas due to their business activities or function. The corridor will continue to support a wide range and mix of business and economic activities. It is not expected that all uses will be permitted in all locations. Limits on the type and scale of uses shall be provided through policy direction and the implementing zoning. Special consideration will also be given to properties adjacent to the residential area to ensure an appropriate transition.

It is the intent of this Plan to enable *intensification* opportunities, *transit-supportive development* and increased employment densities throughout the corridor. The corridor is comprised of three districts, with a distinct character in terms of land use and built form.

a) Bronte Creek to East of Third Line District

New *development* within this district will support the establishment of a westerly node around the Bronte GO Station. This area, which is currently an *employment area*, will evolve as a *major transit station area* and will be planned to accommodate growth and a minimum density target of 150 residents and jobs combined per hectare. A future study of this *major transit station area* will update the policies for this area to establish boundaries, the mix of land uses including residential uses, and the intensity, form and scale of *development*. The study will be coordinated with Halton Region and will consider, among other matters, moving the existing bus transit terminal to the south side of the train tracks with access from Speers Road.

The Bronte GO *major transit station area* is intended to support greater *development* densities than the adjacent areas along the corridor. *Major office* and appropriate major institutional uses will continue to be directed to this area. *Development* outside of the future Bronte GO *major transit station area* will remain as an *employment area* and will be designed to integrate with and support the *priority transit corridor*.

b) East of Third Line to Fourth Line District

This district will contain a mix of employment and *arterial commercial* uses and functions and is expected to maintain a larger industrial presence on the north side

of Speers Road. The area will provide for modest intensification opportunities, with an increased focus on pedestrian facilities.

c) Fourth Line to Kerr Street District

This district will contain a mix of employment and *arterial commercial* uses and functions. The area in proximity to Dorval Drive and east toward Kerr Street will be a transition area to the Kerr Village Main Street Growth Area. The transition area will be a focus for compatible *intensification* opportunities to take advantage of existing broader transportation connections, including transit, and to integrate the Speers Road Corridor *employment area* with the adjacent Kerr Village Main Street Growth Area to achieve a vibrant, mixed use area.

26.4.4 Functional Policies

In addition to the policies in Part C and D of this Plan, the following functional policies apply to the Speers Road Corridor *Special Policy Area*.

a) Transportation

- i) Speers Road will evolve as a *transit priority corridor*. Road improvements undertaken for the *transit priority corridor* should consider opportunities to implement infrastructure, technology and operational improvements to improve travel speed, reliability, and convenience of transit service.
- ii) In balancing the objectives for Speers Road as a *transit priority corridor* and an *intensification corridor*, the Town shall, when undertaking road improvements, work to limit property impacts which would significantly lessen *development* and *intensification* opportunities.
- iii) In accordance with section 8.4 and notwithstanding the required right-of-way widths shown in Table 4, Functional Classification of Roads, it is anticipated that Speers Road will require additional right-of-way to accommodate improvements identified in the Transportation Master Plan, Active Transportation Master Plan, and as an evolving *transit priority corridor*. Until such time that the ultimate right-of-way is incorporated into this plan, site plans for new *development* shall consider and incorporate interim measures needed to protect for future road improvements.
- iv) Notwithstanding Schedule D, Active Transportation Master Plan, the preferred cycling facility type along Speers Road shall be a buffered bike lane.

- v) Road improvements shall incorporate pedestrian sidewalks and should consider opportunities for pedestrian signals, where appropriate, where limited pedestrian crossings are available.
- b) Parking
- i) To facilitate *transit-supportive* design, minimized surface parking areas, underground parking, and structured parking that is located away from Speers Road frontages, shall be encouraged. Where surface parking is provided, it should be located in the rear or side yard.
- ii) Front yard parking shall be minimized to the extent possible. No greater than two rows of parking and its associated drive aisle shall be permitted in a front yard.
- iii) The arrangement and location of on-site parking shall take into consideration the need for future road improvements. Front yard parking may be used as an interim condition prior to road improvements taking place.
- iv) Shared driveways between adjacent properties are encouraged. Multiple driveway accesses from individual properties to Speers Road are discouraged and shall be restricted and reduced where feasible.
- v) Shared parking areas between adjacent properties are encouraged, to the satisfaction of the town, which:
- reduce the requirement for individual driveway access; and,
 - reduce required parking standards for *development* that demonstrates, through a *transportation demand management* plan and implementation strategy, a reduction in parking is appropriate.
- c) Urban Design
- i) *Development* shall conform with the policies relating to urban design set out in Part C.
- ii) *Developments* shall be designed to be *transit-supportive* including support for active transportation.

- iii) Permitted uses within the *Special Policy Area* are encouraged to locate in employment-commercial mixed use buildings that create a compact built form.
 - iv) Where *development* is proposed on a lot abutting the existing residential area, it shall be designed to achieve an appropriate transition between the new *development* and existing residential area, which may include *compatible* built form including appropriate transition of height, spatial separation and landscape buffering.
 - v) *Developments* should incorporate improved pedestrian access from Speers Road into the adjacent residential areas where opportunities exist.
 - vi) Urban design guidelines may be prepared for the Speers Road Corridor *Special Policy Area* and incorporated into the Livable by Design Manual, as amended.
- d) Accommodating Intensification
- i) Property consolidation and land assembly to allow comprehensive site design and *development* proposals that are *transit-supportive* are encouraged.
 - ii) Notwithstanding section 14.1.3, a minimum building height of two storeys shall be required at the time of property redevelopment.
 - iii) New uses and *development* which provide increased employment densities over the existing condition shall be encouraged.
 - iv) A new criterion shall be developed for assessing consent applications for the Speers Road Corridor *Special Policy Area*.
- e) Minimum Density
- i) A minimum employment density target, measured in jobs per hectare, shall be established for the Speers Road Corridor *Special Policy Area* in coordination with Halton Region.

