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P L A N N I N G
JUSTIFICATION REPORT

DIRECTOR INDUSTRIAL
HOLDINGS LIMITED

603-643, 645 & 699 KINGSTON ROAD
CITY OF PICKERING

APRIL 2020
FILE #9737

TABLE OF CONTENTS

- 1. Introduction 4
- 2. Purpose of Report 6
- 3. Site Description and Context 8
 - 3.1 Description of Subject Lands 9
 - 3.2 Surrounding Land Uses / Neighbourhood Context 9
 - 3.3 Recent Development Activity 9
 - 3.4 Transportation and Transit 12
 - 3.5 Community Services and Amenities 14
- 4. Proposed Development. 18
 - 4.1 Description of Development Proposal 19
 - 4.2 Description of Planning Applications 23
 - 4.3 Supporting Materials 23
 - 4.3.1 Urban Transportation Considerations, BA Group 23
 - 4.3.2 Sun/Shadow Study, Weston Consulting 24
 - 4.3.3 Functional Servicing Study Incl. Sanitary Drainage Analysis, WSP Canada Group. 24
 - 4.3.4 Stormwater Management Report, WSP Canada Group 25
 - 4.3.5 Phase I Environmental Site Assessment, Toronto Inspection Ltd. 25
 - 4.3.6 Preliminary Geotechnical Investigation, Toronto Inspection Ltd. 25
 - 4.3.7 Hydrogeological Investigation 26
 - 4.3.8 Environmental Noise Feasibility Study, Valcoustics Canada. 26
 - 4.3.9 Urban Design Brief, Weston Consulting 26
- 5. Policy Context 28
 - 5.1 Planning Act, R.S.O. 1990 c. P.13 (Consolidation December 10, 2019) 29
 - 5.2 Provincial Policy Statement 30
 - 5.3 Growth Plan for the Greater Golden Horseshoe (May 2019) 36
 - 5.4 Durham Regional Official Plan, 2017 42
 - 5.5 City of Pickering Official Plan, Edition 8 51
 - 5.6 Consideration of Community Benefits 62
 - 5.7 City of Pickering Zoning By-law 3036 63
- 6. Non-Statutory Documents 64
 - 6.1 Kingston Road Corridor and Specialty Retailing Node Study 65
 - 6.1.1 Kingston Road Corridor and Specialty Retailing Node Intensification Plan 65
 - 6.1.2 Kingston Road Corridor Draft Urban Design Guidelines 68
- 7. Proposed Draft Official Plan Amendment 70
- 8. Proposed Draft Zoning By-law Amendment 72
- 9. Public Consultation Strategy 74

10. Planning Analysis and Justification	76
11. Conclusion	80

LIST OF FIGURES

Figure 1: Context Aerial with Surrounding Land Use	10
Figure 2: Development Applications in Surrounding Area	11
Figure 3: Durham Region Transit - System Map	13
Figure 4: Community Services and Facility Map	17
Figure 5: Simplified Key Plan: Prepared by Weston Consulting, based on the Site Plan Prepared by Graziani & Corazza Architects	19
Figure 6: Durham OP, Schedule 'A' - Map 'A4' Regional Structure	47
Figure 7: City of Pickering: Table 6 - Mixed Use Areas: Densities and Floor Areas by Subcategory	55
Figure 8: Schedule II – Transportation System – of City OP	57
Figure 9: Kingston Road Corridor Study Area	65
Figure 10: Kingston Road Corridor - Whites Precinct - Intensification Plan	67

LIST OF TABLES

Table 1 - Key Site Statistics	20
Table 2 - Building Height and Tower Floor Plates	21
Table 3 - Distribution of Residential Use	21



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1. INTRODUCTION

Weston Consulting has been retained by Director Intdustrial Limited & Sorbara Group to provide its professional planning opinion, with respect to the properties municipally addressed as 603-643, 645 & 699 Kingston Road, in the City of Pickering (herein referred to as the “subject lands”). Our client is seeking to redevelop the subject lands to accommodate a master planned mixed-use community development consisting of 6 high-rise and 2 mid-rise towers across 5 podiums, and 4 townhouse blocks of 4 storeys. The scheme contains retail and office components, 2,884 dwelling units and landscaped open space consisting of 3 parks and a gateway plaza.

In order to facilitate the proposed phased development project, Official Plan Amendment and Zoning By-law Amendment applications are submitted to the City of Pickering (the “City”). The applications and supporting materials are submitted in accordance with communications received from the City Planning and Development Services Staff, and constitute a complete planning application as described in Sections 22 (4) and 34 (10.1) of the *Planning Act*.

This report provides the planning rationale in support of the proposed development, including the proposed Draft Official Plan Amendment and Draft Zoning By-law Amendment, and provides planning analysis and justification for the proposal in accordance with good planning principles. It is recognized that applications for Site Plan Approval and Draft Plan of Condominium will be required to fully implement the proposed development plan and will be submitted separately at the appropriate



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2. PUROPOSE OF REPORT

This report provides the planning rationale in support of the proposed development of the subject lands and provides an evaluation of its appropriateness within its current planning regulatory and development context. Applications for an Official Plan Amendment and a Zoning By-law Amendment are being concurrently submitted to the City of Pickering along with supporting plans, studies, and reports. This submission follows the formal Pre-submission Consultation meeting on May 27, 2019 that incorporated preliminary comments from City Staff, Durham Region (“Region”) departmental staff and agency staff at Pickering City Hall.

This report provides planning analysis and justification for the proposal in accordance with good planning and urban design principles and provides a basis for the advancement of the planning applications through the planning process. The planning analysis will outline the justification for the proposed development in the context of the current applicable planning policies, studies, and regulations that apply to the subject lands.



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3.SITE DESCRIPTION AND CONTEXT

3.1 Description of Subject Lands

The subject lands are located at 603-643, 645 & 699 Kingston Road, at the southwest corner of Kingston Road and Whites Road North, immediately north of Highway 401. The subject lands have a long and irregular shape with a lot area of approximately 4.854 hectares (48,540.5m²) and lot frontages of approximately 409.50 metres along the south side of Kingston Road and 97 metres along the west side of Whites Road North, respectively.

Currently, the subject lands are occupied by retail buildings and associated surface parking areas. The retail includes Value Village and National Sports stores, and a strip mall with a variety of retail businesses. The subject lands have direct access onto Kingston Road via two (2) existing driveways along the north lot line. One driveway is located approximately at the centre of the north lot line and is aligned with Steeple Hill to the north. The second driveway is located close to the west corner boundary of the subject lands.

The subject lands are legally described as follows:

PT LT 29 RANGE 3 CON BF PICKERING PTS 1 TO 37, 40R9578 EXCEPT PARTS 1,2,3,4,5,6,7 & 8 PLAN DR1291620 SUBJECT TO AN EASEMENT AS IN D133027 SUBJECT TO AN EASEMENT AS IN D133028 SUBJECT TO AN EASEMENT AS IN D205263 SUBJECT TO AN EASEMENT AS IN D245949 CITY OF PICKERING

3.2 Surrounding Land Uses / Neighbourhood Context

The subject lands are located at the southwest corner of Kingston Road and Whites Road North and are immediately north of Highway 401. The subject lands are surrounded by a wide variety of uses. In the immediate vicinity of the subject property are various commercial and retail developments, with associated surface parking areas fronting onto Kingston Road. Additionally, there are residential uses to the north and north west of the subject lands.

Figure 1 shows the location of the subject lands within the local land use context.

Land use in the surrounding area of the subject lands are as follows:

North: Lands directly north of the subject lands, along the north side of Kingston Road primarily consist of low-density commercial and retail uses, and associated large surface parking areas. A new townhouse community development, “Forest District”, is located further north on the west side of Whites Road North. Further north, Dunbarton Highschool fronts onto the west side of Whites Road North, south of Sheppard Avenue.

South: The Highway 401 right-of-way abuts the subject lands to the south and southeast. Commercial and light industrial uses and single detached dwellings are located south of Highway 401.

East: The Whites Road North right-of-way is east of the subject lands. Further east of the subject lands, lands along Kingston Road primarily accommodate a range of low-density retail uses and associated surface parking areas.

West: To the west of the subject lands, as far as Rosebank Road, the north side of Kingston Road accommodates residential and residential-supportive uses including 3-storey townhouses, parkland (Steeple Hill Park) and institutional uses, whereas the south side of Kingston Road is developed with low-density commercial uses and associated surface parking areas.

3.3 Recent Development Activity

The following section provides an overview of active development applications in proximity to the subject lands. Please refer to **Figure 2** for a location map of the development applications.



Figure 1: Context Aerial with Surrounding Land Use

1475 Whites Road (Pine Ridge Tower)

On the east side of Whites Road and north of Kingston Road, applications for Official Plan Amendment (OPA 12- 001/ P) and Zoning By-law Amendment (A 1/ 12) were approved by City Council in September 2013 to permit the development of a 12-storey apartment with 227 residential units resulting in net density of 228 units per net hectare. An application for Site Plan Approval was approved in 2017. The completion of the project is expected to be in December 2021.

2024 and 2026 Altona Road and 200 Finch Avenue (Forest District)

Approved Official Plan Amendment and Zoning By-law Amendment to facilitate a residential common element condominium development consisting of 40 semi-detached and 68 townhouse units at the northwest corner of Finch Avenue and Altona Road. It is comprised of three properties with a combined area of 2.2 hectares.

1294 Kingston Road, 1848 Liverpool Road & 1852 Liverpool Road

An application for a Zoning By-law Amendment has been made by Altona Group for a mixed-use development consisting of two buildings having heights of 25-storeys and 12-storeys, and a row of seven 3-storey townhouses. The proposed development will contain a total of 391 units with approximately 850 square metres of grade related commercial uses.

1854 & 1858 Liverpool Road

Applications for approval of an Official Plan Amendment and a Zoning By-law Amendment have been submitted by Alireza Adjedani for lands located on the west side of Liverpool Road, north of Kingston Road, municipally known as 1854 and 1858 Liverpool Road.

