

23. KERR VILLAGE

Kerr Village, as shown on Schedule O1, is situated along the length of Kerr Street, from the railway tracks in the north to just south of Lakeshore Road West in the south. The southerly portion of the village extends along Lakeshore Road West, from Dorval Drive in the west to Sixteen Mile Creek in the east. ~~is bounded by Lakeshore Road West to the south and the railway tracks to the north, and lies east of Maurice Drive and west of Queen Mary Drive.~~ Kerr Street, and Lakeshore Road West, ~~are~~ is the main streets of the village, where a mix of commercial, residential and institutional land uses are found.

Kerr Village will accommodate *intensification* through new *development* and redevelopment, with a mix of residential and commercial uses. The Village will also continue to function as a location for institutional, recreational and public open space uses.

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:

- a) promoting high quality streetscapes and open spaces to create a comfortable, accessible and unique community; and,

- b) 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.

23.3.2 Kerr Village Main Street District

The Kerr Village Main Street District will be a predominantly mixed use area along Kerr Street with residential buildings including commercial or office uses at-grade. ~~Blocks shall have medium density buildings~~ Development shall be set back to allow for pedestrian activity and attractive streetscapes. A gathering point for the community, such as a market, shall be encouraged here.

23.3.3 Lower Kerr Village District

The Lower Kerr Village District shall largely be a mixed use area, allowing for a mixture of commercial, office and residential uses, including some standalone residential uses, ~~the Central Business District~~ extending from Downtown Oakville, with a defined entrance into Kerr Village.

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.

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.
- c) Bicycle facilities are encouraged throughout Kerr Village with the appropriate signage and infrastructure such as bicycle racks and bicycle lockers.
- d) 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.
- e) 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.

~~23.4.2 — Public Realm~~

- ~~a) — Heritage Square shall be the focal point of the community where cultural and community events may occur.~~
- ~~b) — The replication of existing streetscapes that are well-designed and have a continuous theme with generous sidewalks, street trees and enhanced pedestrian and cycling crossings that promote access, orientation and personal safety, is encouraged.~~
- ~~e) — Through the *development* process, a park facility shall be provided in the Upper Kerr Village District, west of Kerr Street, north of Speers Road.~~

- d) ~~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 and active street frontages.~~

~~23.4.3~~ Urban Design

- a) ~~Buildings in Kerr Village are to be organized to create a pedestrian and cycling-sealed street space.~~
- b) ~~Buildings on corner lots along Kerr Street should generally face Kerr Street.~~
- e) ~~Buildings greater than 4 storeys in height, on lands immediately adjacent to lands designated Residential Low Density, shall be stepped back above the fourth storey.~~
- d) ~~Through the development process, two primary gateways in Kerr Village are to be created—a north gateway at the intersection of Speers Road and Kerr Street, and a south gateway in the vicinity of Lakeshore Road West and Kerr Street. Gateways are to be designed with consistent elements such as urban open space, hardscaped surfaces, public art and appropriate built form.~~
- e) ~~Built form surrounding gateways is to be complementary and enhance gateway features.~~

~~23.4.4~~

23.4.2 Growth Target

~~It is anticipated that Kerr Village can accommodate 5,000 residents and 1,500 jobs, including 1,200 new residential units. In addition, there is the potential for 900 more residential units with transit improvements.~~

A minimum planned density shall be established for Kerr Village through Provincial plan conformity coordinated with Halton Region.

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

- a) 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 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, office, community or cultural 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 ~~facility~~ 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*. ~~and active street frontages~~
- b) Buildings greater than ~~4~~3 storeys in height, on lands immediately adjacent to lands designated Residential Low Density, shall be stepped back above the ~~fourth~~ third storey.

~~23.5~~

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.

~~23.5.1~~

23.6.1 The lands designated Main Street 2, and known as 21 to 45 Shepherd Road (on the north side) and 20 to 40 Shepherd Road (on the south side), are a transition area subject to the following additional policies:

- a) Stand-alone Medium Density Residential uses may be permitted.
- b) The type, size and location of non-residential uses shall be determined through the *development* process and regulated by the implementing zoning.

- c) *Development* in the transition area shall:
- i) enhance the quality of the existing surrounding residential context;
 - ii) contribute to a sensitive transition to the Low Density Residential uses to the south;
 - iii) be *compatible* with adjacent, existing *development* with respect to scale, form and *character*; and,
 - iv) be sensitive to negative traffic impacts on Queen Mary Drive through access control, restricted parking standards and transit amenities.
- d) On the property known as 21 Shepherd Road, an increase in the size of the standard setback for the *stable top-of-bank* of Sixteen Mile Creek valley may be required for greater protection of the valleylands.