26.4.5 Land Use Policies

Land use designations for the Speers Road Corridor *Special Policy Area*, are provided on Schedule F, South West Land Use, and Schedule G, South East Land Use. The following policies apply specifically to the Speers Road Corridor *Special Policy Area*.

- a) *Major retail* uses shall not be permitted.
- b) Where *arterial commercial* uses are permitted within the *Special Policy Area* they shall be limited in size. *Arterial commercial* uses shall be determined in the implementing zoning by-law.
- c) On lands designated Business Employment within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
- i) Notwithstanding section 14.4.1 and 14.4.2, indoor sports facilities, indoor places of entertainment, *arterial commercial* uses, service commercial uses, and accessory retail in conjunction with another permitted employment use may also be permitted. *Major offices* may also be permitted within 500 metres of the Bronte GO Station.
 - ii) *Arterial commercial* and service commercial uses, which include retail showrooms, on sites designated Business Employment shall not exceed the greater of:
 - 2,000 square metres in total floor area; or,
 - 50 percent of the total floor area when located within a mixed use building containing employment uses.
 - iii) Existing commercial uses which exceed 2,000 square metres in floor area or 50 percent of the total floor area on a lot when mixed with employment uses, shall be permitted.
 - iv) Notwithstanding section 14.4.4, new outdoor storage areas shall not be permitted on lots abutting the residential area.
- d) On the lands designated Industrial within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
- i) Notwithstanding section 14.5.1, office uses, hotels, public halls, and indoor places of entertainment may also be permitted.
- e) On the lands designated Business Commercial within the Speers Road Corridor *Special Policy Area* the following additional policies apply:

- i) Notwithstanding section 14.6.1, light industrial uses such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling may also be permitted. *Arterial commercial* uses, indoor sports facilities and places of entertainment may also be permitted.
- ii) In addition to section 14.6.3, *arterial commercial* uses shall not exceed 2,500 square meters in total floor area.
- iii) Areas in proximity to intersections shall be the focus for concentrations of retail and service commercial uses.

26.4.6 Speers Road Corridor Exceptions – Schedule F

TO BE DETERMINED THROUGH ADDITIONAL CONSULTATION IF REQUIRED.

26.4.7 Speers Road Corridor Exceptions – Schedule G

TO BE DETERMINED THROUGH ADDITIONAL CONSULTATION IF REQUIRED.

26.4.8 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to the Speers Road Corridor *Special Policy Area*.

a) Consents (Severances)

- i) In addition to the criteria to grant a consent in section 28.12.2, applications for consent for a new lot may only be granted where the severance does not fragment the lotting fabric which would preclude comprehensive site design, *development* and restrict *intensification* from taking place in accordance with the policies for the Speers Road Corridor *Special Policy Area* on the retained and new lot.

b) Phasing/Transition

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

- water and wastewater services; and,
 - streetscape improvements.
- ii) 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 used and redeveloped in conformity with this Plan.
- iii) Reductions to the minimum building height required for the Speers Road Corridor *Special Policy Area* may be considered during the *development* review process for buildings, or part thereof, containing employment uses such as warehousing or manufacturing, which due to the operational function of the employment use cannot otherwise be accommodated within a two story building.
- iv) The redevelopment of existing low-rise buildings will occur gradually over the long-term. Notwithstanding the minimum building height required by the Speers Road Corridor *Special Policy Area*, a change in use within an existing building, building additions and alterations may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the property.
- v) The area around the Bronte GO Station is a *major transit station area* where *major office* and appropriate major institutional uses will be directed. Until such time that the Bronte GO *major transit station area* is geographically delineated, in consultation with Halton Region, the policies of the Speers Road Corridor *Special Policy Area* shall apply. Notwithstanding, *development* shall have regard for the objectives and concept for this area. *Development* which would adversely affect the achievement of the objectives and concept for this area shall be prohibited.
- c) Programs and Initiatives
- i) As part of updating the Town's Economic Development Strategy, the Town shall integrate and align the land use planning objectives with the economic goals and strategies to retain and attract investment and employment for the Speers Road Corridor *Special Policy Area*.
- ii) The Town shall prepare a *community improvement plan* for a *community improvement project area*, in accordance with section 28.14 of this Plan and

the *Planning Act*, which includes the Speers Road Corridor *Special Policy Area* for brownfield redevelopment.

- iii) The Town shall, in consultation with Halton Region, update the policies for the Speers Road Corridor *Special Policy Area*, as required, in coordination with the:
- Region of Halton Mobility Management Strategy;
 - Region of Halton *municipal comprehensive review* including the development of an employment strategy; and,
 - Region of Halton's delineation of the Bronte GO *major transit station area*.

Within Part F, Section 29.5 Glossary, of the Livable Oakville Plan, the following definitions are to be added:

Arterial commercial means a business carrying out economic activities which may serve a local or broad market area providing specialized services or products having a low intensity retail function and which does not serve the day to day needs of the public. Due to their business activity or function they are distinct from uses that normally locate within planned commercial shopping areas, retail centres or plazas.

Major retail means large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities. (Growth Plan, 2017)