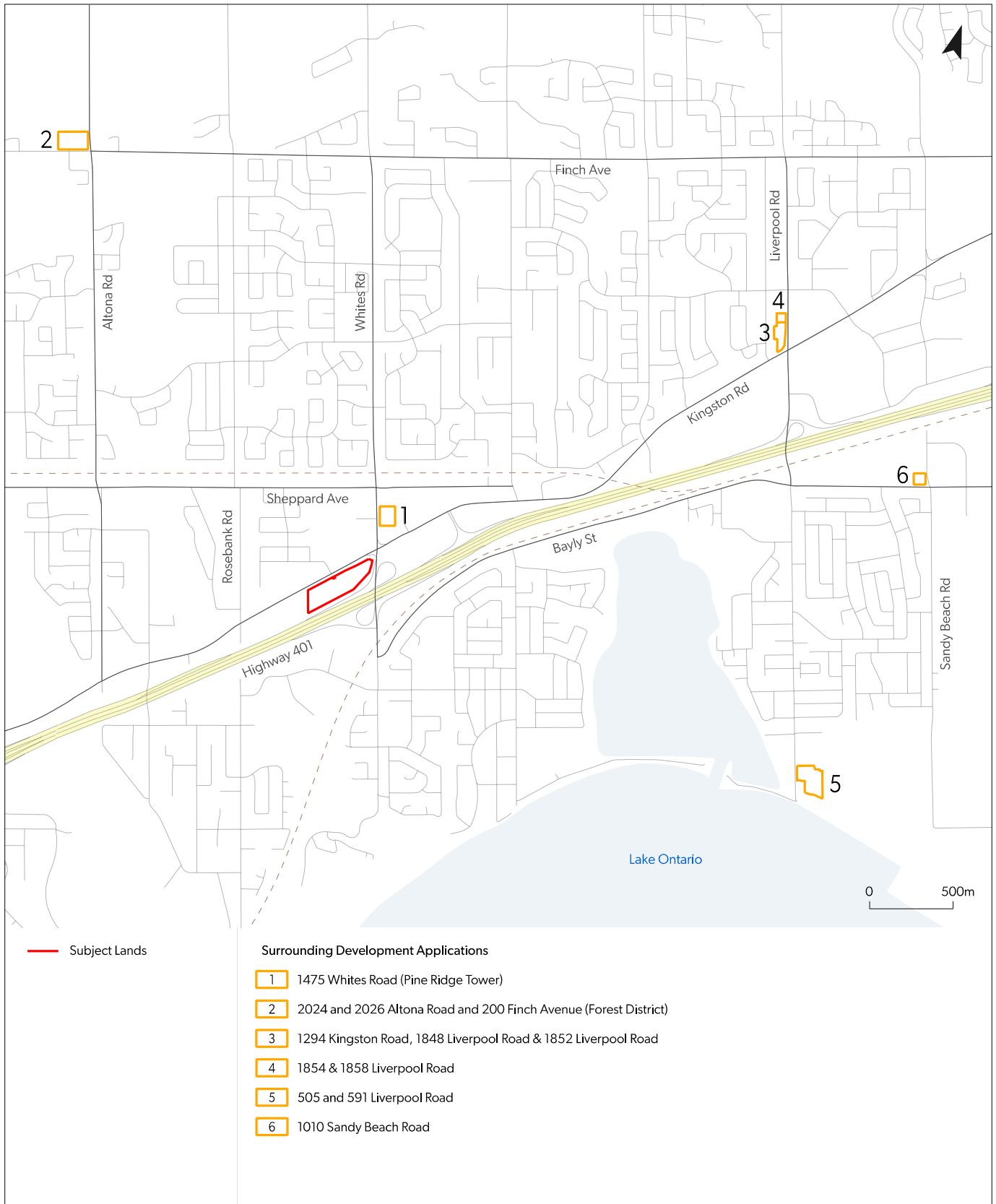


Figure 2: Development Applications in Surrounding Area

The applicant is proposing a 13-storey mixed-use apartment building containing 98 dwelling units with approximately 460 square metres of commercial space on the ground floor. Vehicular access is proposed from Liverpool Road. The proposal also includes 95 parking spaces for residents and visitors located within two levels of below grade parking structure and 31 at-grade parking spaces for visitors and commercial uses.

The south property, 1854 Liverpool Road, is within the City Centre designation, and is zoned City Centre One - CC1. The applicant has requested to include 1858 Liverpool Road within the City Centre Designation and Zoning By-law and to rezone both properties to add site specific zone standards.

505 and 591 Liverpool Road

Applications for the approval of an Official Plan Amendment and a Zoning By-law Amendment for a mixed-use development consisting of two buildings having heights of 23 storeys containing a total of 498 apartment units with approximately 1,900 square metres of grade related commercial uses have been submitted by Pickering Harbour Company Ltd. The proposal also includes a total of 539 parking spaces for residents, visitors and commercial uses, as well as 200 public parking spaces.

The lands located at 505 Liverpool Road are owned by the City of Pickering. The City of Pickering is not a co-applicant. In order to proceed with this development, the applicant would be required to purchase 505 Liverpool Road from the City of Pickering.

1010 Sandy Beach Road

An application for a Zoning By-law Amendment has been submitted by Universal Six Developments Inc. to permit a 25-storey residential apartment building consisting of 286 residential units, a Floor Space Index of approximately 5.31, and a total of 257 parking spaces. The proposal is located in the City Centre and is zoned City Centre Two within City Centre Zoning By-law 7553/17. The applicant is requesting to increase the maximum height permitted within Zoning By-law 7553/17 from 47 metres (approx. 15 storeys) to 74 metres (approx. 25 storeys).

3.4 Transportation and Transit

The subject lands are located at the southwest corner of Kingston Road and Whites Road North, west of Pickering City Centre. The site lies immediately north of Highway 401 and the Durham Region Official Plan [DROP] identifies the site as being within a Regional Corridor. As noted in the Urban Transportation Considerations report enclosed with this submission, the subject lands are well serviced by surface transit that provide frequent and convenient access to local and regional transit services.

Road Network

Vehicular access to the site is taken from Kingston Road via two existing access points. The primary access is located close to the middle of the north lot line and connects directly to Steeple Hill to the north of the subject lands. The second access is located west of the primary access close to the northwest corner of the subject lands along Kingston Road.

Kingston Road is classified as a *Type B Arterial Road* and Whites Road North is classified as a *Type A Arterial Road*. Section 4.10 (Roads Categories) of the City Official Plan indicates that Types B Arterial Roads, such as Kingston Road, are designed to carry moderate volumes of traffic at moderate speeds, within a municipality, and have a right-of-way width of 30 to 36 metres, whereas Type A Arterial Roads, such as Whites Road North, are designed to carry large volumes of traffic at moderate to high speeds, over relatively long distances, and generally have a right-of-way width ranging from 36 to 50 metres. As noted in the Pre-Submission Consultation meeting Minutes dated May 27, 2019, the ultimate ROW width on Kingston Road is 45 metres, which is required for the future BRT and ultimate 8-lane configuration. As further noted by Region Staff, the *“Region does not require an additional ROW for Kingston Road or Whites Road.”*

Transit

The subject lands are serviced by Durham Region Transit (“DRT”) which provides services along Kingston Road and Whites Road North. Multiple bus routes operate along Kingston Road, Whites Road North, Granite Court and Oklahoma Drive and Sheppard Avenue. DRT routes

110A, 120, and 193A are adjacent to the subject lands with an eastbound stop located adjacent to the central site access and a westbound stop located across the street at the northeast corner of the Kingston Road and Steeple Hill intersection.

Pulse BRT Route 900 runs along the Kingston Road corridor and connects riders to regional destinations and provides connections from its west terminus at the University of Toronto Scarborough Campus, west of the subject lands, to its east terminus in downtown Oshawa, to the east of the subject lands.

DRT Bus Routes 120 and Pulse 900 provide access to Pickering GO Station, east of the subject lands, which connects commuters to the GO Transit Lakeshore West rail line connecting from Newcastle, Clarington to City of Toronto Union Station and beyond. The Pickering GO Station is approximately a 10-minute drive from the subject lands.

In summary, the following Durham Regional Transit routes are directly accessible to the subject lands:

- Route 110 – Finch West;
- Route 120 – Whites;
- Route 193A – Pickering Community Route; and,
- DRT Pulse 900.

Local DRT routes are demonstrated in **Figure 3**.

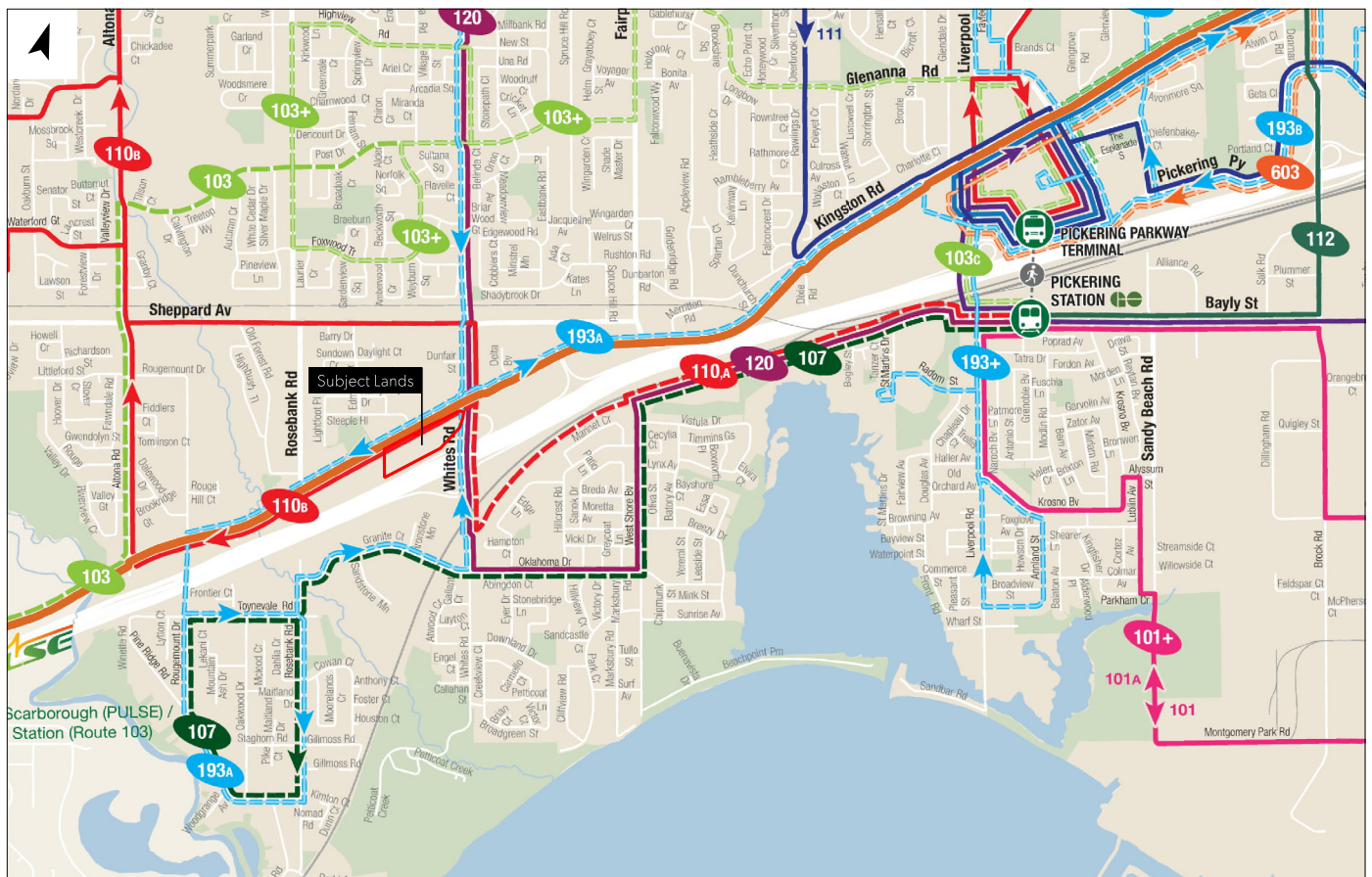


Figure 3: Durham Region Transit - System Map

Active Transportation

There are a mix of uses along this segment of Kingston Road that can be accessed by walking, however, pedestrian trips are currently not prioritized due to the vehicular-oriented design of this corridor segment including large surface parking lots, wide streets and inconsistent sidewalk connections that require improvements.