~~23.5.2~~

23.6.2

The maintenance of a food store in any redevelopment of lands within the ~~Urban Centre and~~ Urban Core designations shall be encouraged.

23.6.3

On the lands designated Main Street 1 and Main Street 2, residential uses may be permitted on the ground floor, including multiple-attached dwellings and apartments, except where adjacent to Lakeshore Road West, Kerr Street, and Speers Road, where commercial, office, community or cultural uses shall be provided on the ground floor facing the street, to maintain and enhance a pedestrian-oriented main street function.

~~23.5.3~~

23.6.4

The lands ~~designated Central Business District between the properties on the south side of Lakeshore Road West~~ located between the properties designated Main Street 1 south of Lakeshore Road West, and the properties designated Low Density Residential on the north side of Burnet Street, from Brock Street to Forsythe Street, are a transition area, as implemented by the Zoning By-law, and subject to the following additional policies:

- a) Medium Density Residential uses shall be permitted.
- b) Limited commercial uses that are non-retail and do not generate major traffic and noise may also be permitted at 79, 82 and 86 Wilson Street. *Development* in the transition area shall:
 - i) enhance the quality of the existing surrounding residential context;
 - ii) contribute to a sensitive transition from the lands to the north of the transition zone with those to the south;

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- iii) be *compatible* with adjacent, existing *development* with respect to scale, form and *character*; and,
- iv) be sensitive to neighbouring heights, massing, setbacks from the street, distance between buildings, architectural form, colour and materials.

23.6.5 The lands subject to the Greenbelt Urban River Valley is a *Greenbelt area* and subject to Section 26.5 of this Plan.

~~23.6~~

23.7 **Kerr Village Exceptions – Schedule O1**

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

~~23.6.5~~

23.7.1 ~~At the northwest corner of Speers Road and Kerr Street:~~ 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.*
- ~~a)~~
- b) ~~On the lands designated Urban Centre and Urban Core, the r~~ 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
- ~~b)~~
- c) ~~On the lands designated Urban Core o~~ 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.

~~23.6.1~~

23.7.2 The lands designated Urban Core at the northeast corner of Speers Road and Kerr Street are subject to the following additional policies:

- a) The *development* shall consist of a maximum of two new buildings up to a maximum height of 19 and 21 storeys respectively with a total of 533 units (excluding the two heritage buildings), conditional on the owner entering into an agreement under section 37 of the *Planning Act*.

- b) Any site *development* will provide for the relocation and reuse of the existing two heritage buildings on site in accordance with an approved heritage permit.
- c) The design of the site is intended to create a gateway *development* marking the entrance to Kerr Village. The design is encouraged to incorporate the following urban design elements, which will be detailed further through the implementing zoning and approved site plan:
 - i) a pedestrian-first environment to be promoted through the siting of buildings (new and heritage structures) and the arrangement of driveways, amenity areas, parking areas and pedestrian networks;
 - ii) a publicly accessible open space area/square;
 - iii) enhanced pedestrian accessibility and connectivity along the Kerr Street and Speers Road frontages as well as through the site;
 - iv) retention of the existing heritage buildings on site in a location which maximizes visibility and access;
 - v) grade related commercial uses along Speers Road and, to the extent practical, along Kerr Street;
 - vi) exclusively underground parking with the exception of a minor amount of short-term parking which may be located at grade;
 - vii) a strong focal point at the corner of Kerr Street and Speers Road which incorporates an open space element; and,
 - viii) building design that incorporates appropriate street setbacks for building podiums and towers to facilitate height transition.

~~23.6.2~~

23.7.3

On the lands designated Main Street 1 at the northeast corner of Prince Charles Drive and Kerr Street, a facility containing administrative offices and support services for a privately owned community centre may also be permitted.

~~23.6.3~~

23.7.4

On the lands designated Main Street 2 and known as 70 Stewart Street and 73 Washington Avenue, a maximum building height of 4 storeys shall be permitted. Stand-alone residential buildings may be permitted.