As noted in BA Group's Urban Transportation Considerations report, enclosed with this submission, the subject lands would provide new sidewalk facilities along a new internal private road network that would connect to external sidewalk networks. The proposed removal of existing large surface parking lots and replacement with underground parking and at-grade retail and office uses, as well as landscape features including a gateway plaza and parks, would create an opportunity for pedestrian generated trips and provide linkages which would improve the area and create an animated street frontage.

Existing bicycle infrastructure near the subject lands includes bike lanes along Kingston Road and Steeple Hill.

Future Transit Improvements

Various planned transit improvements will enhance transit connectivity and service quality in relation to the subject lands, including the future Durham-Scarborough Bus Rapid Transit ("BRT") Route and Metrolinx's Regional Express Rail ("RER"). Furthermore, as noted in Section 4.2.2.3 of BA Group's Transportation Considerations report, Metrolinx identified a potential future location for a GO Commuter Rail Station at Whites Road North and Granite Court, approximately 600 metres to the south of the subject lands.

As part of Metrolinx's 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area, Metrolinx identified the Durham-Scarborough BRT as a key part of the Regional Frequent Rapid Transit Network. The principle BRT route will primarily run along Kingston Road, providing connections from Scarborough Centre, to the west of the subject lands and to Downtown

Oshawa, to the east of the subject lands. The route is planned to provide frequent 15-minute service on a daily basis, with reliability enhanced by traffic separation and signal priority measures. The frequency of the BRT is anticipated to reduce departure time dependency, even during times of congestion.

Furthermore, the RER improvements will increase travel speeds on the Lakeshore East GO Transit line and facilitate all-day, two-way services with 15 minutes or better transit service.

As noted in BA Group's transportation the RER, in combination with the BRT, will improve the transit reach of the subject lands and surrounding area, as well as reduce departure time dependency when traveling to key destinations.

As part of the Durham Transportation Master Plan, Whites Road, north of Kingston Road, is planned to expand to 6-7 lanes, and identifies the Whites Road / Highway 401 interchange for modifications and a future Ministry of

3.5 Community Services and Amenities

The proposed development is serviced by range of amenities and facilities. Kingston Road and Whites Road North is characterized by a mix of commercial, institutional and residential uses and supported by multi-modal transit in the area. As illustrated in the Community Services and Facility Map in **Figure 4**, the following community amenities are located within a 2-kilometer radius from the subject lands:

Schools:

- St Elizabeth Seton Catholic School, 490 Strouds Ln, DCDSB, K 8
- Altona Forest Public School, 405 Woodsmere Crescent, DDSB, K 8
- Highbush PS, 605 Strouds Ln, DDSB, K 8
- St Mary Catholic Secondary School, 1918 Whites Rd N, DCDSB, 9 12
- Crawford Adventist Academy East Campus, 1765 Meadowview Ave, CAASDA, JK 6
- Frenchman's Bay PS, 920 Oklahoma Dr, DDSB, K 8

- Father Fénelon Catholic School, 795 Eyer Dr, DCDSB, K 8
- Fairport Beach PS, 754 Oklahoma Dr, DDSB, K 8
- Rosebank PS, 591 Rosebank Rd S, DDSB, K 8
- Dunbarton HS, 655 Sheppard Ave, DDSB, 9 12
- Blaisdale Montessori School - Toynevale Campus, 415 Toynevale Rd, JK 8
- Montessori Learning Centre of Pickering, 401 Kingston Rd, K 8
- Elizabeth B. Phin Public School, 1500 Rougemount Dr, DDSB, JK 8

Pre-Schools/Daycare:

- Schoolhouse Playcare Centres of Durham, 605 Strouds Ln
- Xploration French Camp, 1765 Meadowview Ave,
- Muppets Children's Centre Pickering, 986 Dunbarton Rd
- Pickering Father Fenlon YMCA Child Care Centre, 795 Eyer Dr
- Colwell Nursery School & Kindergarten, 755 Oklahoma Dr
- EDUKids Child Care Centres Altona Road, 1320 Altona Rd

Place of Worship:

- Amberlea Presbyterian Church, 1820 Whites Rd N
- Durham Korean Church, 1820 Whites Rd N
- Dunbarton-Fairport United Church, 1066 Dunbarton Rd
- St. Mary St. John The Beloved Coptic Orthodox Church, 980 Kingston Rd
- St. Paul's on-the-Hill Anglican Church, 882 Kingston Rd
- Bayfair Baptist Church, 817 Kingston Rd
- Holy Redeemer Church, 796 Eyer Dr, Pickering, ON L1W 3C2
- Revivaltime Tabernacle Worldwide Ministries Durham, 550 Kingston Rd
- Altona Road Community Church, 1367 Altona Rd

Libraries:

- Pickering Public Library - George Ashe Branch, 470 Kingston Rd

Grocery stores:

- Metro, 1822 Whites Rd N

Pharmacies:

- Rexall, 1822 Whites Rd N Unit 28 &29
- Shoppers Drug Mart, 650 Kingston Rd
- Remedy'sRx - Mesa Gates Pharmacy, 300 Kingston Rd #16

Medical Facilities:

- Amberlea Physiotherapy and Rehab Clinic, 1822 Whites Rd N #9
- Pat Poon Medicine Pro Corporation, 375 Kingston Rd
- Rouge Valley Dental Care, 375 Kingston Rd
- Dr. Poon's Metabolic Diet Clinic, 375 Kingston Rd

Banks & Credit Units:

- TD Canada Trust Branch and ATM, 1822 Whites Rd N
- BMO Bank of Montreal ATM, 1822 Whites Rd N
- TD Canada Trust ATM, Lookout Point Sc-750, Oklahoma Dr
- CIBC Branch (Cash at ATM only), 376 Kingston Rd Unit 1

Recreational Facilities:

- West Shore Community Centre, 1015 Bayly St
- Frenchman's Bay Yacht Club, 635 Breezy Dr
- Dunbarton Indoor Pool, 655 Sheppard Ave

Parks and Trails:

- S.M. Woodsmere Park, 458 Woodsmere Crescent #456
- Autumn Crescent Parkette,

1738 Autumn Crescent

- Altona Forest, 1883 Altona Rd
- Amberlea Park, 510 Braeburn Crescent
- Shady brook Park Playground,
1905 Shadybrook Dr
- Bonita Park, 1910 Bonita Ave
- Vistula Ravine, Pickering, ON L1W 0A4
- Glen Ravine Park, Pickering, ON L1W 2L1
- Bruce Hanscombe Memorial Park
- Waterfront Trail, Pickering, ON L1W 2A7
- Rotary Frenchman's Bay West Park,
939 Beachpoint Promenade
- Beachpoint, Beachpoint Promenade
- Bidwell Tot Lot, by 750 Eyer Dr
- Lookout Point Park, Stonebridge Ln/
Downland Dr
- Cliffview Park, Cliffview Rd/Park Crescent
- Petticoat Creek Conservation Area,
1100 Whites Rd S
- Camp Riverwood, 1100 Whites Rd
- Rosebank South Park, Rosebank Rd/Rodd Ave
- Dunmoore Park, White Road S
- Rosebank Park, Pickering, ON L1W 2N6
- Rick Hull Memorial Park, 575, 591 Rosebank Rd
- Ernie L. Stroud Park, Steep Hill / Edmund Dr
- Steeple Hill Park, Pickering, ON L1V 0C3
- East Woodlands Park, Old Forest Rd
- Glen Rouge Campground, 7450 Kingston Rd
- Rouge Valley Park, 1088-1090 Rouge Valley Dr
- St Monica Catholic School, 275 Twyn Rivers Dr