~~27.2.1~~

23.7.5

The lands designated Medium Density Residential and High Density Residential in the general vicinity of Rebecca Street, Garden Drive, and Maurice Drive are subject to the following additional policies:

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- a) On the lands designated Medium Density Residential, only multiple attached dwellings may be permitted with a maximum building height of 3 storeys.
- b) On the lands designated High Density Residential, only townhouses and apartments may be permitted with a maximum building height of 4 storeys.
- c) Redevelopment in accordance with a) and b), above, shall only occur when all of the lands within a *development* block have been acquired for *development* purposes.
 - i) Lands designated High Density Residential, between Dorval and Garden Drives, make up one *development* block.
 - ii) Lands designated Medium Density Residential along Rebecca Street, east of Garden Drive, constitute two *development* blocks.
 - iii) The remaining lands designated Medium Density Residential, between Garden Drive and Maurice Drive, make up two *development* blocks:
 - one *development* block fronting Garden Drive, which may be developed for a maximum of 18 multiple attached dwelling units and at a maximum density of 53 units per *site hectare*; and,
 - the second *development* block fronting onto Maurice Drive to be developed in accordance with the Medium Density Residential land use and policy provisions of the Plan.
- d) Redevelopment in accordance with a) and b), above, shall only occur upon confirmation of adequate water and wastewater services, the suitability of the adjoining roads to accommodate traffic and the submission of a block plan indicating the integration of the proposed redevelopment within the overall area.
- e) Redevelopment in accordance with a), above, shall be subject to urban design guidelines approved by the Town.
- f) Notwithstanding the above, the lands may continue to be used for the existing single detached dwellings until such time as comprehensive redevelopment occurs.

~~27.2.2~~

23.7.6

On the lands designated Main Street 1 ~~Central Business District~~ on the north side of Lakeshore Road, between Dorval Drive and Maurice Drive:

- a) Retail and service commercial uses, and ancillary residential uses, may be permitted on the ground floor.
- b) The maximum building height shall be four storeys.

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- c) Redevelopment of the lands between Garden Drive and Maurice Drive shall only occur at such time as all the lands within a development block have been acquired for development purposes. Lands fronting on to Garden Drive constitute one development block, while the remaining lands make up another development block.
- d) Redevelopment in accordance with c), above, shall be subject to the urban design guidelines for the Maurice Drive area.

23.7.7 **On the lands designated Medium Density Residential on the east side of Wilson Street between Rebecca Street and John Street, semi-detached dwellings may be permitted.**

~~23.6.6~~

23.7.8 On the lands designated **Main Street 1** ~~Central Business District~~ located at 43 to 49 Lakeshore Road West, the redevelopment of existing drive-through facilities may occur. 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.

~~23.6.7~~

23.7.9 On the lands designated **Main Street 1** ~~Central Business District~~ at the southwest corner of Lakeshore Road West and Chisholm Street, a maximum building height of 5 storeys may be permitted, conditional on the owner entering into an agreement under section 37 of the *Planning Act*.

~~23.6.4~~

23.7.10 On the lands designated **Main Street 2** ~~Central Business District~~ at the northeast corner of Lakeshore Road West and Chisholm Street, a maximum building height of six storeys shall be permitted along the John Street frontage.

23.7.11 **On the lands designated Urban Core at the northwest corner of Lakeshore Road West and Forsythe Street, a maximum building height of 17 storeys may be permitted.**

~~27.2.3~~

23.7.12 On the lands designated High Density Residential at the northeast corner of Lakeshore Road West and Forsythe Street, a maximum of 68 apartment units shall be permitted. The maximum building height shall be in accordance with the implementing zoning.

~~23.7~~

23.8 **Implementation Policies**

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

~~23.7.1~~

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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.

~~23.7.2~~

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 28.6.2, and with priority given to those public benefits noted in section 23.7.2 c).
- c) Bonusing shall only be permitted within Kerr Village if supported by a transportation impact analysis which confirms that the additional *development* will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through transportation improvements which are to be provided through agreement by the applicant.
- d) The bonusing priorities for Kerr Village include transit and alternative transportation solutions.
- e) Additional public benefits considered appropriate for the application of increased height in Kerr Village may include, but are not limited to:

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- 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.

~~23.7.3~~

23.8.3

Programs and Initiatives

- a) The Town shall prepare a *community improvement plan* for a *community improvement project area* within Kerr Village in accordance with section 28.14 of this Plan and the *Planning Act*.
- b) A program for public art shall be encouraged that:
 - i) reflects the community *character* and history of Kerr Village;
 - ii) includes the artistic design of community infrastructure such as benches, lighting, sidewalks, bus shelters and bike racks; and,
 - iii) may be incorporated in to public and private developments as part of the project design.
- c) 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.

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