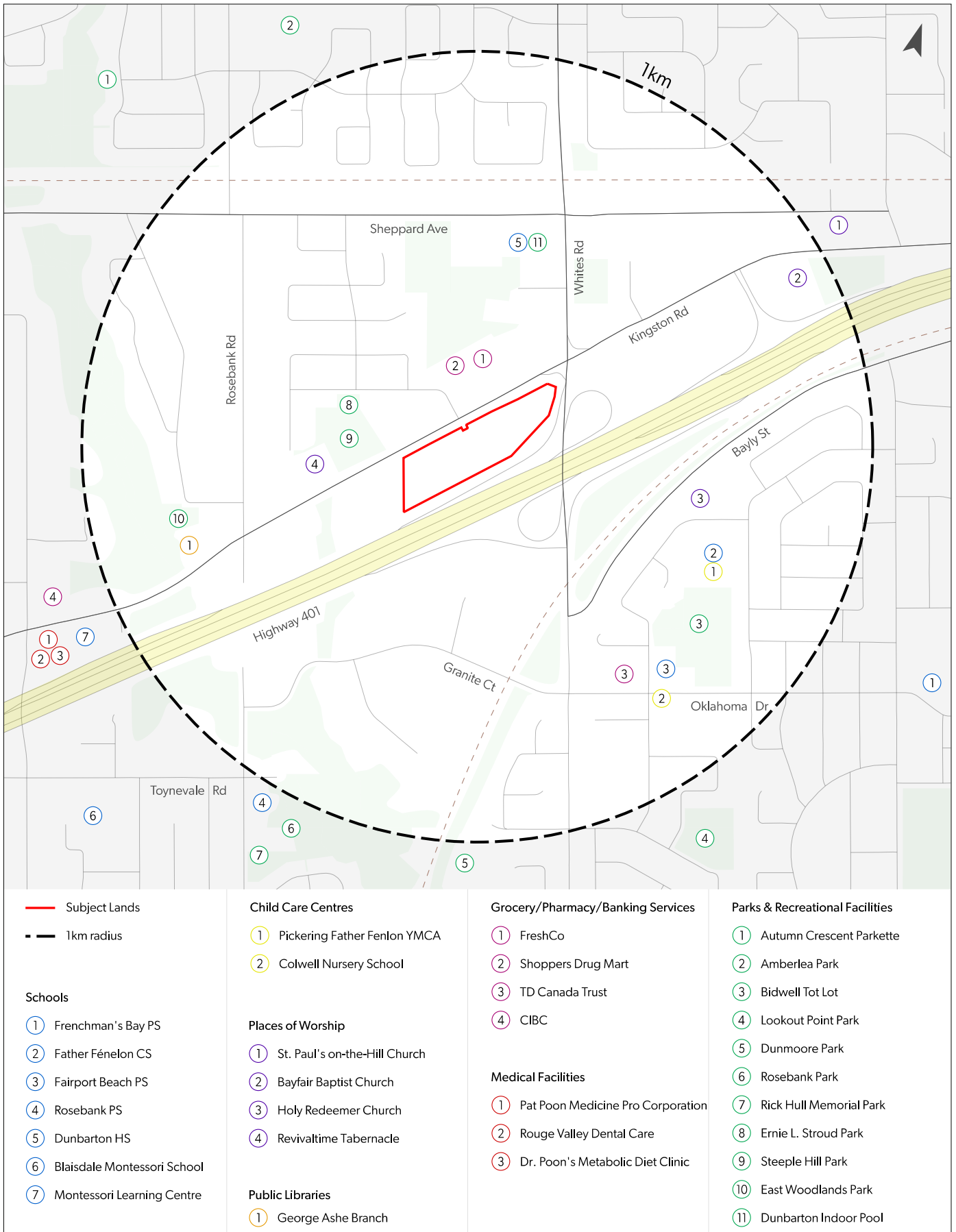


Figure 4: Community Services and Facility Map



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4. PROPOSED DEVELOPMENT

4.1 Description of Development Proposal

The current development concept, as represented in the conceptual site plan drawings and development statistics prepared by Graziani + Corazza Architects, dated April 6, 2020, enclosed with this submission, is preliminary in nature and is subject to change. The current development concept, which represents a high-level master plan for a new mixed-use community, is primarily intended to form the basis of the proposed Draft Official Plan Amendment, which is required to facilitate the proposed density and Floor Space Index on the subject lands, as well as the proposed Draft Zoning By-law Amendment which is required to establish a new site-specific zoning framework that will implement the City's current land use vision for the subject lands. This proposed official plan and zoning by-law amendment framework is intended to provide flexibility in order to ensure that the development of the lands responds to market conditions and can result in implementation of plans and alternative plans to achieve principles of intensification based on good planning and urban

design principles. As such, it is anticipated that the development concept as presented be considered conceptual and will be revised, as necessary, to account for new and/or evolving considerations related to the master-planned community.

The proposal in its current form is preliminary and subject to change. The proposal contemplates the redevelopment of the subject lands to accommodate a mixed-use master-planned community inclusive of office, retail and residential uses. The site plan envisions the development of a 5-podium complex containing residential, retail and office uses, 6 towers, 2 mid-rise buildings, and 4 blocks of low-rise townhouses. The proposed residential Gross Floor Area provides for 236,128 square metres of residential uses inclusive of 2,884 dwelling units in addition to 2,232 square metres of retail uses and 4,448 square metres of office uses.



Figure 5: Simplified Key Plan: Prepared by Weston Consulting, based on the Site Plan Prepared by Graziani & Corazza Architects

Table 1 - Key Site Statistics

Site Statistics		
TOTAL SITE AREA (m2)		48,539
FSI	Residential	4.87
	Non-Residential (Office/Retail)	0.14
	TOTAL	5.0
RESIDENTIAL GFA (m2)	Podium 1-6	32,725
	Tower 1-8	188,640
	Low Rise	14,763
	TOTAL	236,128
RETAIL GFA (m2)	TOTAL (Podium 1-5)	2,232
OFFICE GFA (m2)	TOTAL (Podium 5)	4,448
TOTAL GFA (m2)		242,808

The proposal is supported by a range of landscaped outdoor amenity areas consisting of three (3) parks and a gateway plaza and also includes a network of private condominium roads that utilize the two (2) existing driveways onto Kingston Road that are located centrally and at the west portion of the Kingston Road property line, respectively. A large-scale underground parking structure as well as the 4-storey podiums adjacent to Highway 401 would accommodate the parking supply required to support the proposed development.

The proposed site configuration also includes a required 14.0-metre setback from the Highway 401 right-of-way along the south and east boundaries of the subject lands.

Height and Massing

The proposed development includes a range of building typologies. Six (6) residential towers, with respective heights of 24, 29, 29, 32, 36, and 42 storeys are distributed across three 4-storey podiums containing a mix of office, retail and residential uses. Fronting onto Kingston Road are two 18-storey tall mid-rise buildings and four blocks of 4-storey stacked townhouse dwellings.

The range of building heights and setbacks are distributed across the site in a manner that has appropriate regard for surrounding uses and the relationship to public realm components located both on and off-site, as discussed below.

The south and east portion of the site accommodates a 14.0-metre setback to the Highway 401 right-of-way. The five (5) tallest of the proposed towers (tower heights of 29, 29, 32, 36 and 42 storeys), inclusive of two (2) 4-storey podiums, are proposed to be oriented along the south portion of the 14.0 metre setback. These podiums are proposed to be above-grade parking structures separated by a park.

In the northeast portion of the site, at the corner of Kingston Road and Whites Road, a 24-storey mixed-use building is proposed, inclusive of a 4-storey podium. This building is flanked by a proposed gateway plaza feature and park to the east and west, respectively. To the west, along the balance of the Kingston Road frontage, a configuration of 4-storey stacked townhouses and two (2) 18-storey mid-rise mixed-use buildings, inclusive of 6-storey podiums are proposed. The 6-storey podiums frame the primary access driveway.

Table 2 - Building Height and Tower Floor Plates

HEIGHT AND TOWER FLOOR PLATES		
BUILDING	HEIGHT (STOREYS)	TOWER FLOOR PLATE (m2)
TOWNHOUSE BLOCKS 1-4	4	n/a
TOWER '1' / PODIUM '1'	29	800
TOWER '2' / PODIUM '1'	32	800
TOWER '3' / PODIUM '1'	36	800
TOWER '4' / PODIUM '2' (Tall Mid-Rise Form)	18	n/a
TOWER '5' / PODIUM '3' (Tall Mid-Rise Form)	18	n/a
TOWER '6' / PODIUM '4'	29	800
TOWER '7' / PODIUM '4'	42	800
TOWER '8' / PODIUM '5'	24	800

Residential

The proposed towers have been oriented across the site to accommodate for minimum tower separation distances of at least 25.0 metres, and will have floor plates of approximately 800 square metres. The table below provides a breakdown of the proposed building heights and tower floor plates.

The residential component of the proposed development will provide for a total of 2,884 units, which will be distributed across the site and located within the residential towers, mixed-use podiums fronting Kingston Road and stacked townhouse blocks. The total proposed residential GFA will be approximately 236,128 square metres which will accommodate a range of unit sizes and a diversity of household types. The proposed distribution of the residential uses is summarized in the table below.

Table 3 - Distribution of Residential Use

Number of Units & Residential GFA Distribution		
	Units	GFA (m2)
PODIUMS 2&3	340	32,725
ABOVE PODIUMS (BUILDINGS 1 – 8)	2,400	188,640
LOW RISE	144	14,763
TOTAL	2,884	236,128

Retail and Office

The proposed residential uses will be supported by a range of retail and office uses provided across the site, and located within podiums. The proposed 2,232 square metres of retail uses will be located within Podiums 2, 3 and 5 and the proposed 4,448 square metres of offices uses will be concentrated within Podium 5, all of which will front along Kingston Road to promote streetscape activation associated with commercial activity. Furthermore, the proposed orientation of office uses at the northeast corner of the site is designed to complement the Gateway Plaza component with exposure onto the intersection of Whites Road North and Kingston Road.

The co-location of residential, retail and office uses are intended to promote a pedestrian-friendly community environment that is not reliant on automotive modes of travel.

Landscaped and Amenity Areas

The proposed development will be supported by three (3) landscaped parks distributed across the site to support the various residential and commercial uses, as well as a gateway plaza feature.

The gateway plaza will be located in the north-east corner of the subject lands, facing onto the intersection of Kingston Road and Whites Road North, which will complement the concentrated office uses in Podium 5 and also provide an attractive amenity to the overall community. Two (2) of the proposed parks will front onto Kingston Road which will provide pedestrian mid-block connections and enhance connectivity and porousness between the subject lands and Kingston Road. One (1) of the proposed parks will be located just southwest of the central access road, abutting the 14.0 metre setback and will break up the massing of the podium components along the south portion of the site. The proposal will provide a total landscaped area of approximately 4,974 square metres.

In accordance with accepted current practice, the proposed mixed-use buildings will provide common amenity space at an approximate rate of 4.0 square metres per dwelling unit, which will be divided between indoor and outdoor areas.

Access and Parking

The internal vehicular road network will consist of private condominium roads. The two (2) existing driveway locations onto Kingston Road will be generally maintained as part of the proposal, with one at the northwest corner and the other close to the middle of the subject lands connecting to Steeple Hill to the north. The north-south central access will accommodate a 13.0-metre roadway in addition to two (2) flanking sidewalks, and the second north-south access will accommodate a 7.0-metre roadway in addition to two (2) flanking sidewalks and landscaped areas. These driveways will connect to a central east-west private road with a minimum roadway width of approximately 7.0 metres, ending in a cul-de-sac at the east terminus. This east-west private road bi-sects the site and will function as an important connection to buildings, parks and various nodes and locations across the site.

The proposed residential and commercial uses will be supported by a parking supply of approximately 2,830 parking spaces, the majority of which will be accommodated within an underground parking structure, and within Podiums 1 and 4 abutting the 14.0-metre MTO setback area. Notwithstanding minimum parking requirements under existing by-law provisions, the proposed parking supply is based on recommended minimum parking standards, which is detailed in BA Group's Urban Transportation Considerations report, enclosed with this submission.

As noted in Table 7 of BA Group's Urban Transportation Considerations report, the application of the recommended minimum parking requirements results in a total recommended parking requirement of 2,780 parking spaces, including 2,336 residential parking spaces and also 444 non-resident parking spaces, which are inclusive of parking spaces for residential visitor, office and retail uses on the subject lands. As recommended by BA Group, the non-residential parking spaces for

residential visitors, office and retail are proposed to be shared and minimum requirements are informed by a recommended shared parking formula that is based on time-specific utilization rates over the course of a week.

The proposed development provides for 2,830 parking spaces which exceeds the minimum recommended parking supply by additional 50 spaces. Further details related to the proposed parking facilities will be outlined at more advanced stages of the design and application review process.

4.2 Description of Planning Applications

Applications for Official Plan Amendment and Zoning By-law Amendment are required to facilitate the proposed development of the subject lands.

The City of Pickering Official Plan designates the subject lands as *Mixed Use Areas - Mixed Corridor* which permits residential, office and retail uses on the subject lands. However, the proposed residential density, measured in units per hectare, and the proposed maximum FSI exceed permissions in the City Official Plan. To facilitate the proposed mixed-use development, a site-specific exception to the City Official Plan is required in order to increase the permissions related to residential density and FSI.

The subject lands are zoned *Special Commercial (SC)* under Zoning By-law No. 3036 and subject to site specific zoning exceptions. Existing permitted uses are non-residential in nature and include office, commercial, retail stores, home improvement centre, light manufacturing and warehousing. A Zoning By-law Amendment application is required to repeal and replace the existing zoning with a zoning category and associated permissions that will facilitate the proposed mixed-use development.

The proposed Draft Official Plan Amendment and Draft Zoning By-law Amendment are enclosed with this submission.

4.3 Supporting Materials

The following studies have also been prepared in support of the proposed applications for Official Plan Amendment and Zoning By-law Amendment, in accordance with the City's Technical Checklist based on the Pre-Consultation Meeting on May 27, 2019.

4.3.1 Urban Transportation Considerations, BA Group

BA Group prepared the enclosed Urban Transportation Considerations ("UTC") report in support of the proposed applications for Official Plan Amendment and Zoning By-law Amendment. The UTC report provides transportation recommendations based on a multi-modal travel assessment, traffic impact and operations analysis, parking and loading studies and a Transportation Demand Management strategy.

BA Group indicated that the subject lands are well located relative to significant roadway connections with close proximity to existing and planned transit opportunities. BA Group outlines the benefits that the future transit improvements will generate, including the improvements associated with the planned RER and SmartTrack programs, as well as the future BRT along adjacent roads which will increase frequency of travel and reduce departure time dependency. The UTC also identified that the subject lands are within 400-800 metres of the potential Whites GO Station to the south and also that the proposed development will benefit from new pedestrian crossing opportunities and connections contemplated in the Kingston Corridor Intensification Study.

BA Group also provided analysis that supports the proposed reduction in vehicular parking requirements with parking analysis based on numerous factors including comparison with provincial and municipal policies, the site's transportation context, area parking sales data, recently approved parking rates and a review of other municipalities' zoning by-law parking requirements. The proposed minimum parking requirements in the Draft Zoning By-law Amendment are based on BA Group's recommendations, as contained in the UTC.

The UTC also provides recommendations with respect to minimum bicycle parking and loading requirements. The proposed design has accounted for these recommendations with sufficient space allocated within buildings to support sufficient bicycle parking and loading to support the proposal. The proposed development will also implement the components of BA Group's recommended TDM Strategy based on multi-modal travel demand forecasting for the various proposed uses.

The traffic operations analysis undertaken by BA Group found that, under future total traffic conditions, all signalized intersections in the study area will continue to operate at a busy, but acceptable level of service. Furthermore, BA Group indicated that, "as a result of an increase in ridership using the BRT and a commensurate drop in passenger vehicle activity, intersections along Kingston Road would operate at acceptable conditions (i.e. below theoretical capacity) with the Durham-Scarborough BRT implemented". Based on the traffic operations analysis, the UTC study indicates that the proposed development plan can be reasonably accommodated from a traffic operations perspective.

4.3.2 Sun/Shadow Study, Weston Consulting

A Sun/Shadow Study has been prepared by Weston Consulting to illustrate the shadow impacts of the proposed mixed-use development. A Shadow Study is required for applications consisting of development over 13 metres [4 storeys] in height. This Study has been prepared in accordance to the terms of reference for shadow studies, as set out by the City of Pickering.

In summary, it is our opinion that the shadow impacts from the proposed development upon the neighbouring residential properties and the public realm are acceptable and short in duration. The majority of the cumulative shadow impacts are moderate, with shadow impact falling primarily away from residential properties. Public space is minimally impacted, receiving shadowing for only short periods of time. Please refer to the Sun/Shadow Study for an in-depth analysis of the shadow impacts.

4.3.3 Functional Servicing Study Incl. Sanitary Drainage Analysis, WSP Canada Group

WSP prepared the enclosed Functional Servicing Report ("FSR") in support of the proposed applications. The FSR describes the existing services in the vicinity of the subject lands in order to determine how these lands will be serviced by storm, sanitary and water. The report also reviews the site grading at a preliminary level to determine drainage boundaries and grading constraints.

The FSR concludes that boundary grades will generally be matched and storm flows from the site will be directed to on-site drains and directed to a stormwater management facility under the proposed park between Podiums 1 and 4. The stormwater management facility will provide for the necessary quality, quantity erosion and water balance requirements and the proposed site grading will be designed in accordance with the City of Pickering's Storm Sewer Servicing and Roads grading criteria with respect to minimum and maximum grades. Furthermore, as noted in Section 2.1 of the report, the proposed site grading would eliminate the need for a retaining wall adjacent to Kingston Road, as requested in the Pre-Submission Consultation Meeting minutes.

Using the various water retention methods, overland flows will be detained internally on site to capture and convey to 100-year storm event, as further detailed in the Stormwater Management Report. The overland flows will be regulated and will continue to approximately follow the existing travelled path to the south of the site, ultimately contributing to Petticoat Creek.

In terms of the proposed sanitary connection, there will be one 300mm diameter connection to the existing 300mm diameter gravity sanitary sewer on Kingston Road northeast of the site's existing control manhole and westernmost entrance. Furthermore, sanitary flows from the site will be discharged through a new connection into a relocated sanitary sewer which is currently located within an on-site easement. Section 4.5 of the FSR regarding the downstream sanitary sewer analysis indicates the following:

"Under the existing conditions there are 28 legs of sewer which are currently operating over

capacity, including all the legs of sewer running underneath Highway 401 and parallel to Petticoat Creek. In the post-development condition, after the addition of the proposed development flows, the surcharging in the existing sewers is maintained. In order for this development to proceed there will need to be downstream sewer improvements which alleviate existing capacity issues and provide capacity to support proposed and future developments.”

In terms of water supply, the proposed development will utilize an existing 400mm watermain on the north side of Kingston Road. Furthermore, domestic and Fire Lines will be extended from this existing watermain to provide water service for the site in accordance with Region of Durham standards.

4.3.4 Stormwater Management Report, WSP Canada Group

WSP prepared the enclosed Stormwater Management (“SWM”) Report in support of the proposed applications. The report speaks to the proposed SWM strategies including Low Impact Development (“LID”) measures, Water Quality, and potential outfalls for this site.

In terms of water quantity, the runoff from entire site will be directed to a subsurface storage system to be located in the proposed park between Towers 3 and 6. Outflow from the system will be controlled to below the 2-year pre-development discharge rate, while accounting for potential groundwater discharge and runoff from external areas.

With respect to water quality, a treatment train approach is proposed to achieve the required Enhanced level of water protection. The overall TSS removal of the treatment train exceeds the minimum TSS requirement for Enhanced level of protection.

WSP also found that water balance volume has decreased when compared to post-development conditions due to the proposed increase in pervious areas from pre- to post-development scenarios. Furthermore, the

proposed SWM strategy addresses the 5 mm erosion control requirement.

The SWM Report concludes that the proposed SWM strategy will address stormwater management related impacts from the proposal and meet the intent of the City of Pickering Stormwater Management Design Guidelines.

4.3.5 Phase I Environmental Site Assessment, Toronto Inspection Ltd.

Toronto Inspection Ltd. has prepared the enclosed Phase One Environmental Site Assessment (“ESA”) for the Site. The objective of the Phase One ESA was to determine if there is evidence of actual or potential contamination on the Site and if the activities of surrounding properties pose an environmental concern to the Site.

Based on the findings of the Phase One ESA, nine (9) areas of potential environmental concern (“APECS”) have been identified on the Site. The potentially contaminating activities (“PCAs”) identified on the Site – the potential use pesticides on the Site property for agricultural purposes and fill material - contribute to two (2) APECS at the Site. The remaining PCAs associated with off-site sources of concern contribute to seven (7) APECS at the Site. It is Toronto Inspection Ltd.’s opinion that a Phase Two ESA is required before a Record of Site Condition may be submitted for the Phase One Property.

4.3.6 Preliminary Geotechnical Investigation, Toronto Inspection Ltd.

Toronto Inspection Ltd. has prepared the enclosed preliminary geotechnical investigation in support of the proposed applications and formulated recommendations based on review of the architectural drawings prepared by Graziani + Corazza Architects. The proposed development will be carried out in accordance with the findings and recommendations of Toronto Inspection Ltd., as contained in their geotechnical report.

4.3.7 Hydrogeological Investigation

Toronto Inspection Ltd. has prepared the enclosed hydrogeological investigation in support of the proposed applications. The investigation concluded that there are no anticipated short-term or long-term impacts to the groundwater system, other groundwater users, the surface water system or ecological receptors resulting from dewatering or construction activities and provides recommendations to implement a Spill Prevention and Response Plan, as well as an Erosion and Sediment Control Plan during construction to limit potential impacts. The proposed development will be implemented in accordance with the findings and recommendations of Toronto Inspection Ltd., as contained in their hydrogeological investigation.

4.3.8 Environmental Noise Feasibility Study, Valcoustics Canada

Valcoustics prepared the enclosed Environment Noise Feasibility Study in support of the proposed applications. Valcoustics concluded that, with the incorporation of recommended noise mitigation measures, the proposed development will satisfy the applicable MECP noise guidelines and foster a suitable acoustical environment for occupants. The noise recommendations can be implemented through the approvals and administrative procedures.

4.3.9 Urban Design Brief, Weston Consulting

Weston Consulting has prepared the enclosed Urban Design Brief (“UDB”) in support of the proposed applications. The UDB concludes that the site plan fulfills key goals and strategies contained within pertinent Official Plan policies, and responds to fundamental built form and urban design guidance set out within the Kingston Corridor Intensification Plan.

Based on the analysis of the UDB, Weston Consulting also found that the site plan offers a balanced height and massing rationale, concentrating density and height

along a major highway, and locates active uses along the Kingston Road frontage. The tower articulation mitigates impacts on surrounding areas and maximizes visual interest. Furthermore, the site plan reinforces future planned public realm and transit improvements by providing compact and well-connected pedestrian circulation within the interior of the development site. Ample outdoor space, contained within 3 proposed parks and a landscaped plaza further support the public realm and pedestrian circulation related aspects of the proposal.

Moreover, the proposed buildings will offer a range of built form typologies, contributing to a varied supply of residential types and tenures. Lastly, the UDB contains analysis of the proposed sustainability features and conformance with sustainability policies, as requested by City Staff in the Technical Checklist.

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5. POLICY CONTEXT

The following sections review planning policies applicable to the purpose development and evaluate the proposal in the context of the existing policy framework. The following policies have been considered in this report:

- Planning Act, R.S.O. 1990 c. P.13;
- Provincial Policy Statement;
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019;
- Region of Durham Official Plan, 2017;
- City of Pickering Official Plan, Edition 8;
- City of Pickering Zoning By-law 3036.

5.1 Planning Act, R.S.O. 1990 c. P.13 (Consolidation December 10, 2019)

In relation to land use planning applications, Section 2 of the Act must be considered as it provides the overarching policy direction with respect to the Provincial Interest as it relates to land use planning decisions made in the Province of Ontario.

Provincial Interest

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- (a) *the protection of ecological systems, including natural areas, features and functions;*
- (b) *the protection of the agricultural resources of the Province;*
- (c) *the conservation and management of natural resources and the mineral resource base;*
- (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) *the supply, efficient use and conservation of energy and water;*

- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) *the minimization of waste;*
- (h) *the orderly development of safe and healthy communities;*
 - (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (k) *the adequate provision of employment opportunities;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) *the co-ordination of planning activities of public bodies;*
- (n) *the resolution of planning conflicts involving public and private interests;*
- (o) *the protection of public health and safety;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *the promotion of built form that,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The policies and direction of Section 2 of the Planning Act inform the Provincial Policy Statement (“PPS”). Consistency with the PPS is required for all land use planning decisions in Ontario. The following outlines the applicable policies contained in the PPS that are relevant to the development of the subject lands.

5.2 Provincial Policy Statement

The PPS was approved under the authority of Section 3 of the Planning Act and came into force and effect on April 30, 2014. The PPS encourages sustainable development and directs policies on matters of provincial interest including public health and safety and the quality of the natural and built environment. All land uses planning shall have regard for and be consistent with the policies of the PPS.

The Province recently updated policies of the PPS as part of the “More Homes, More Choice: Ontario’s Housing Supply Action Plan” to address the identified housing crisis in Ontario. The updated 2020 PPS will take effect on May 1, 2020. This section of the report summarizes the PPS policies that are relevant to the proposed development of the subject lands and provides an evaluation of the proposal in terms of its consistency with PPS policies, in accordance with the Planning Act. While this section of the report has specific reference to the 2014 PPS, this section is also based on simultaneous consideration of consistency with the 2020 PPS.

Section 1.0 of the PPS provides direction related to building strong healthy communities. It encourages a mix of land uses, development and intensification and promotes initiatives that make effective use of existing infrastructure.

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.1.1 contains policies for managing and directing land use to achieve efficient and resilient development and land use patterns. The following policies are relevant and applicable to the proposed development:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The policies in Section 1.1.1 represent the general requirements for development in Ontario. The proposed development has supportable intensification which would better utilize the existing infrastructure. Furthermore, the subject lands are within the settlement

area, and would provide a range and mix of uses from residential, office and retail. The proposal supports the development and implementation of a diverse range and mix of residential units with direct access to enhanced transit services that provide for direct connections to higher-order transit networks.

Furthermore, the proposal will assist in conserving biodiversity and limiting climate change impacts by locating development within the settlement area and in close proximity to existing municipal services. The proposed also provides for commercial services and amenities close to residential uses and locates dwellings in close walking distance to existing streetcar and bus stops and in close proximity to regional transit services.

Settlement Areas

Section 1.1.3 of the PPS recognizes settlement areas as critical to the long-term development and prosperity of Ontario’s communities and directs future growth and development within designated settlement areas. The PPS also promotes the protection of existing resources and green spaces, in addition to efficient development patterns within settlement areas. It also identifies the significance of the effective use of infrastructure and public service facilities. The following policies, which provide direction on the management of mix of growth within settlement areas, are particularly relevant to the proposed development:

1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) *densities and a mix of land uses which:*
 - 1. *efficiently use land and resources;*
 - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and*

avoid the need for their unjustified and/or uneconomical expansion;

- 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. *support active transportation;*
- 5. *are transit-supportive, where transit is planned, exists or may be developed; and*
- 6. *are freight-supportive; and*

b. A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety. (Section 1.1.3.3).

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.6 New development taking place in designated growth areas should be adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The PPS defines “intensification” as follows:

Intensification:

means the development of a property, site or area at a higher density than currently exists through:

- a. *redevelopment, including the reuse of brownfield sites;*
- b. *the development of vacant and/or underutilized lots within previously developed areas;*
- c. *infill development; and*
- d. *the expansion or conversion of existing buildings.*

The proposed development represents an appropriate form of intensification through the redevelopment of underutilized lands in an urbanized area. The PPS recognizes that the growth in settlement areas requires intensification and redevelopment in areas that are well served by existing infrastructure and public facilities. The proposed development is consistent with the above policies as it provides for appropriate intensification and maintains appropriate development standards in order to achieve a compact built form that respects the existing and approved built forms within the surrounding neighbourhood.

The Settlement Area policies noted above recognize that the achievement of growth objectives requires intensification and redevelopment in areas that are well serviced by existing infrastructure and public facilities and are timed to coincide with the phased development of planned infrastructure. The PPS also calls for appropriate development standards that will encourage intensification and support compact built forms.

The proposed development of the site is consistent with these policies as it proposes an appropriate level of intensification adjacent to existing and future transit infrastructure and proposes a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. This is all achieved in a compact built form that respects the existing and planned built form context within the surrounding area.

Housing

The PPS encourages a range and a mixture of housing types and densities in order to meet the current and projected needs of residents. The following policies are relevant:

1.4.1 *To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *Maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent*

the minimum target(s) for these lower-tier municipalities;

- b) *permitting and facilitating:*
 - 1. *all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
 - 2. *all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

In accordance with the PPS, new housing is directed to where an appropriate level of infrastructure and public service facilities exist and where transportation and transit can be efficiently utilized. The proposed development is consistent with Section 1.4 as it provides new housing in an existing settlement area that is well serviced by public transportation, municipal infrastructure, and water and

sanitary services. This will assist the City of Pickering by promoting density of housing and compact built form that efficiently uses land, resources and infrastructure.

The proposed development also provides for high-density built form with a mixture of housing types. This would reduce demand for greenfield development and outward expansion by redeveloping an underutilized parcel within an existing community, which diversifies the City's housing supply and satisfies key development principles of the PPS.

Public Spaces, Recreation, Parks, Trails and Open Space

The public spaces, recreation, parks, trails and open space policies of the PPS are outlined in Section 1.5. The policies emphasize the importance of these spaces and how they promote a healthy and active community. The following policies are particularly relevant:

1.5.1 Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources*

The proposed development is consistent with these policies and promote healthy and active communities through the provision of parks, a gateway plaza and various landscaped pedestrian thoroughfares and connectivity opportunities across the site.

Infrastructure and Public Service Facilities

The PPS provides direction regarding the efficient use of existing servicing and civil infrastructure. As outlined in Policy 1.6.6.2: "Municipal sewage services

and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible". The proposed redevelopment benefits from existing municipal servicing connections. Adequate servicing capacity is demonstrated through the FSR and SWM Report enclosed with this submission. In accordance with the proposed servicing design for the proposed development, the subject lands will utilize connections to the existing municipal water and sewer services available to this area, and will not result in the inefficient utilization of servicing infrastructure.

Transportation System

A primary consideration of the PPS is the relationship between transportation infrastructure and growth management. The proposed development is in an area that is well serviced by public transit which is beneficial as the PPS also encourages land use patterns that promote alternative modes of transportation while minimizing the length and number of vehicular trips.

As demonstrated in BA Group's Urban Transportation Considerations report, and in this report, the proposed development is within walking distance to planned higher order transit services in the form of BRT along Kingston Road, and existing bus connections to various DRT bus stations and a GO Transit station. The following transportation policies are relevant to the proposed development:

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.3 As part of a multimodal transportation system, connectivity within and among

transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.

The efficient use and management of infrastructure and public service facilities is the focus of Section 1.6 policies. In accordance with section 1.6.1, planning for infrastructure and public service facilities shall be integrated with planning for growth so that infrastructure and facilities are available to meet current and projected needs. Section 1.6.7 of the PPS provides coordinated land use direction for transportation related infrastructure. In particular, Policy 1.6.7.4 encourages a land-use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

The subject lands are in close proximity to the Pickering GO Station, in addition to various bus routes along Kingston Road and Whites Road North, in addition to planned BRT infrastructure along Kingston Road. The proposed development promotes land use patterns, densities and a mix of uses that minimize the length and number of vehicle trips while supporting utilization of current and future transit and active transportation infrastructure. In our opinion, the proposed development represents transit-supportive intensification of underutilized lands.

Energy conservation, air quality and climate change

Section 1.8 of the PPS encourages development that supports energy efficiency and conservation, enhances air quality, mitigates greenhouse gas emissions, and utilizes climate change adaption measures through efficient land use patterns. Section 1.8.1 of the PPS directs planning authorities to support development patterns that achieve the following objectives:

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) *improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which:*
 - 1. *maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
 - 2. *maximizes opportunities for the use of renewable energy systems and alternative energy systems; and*
- g) *maximize vegetation within settlement areas, where feasible.*

The proposed development implements the objectives of PPS climate change policies by providing a compact built form within an existing built up area. The subject lands are located in an area that is well-served by transit and the proposed co-location of residential, office and

retail uses along with various public realm opportunities will allow people to live, work and play within a single community, while limiting commute journeys and mitigating congestion of transportation networks. The proposed development will deliver an appropriate density and mix of land uses that conserves energy through the efficient use of land, resources and existing infrastructure.

Summary

Based on review of the applicable policies of the PPS, it is our opinion that the proposed development is consistent with the PPS. The proposal will promote the efficient use of land and resources on an under-utilized site in a highly urbanized and well-served area. With the increased densities, the proposal will provide for a more compact urban form design with access to active and transit-oriented transportation.

The proposed development makes efficient use of existing infrastructure and public facilities, as well as transportation infrastructure in the area, and will support key PPS policies that seek to minimize the length of vehicle trips and promote alternative transportation modes.

Further to the above, the proposed development is consistent with the policies of the PPS in relation to development efficiency, housing, transportation, and intensification as the subject lands are located within the built-up area. The PPS supports development in such locations that have appropriate regard for surrounding land uses, support efficient use of land and existing infrastructure and transportation options, and provides additional housing options within the community.

The proposal provides for residential intensification as it provides for the efficient development of an underutilized lot in the urban area and contributes to the range and type of housing units in the area.

In summary, the proposed development appropriately address the applicable PPS policies related to transportation, housing, infrastructure, energy conservation, air quality and climate change. In our opinion, the various characteristics of the proposed

development, as described in the foregoing, will contribute to the creation of a complete community and is consistent with the applicable policies of the PPS.

As noted earlier in this section of the report, the Province recently updated policies of the PPS as part of the “More Homes, More Choice: Ontario’s Housing Supply Action Plan” to address the identified housing crisis in Ontario. The updated 2020 PPS will take effect on May 1, 2020. While this section of the report has specific reference to the 2014 PPS, this section is also based on simultaneous consideration of consistency with the 2020 PPS.

5.3 Growth Plan for the Greater Golden Horseshoe (May 2019)

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) released by the Province in 2006, and most recently updated in 2019, provides a long-term framework for directing growth and development in the Greater Golden Horseshoe (“GGH”) and directs development in the region to support economic growth and stability, safeguard the environment, and create sustainable and vibrant communities. While the PPS provides overall policy direction related to matters of provincial interest, the Growth Plan provides direction on the development and growth of communities within the GGH. The proposed development of the subject lands must comply with the 2019 Growth Plan.

Guiding Principles

Section 1.2.1 of the Growth Plan provides a set of key guiding principles which direct land development and infrastructure investment decisions to guide the province’s vision for the GGH. The following summarizes the guiding principles of the Growth Plan that are particularly relevant to the proposed development:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.

- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

The proposed development conforms to the guiding principles of the Growth Plan by providing a compact form of development that provides for a variety of dwelling unit sizes in a mixed-use context, which will assist in the achievement of complete communities. The proposed development provides intensification and supportable density adjacent to enhanced transit services with direct connections to higher-order transit networks within the larger geographic area. The location of the subject lands and redevelopment proposal will ensure the efficient use of land, infrastructure, and transportation networks in the surrounding area while planning and managing growth in such a manner that support resilient communities and infrastructure.

Where and How to Grow

Chapter 2 – Where and How to Grow - of the Growth Plan states that growth should be directed to established, built-up, areas in order to accommodate growth within the GGH, encouraging “building compact and complete communities” which “represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area (s. 2.1).”

Section 2.1 of the Growth Plan establishes that complete communities are supported by strategically developing areas that are well-suited to intensification: *“Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields (s. 2.1).”*

Further to the above, the Growth Plan identifies Strategic Growth Areas as possessing the following characteristics:

“Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas..”

The proposed development exhibits attributes that align with the definition of a Strategic Growth Area. Under the Durham Regional Official Plan and the City of Pickering Official Plan, the subject lands are identified within Regional Corridors and Mixed Use Areas – Mixed Corridors, respectively and adjacent to planned higher order transit routes along Kingston Road and Whites

Road North. Given the existing and planned context, the City of Pickering directs infill and intensification of residential and commercial uses to the subject lands which can be considered part of a Strategic Growth Area as defined by provincial legislation.

Moreover, Section 2.1 of the Growth Plan recognizes that the development of communities and of transit infrastructure are to be integrated through the use of transit-supportive densities, compact built form and active transportation networks, as follows:

“Communities in larger urban centres need to grow at transit-supportive densities, with walkable street configurations. Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow. They are necessary to ensure the viability of transit; connect people to homes, jobs and other aspects of daily living for people of all ages; and meet climate change mitigation and adaptation objectives. Moreover, an increased modal share for active transportation and transit, including convenient, multimodal options for intra- and inter-municipal travel, supports reduced air pollution and improved public health outcomes.”

In our opinion, the proposed development supports the various functions and benefits of a complete community by introducing a mix of uses (residential, retail, office, parks etc.) in close proximity to local stores, services and public service facilities, promoting overall quality of life for people of all ages, introducing a diverse range and mix of housing options and expanding convenient access to publicly-accessible open spaces, public transit and active transportation routes. Furthermore, it is our view that the proposed development will provide high-quality compact built form, site design, and common spaces and contributing to the achievement of low-carbon communities.

Section 2.2.1 provides policy direction for the management of growth through development. The Growth Plan further states that better use of land and

infrastructure can be made by directing growth to settlement areas and prioritizing intensification. This section emphasizes the need for transit-supportive densities, compact built form and active transportation networks.

In accordance with Section 2.2.1.4, the Growth Plan supports the achievement of complete communities that:

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

- f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

In accordance with the above-noted policies, the proposed development provides additional residential housing options which will contribute to the minimum intensification target occurring within the built-up area. The proposed residential component will accommodate a range of household types and support people in all stages of life, and cater to a range of household sizes and income levels, with a diverse range of building typologies as well as unit types and sizes. The proposal also provides for high-quality compact built form as well as vibrant public realm and open space opportunities.

Delineated Built-up Areas

Under Section 2.2.2, the Growth Plan requires that all municipalities develop and implement strategies to achieve the minimum intensification targets throughout delineated built up areas as follows:

- 1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
 - a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*
- 3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development conforms to Section 2.2.2 as it will assist Durham Region and City of Pickering in achieving minimum intensification targets by providing a range of new residential units within the delineated built-up area. Furthermore, as a strategic growth area, the Growth Plan encourages and promotes a range and mix of land uses, while intensification is generally encouraged to achieve the desired urban structure and hierarchy of density areas. As explained in detail later on in this report, the proposed development is consistent with the applicable official plan policies respecting mixed use areas and is located adjacent to enhanced transit infrastructure opportunities and existing public services facilities, which will allow for the continued and efficient use of these services.

Transit Corridors and Station Areas

Section 2.2.4 of the Growth Plan aims to direct growth along transit corridors and station areas. The following policies are particularly relevant:

1. *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
2. *For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
3. *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
 - a) *200 residents and jobs combined per hectare for those that are served by subways;*
 - b) *160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
 - c) *150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.*
6. *Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.*
8. *All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*

- a) *connections to local and regional transit services to support transit service integration;*
- b) *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- b) *commuter pick-up/drop-off areas.*

9. *Within all major transit station areas, development will be supported, where appropriate, by:*

- a) *planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;*
- b) *fostering collaboration between public and private sectors, such as joint development projects;*
- c) *providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*

As noted in Section 3.5.4 of the Kingston Road Corridor Intensification Plan, the intersection of Whites Road and Kingston Road, adjacent to the northeast corner of the subject lands, is identified as a key transit intersection with the potential to develop into a future Major Transit Station Area (“MTSA”). As further noted in the Intensification Plan, this intersection occupies a prime location along a planned higher-order transit corridor, and that although transit-oriented development is expected to occur throughout the entire area, this location warrants additional consideration as an ideal site for higher-intensity uses. In addition to the foregoing, Section 3.1.2 of BA Group’s Urban Transportation Considerations Report identifies that the “Site is located within 500 to 800 metres of a future Durham-Scarborough Bus Rapid Transit (BRT) stop, and is within 800 metres of a possible GO Transit station at Whites Road.”

Given the proximity to planned future MTSA infrastructure, the proposed density of intensification

and reduced vehicular parking requirements on the subject lands is transit-supportive and supported by Growth Plan policies.

Employment

Section 2.2.5 of the Growth Plan provides a policy framework for how to best promote economic development within mixed-use, transit-supportive contexts. The following policies apply:

- 3. *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- 4. *In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*
- 15. *The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.*

The proposed retail and office components will be integrated within an intensified residential context and directed towards existing and planned transit infrastructure. The proposed bicycle parking, utilization of below and above-grade parking structures and promotion of compact form will support the creation of complete communities.

Providing a Range and Mix of Housing

Section 2.2.6 of the Growth Plan provides policy direction related to housing. Sub-section 2.2.6.3 directs local municipalities “To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.” The proposed development consists of a mix of unit sizes and building typologies, aimed to accommodate a range of household types and incomes.

Section 3.2 outlines policies to coordinate infrastructure and growth. Policy 3.2.1 states that “Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan”. As indicated in the Functional Servicing Report enclosed with this submission, the proposed development will be supported by and will efficiently utilize existing infrastructure.

Climate Change

Section 4.2.10 of the Growth Plan outlines policies that aim to reduce greenhouse gas emissions while addressing climate change adaptation. Key policies of Section 4.2.10.1, that relate to the proposed development, include the following:

- a) *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
- b) *reducing dependence on the automobile and supporting existing and planned transit and active transportation;*
- c) *assessing infrastructure risks and vulnerabilities and identifying actions and investments to address these challenges;*
- d) *undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;*
- i) *any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.*

The proposal is anticipated to offset vehicular dependence, and will intensify an underutilized site within an area identified for strategic urban growth, while providing for a mix of residential, office and retail uses. The proposed development is close and accessible to planned higher order transit, provides a sufficient supply of bicycle parking, and proposes a reduction in automobile parking supply. Furthermore, as outlined in the SWM Report enclosed with this submission, the proposed development will incorporate green infrastructure and LID measures and the proposed

SWM plan will address SWM-related impacts while meeting the intent of the City of Pickering Stormwater Management Design Guidelines.

Summary

Based on our review of the relevant policies, it is our opinion that the proposed development conforms to the Growth Plan. The Growth Plan promotes redevelopment through intensification, generally throughout the built-up area, and specifically recognizes the need for more efficient utilization of lands and compact built forms and is supportive of higher densities in appropriate areas, where infrastructure and transit services are available.

The proposed development promotes compact and transit-supportive intensification within the built-up area, utilizes existing municipal water and wastewater services and provides high quality landscaped areas that contribute to an attractive and vibrant public realm. As the subject lands are located within walking distance to existing and future transit stops and will provide for a range of amenities and employment opportunities, the proposed development will assist Durham Region and City of Pickering in reducing the need for long distance commuting and increase the modal share of transit, walking and cycling while helping to achieve a balance of housing and jobs within communities.

The policies of the Growth Plan strongly encourage intensification within strategic growth areas and within MTSAs. The proposed development demonstrates high quality compact built form and is of a scale and density that makes efficient use of land, infrastructure and existing and future transit service. The proposal will contribute to the creation of a complete community by introducing residential intensification and a mix of complementary uses close to higher order transit and planned future transit improvements. The proposed development conforms to the policies of the Growth Plan.

5.4 Durham Regional Official Plan, 2017

The Durham Regional Official Plan (“DROP”), was originally adopted by Council on June 5, 1991 and was approved by the Minister of Municipal Affairs and Housing on November 24, 1993.

The DROP is intended to provide a long-term Region-wide strategic policy framework for growth and development as well as provide policies to protect and enhance the environment and manage resources. The DROP provides a policy link between the growth priorities of the upper levels of government with the lower tier municipal planning frameworks.

The basis of the DROP is to provide a forecast of the population and employment numbers to the year 2031, be consistent with the Growth Plan, increase the density of development in the Urban Area, cultivate employment opportunities, and protect natural resources for future generations.

As part of the Envision Durham initiative, Durham Region is currently undergoing a Municipal Comprehensive Review to provide population and employment forecasts to 2041 and coordinate with recent updates to provincial planning legislation.

The proposed development is designated Living Areas in the Urban System with a Regional Corridor overlay associated with adjacent segments of Kingston Road and Whites Road, and adjacent to a designated Freeway (Highway 401) in accordance with Schedule ‘A’- Map ‘A4’ Regional Structure – of the DROP.

The purpose of the Durham Official Plan is:

- *to provide policies to ensure an improved quality of life and secure the health, safety, convenience and well-being of the present and future residents of the Region;*
- *to establish the future development pattern of the Region and articulate goals, policies and implementation mechanisms to achieve such a development pattern;*

- *to provide guidelines for Regional Council and Councils of the area municipalities in the preparation of future amendments to this Plan, area municipal official plans, zoning by-laws and other municipal actions and programs; and*
- *to provide information for the Federal and Provincial Governments to be considered in the preparation of plans and programs which may affect the Region.*

The DROP provides a policy link between the growth priorities of the Provincial policies and regulations with the lower-tier municipal planning frameworks. The City of Pickering Official Plan (and the decisions made under that plan) must conform to the DROP and Provincial planning policy.

Basis, Goals and Directions

Section 1 of the DROP establishes the rationale and priorities for managing population forecasts until 2031. Growth is to be directed towards Urban Areas, particularly on under-utilized and vacant lands and support the efficient use of land to help in the creation of sustainable, complete communities. To achieve these goals, the policy direction promotes compact, mixed-use, human-scale focused development that provides for the changing needs of residents in various housing typologies and amenities.

Section 1.1.1 of the DROP provides direction for the Region’s forecasted population and employment growth to the year 2031. These policies support additional densities within Urban Areas which will contribute to the overall population for the Region. The following policy outlines Durham Region’s goals, as follows:

1.2.1 The goals of this Plan are:

- a) *to manage growth so that it occurs in an orderly fashion;*
- b) *to live in harmony with the natural environment and heritage of the Region;*
- c) *to develop the Region to its economic potential and increase job opportunities for its residents;*

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| <ul style="list-style-type: none"> d) <i>to establish a wide range of housing opportunities in Urban Areas commensurate with the social and economic needs of present and future residents;</i> e) <i>to create healthy and complete, sustainable communities within livable urban environments for the enjoyment of present and future residents;</i> f) <i>to provide opportunities for a variety of cultural, health and community services; and</i> g) <i>to manage the resources in the Region in an orderly, efficient and responsible manner.</i> | <ul style="list-style-type: none"> f) <i>communities that balance growth in population with growth in employment; encouraging the production of an increased mixture of housing by type, size and tenure in Urban Areas;</i> g) <i>creating Urban Areas that are people-oriented and support active transportation;</i> h) <i>protecting agricultural lands;</i> i) <i>supporting food security for all residents of the Region;</i> j) <i>encouraging stewardship of land;</i> k) <i>improving transportation linkages both within the Region and between the Region and adjacent areas;</i> l) <i>developing the Region in a fiscally responsible manner;</i> m) <i>coordinating and managing the development of the Region in a manner that is consistent with provincial planning policies;</i> n) <i>identifying and protecting resources in the Region.</i> |
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The proposed development achieves the goals of the DROP by accommodating growth in an orderly manner that concentrates development in a high-density compact urban form in close proximity to existing transit facilities. The proposed mixed-use development will support the Region of Durham's Official Plan goals by providing a range of housing opportunities within a mixed-use setting in the Urban Areas, contributing to the creation of healthy and complete communities within the City of Pickering, and providing development that supports the City's strategic growth areas.

Section 1.3.1 of the DROP provides direction for development within Urban Areas. The following policies are relevant to the proposed development:

1.3.1 The goals of this Plan will be achieved through the following directions:

- a) *recognizing a distinction between Urban Areas and areas where agriculture and open space predominate;*
- b) *encouraging developments that utilize land efficiently;*
- c) *protecting significant features and functions of the natural environment;*
- d) *encouraging development that will not have adverse cumulative impacts on the natural, built and cultural environments;*
- e) *increasing employment opportunities to create healthy and complete, sustainable*

The proposed development supports the basis, goals and directions of the DROP by introducing various compact housing typologies in an identified intensification area that will support the long-term development of a complete community over time. In addition to creating Urban Areas that are people-oriented and support active transportation by locating residential, office and commercial use along Kingston Road and Whites Road North, which are identified as Regional Corridors. The proposal would be in line with both provincial and regional policies which direct intensification in built-up urban areas in a manner that does not promote adverse cumulative impacts on the natural and built environment and that encourages employment opportunities and the creation of sustainable communities that balances various growth objectives.

Economic Development

The economic growth of the Region is a key objective of the DROP. The following economic policies are particularly relevant to the proposed mixed-use development of the subject lands:

3.3.8 To achieve greater diversification of the Region's economic base, Regional Council shall in cooperation with area municipal Councils:

- b) promote Urban Growth Centres, Regional Centres and Corridors as attractive locations for major offices;
- c) support and promote the rejuvenation, redevelopment and renewal of Urban Growth Centres, Regional Centres and Corridors, regeneration areas and brownfield sites;
- d) promote the beautification of development along major transportation corridors, in particular, the redevelopment and intensification of existing Employment Areas abutting Highway 401;
- e) ensure the provision of housing with a variety of types, sizes and tenure in Urban Areas, to meet the needs of a diversified labour force.

The proposed concentration of office uses, and retail uses, within an intensified and diverse mixed-use format, adjacent to the intersection of two Regional Corridors (Kingston Road and Whites Road North) with direct access to Highway 401 will promote the rejuvenation and greater diversification of the Region's economic base. With respect to Section 3.3.8 e) of the DROP, although the subject lands are not located within Employment Areas, the proposed intensification of employment opportunities and beautification of lands adjacent to Highway 401 achieves DROP economic objectives. Lastly, the provision of diverse housing opportunities on the subject lands will contribute to a diversified labour force in accordance with the DROP.

Housing

Section 4 provides direction for housing within the Urban Areas which encourages desirable housing options and a wide diversity of dwelling types, in addition to achieving higher residential densities in Urban Areas. The DROP establishes the broad policy framework for managing the growth and development of the Region in a way that supports improved quality of life.

4.1.1 To provide a wide diversity of residential dwellings by type, size and tenure in Urban Areas to satisfy the social and economic needs of present and future residents of the Region.

4.2.1 Policies that will enable a wide variety of housing by type, size and tenure in Urban Areas shall be contained within area municipal official plans.

4.2.5 Regional Council shall, in consultation with the area municipalities and the Provincial Government, undertake a comprehensive study examining methods of achieving higher residential densities in Urban Areas, such as development standards, performance standards and intensification opportunities, with such study to form the basis for more detailed policies to be incorporated into the Plan by amendment.

4.2.6 The Region shall maintain the ability to accommodate residential growth in Urban Areas Region-wide, for a minimum of 10 years through intensification, redevelopment and if necessary, on lands designated and available for residential development, and a 3-year supply of residential units available through intensification and redevelopment and land in draft approved and registered plans of subdivision/condominium.

The proposed high-density mixed-use development and efficient development of underutilized lands is consistent with recent developments in the surrounding area and conforms with the Growth Plan and the DROP which identify the subject lands within and at the intersection of two Regional Corridors. The subject lands provide an opportunity for focusing growth along Regional Corridors which will assist the Region in managing its future growth while providing new housing options for residents.

In accordance with Section 4.2.5, as part of a comprehensive intensification study, the City of Pickering is in the process of developing an area-specific policy framework that will implement higher residential densities and associated development standards on

underutilized lands along the Kingston Road corridor, inclusive of the subject lands. As detailed later on in this report, the proposed intensification of the subject lands is based on the current findings and development concepts provided as part of the City's Kingston Road intensification plan.

Section 4.3 of the DROP outlines policies in relation to housing in the Urban Area. The proposed development has considered the following policies:

4.3.2 *Regional Council shall support opportunities to increase the supply of housing in Urban Areas through intensification, taking into account the adequacy of municipal services and the physical potential of the housing stock. Housing intensification shall include, but not be limited to, the following:*

- b) *the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas; and*
- c) *the creation of residential units above commercial uses, with preference being given to development located adjacent to arterial roads and/or in close proximity to transit routes.*

The proposed development will introduce higher density mixed-use development to an underutilized lot within an identified intensification area in the City of Pickering at the intersection of two arterial roads and close to a range of existing and future transit opportunities. The proposed form of residential intensification supports the housing policy objectives of Section 4 of the DROP.

Regional Structure

The DROP prioritizes intensification within the Urban Areas, including the City of Pickering. Urban Areas are intended to accommodate 40% of all residential development, occurring annually, by providing a mix of housing types in complete, sustainable communities. From 2011 to 2031, Pickering is expected to more than double its growth from 110,085 to 225,670. To accommodate these growth numbers, the strategy is to support development on underutilized lands and in designated growth areas that are transit-supportive.

Section 7 of the DROP sets out the goals, objectives and hierarchy of land uses needed to achieve and maintain the quality of life for the Region with the framework of a Regional Structure. The DROP's objectives related to the Regional Structure are outlined as follows:

7.1 Goals

- 7.1.1 *To establish a Regional Structure that allows its residents to enjoy an improved quality of life.*
- 7.1.2 *To create a development pattern and policy directions to support the structural components of the Region and to minimize conflicts between such components.*
- 7.1.3 *To maintain the distinction between the character of the Urban and Rural Systems in the Region for the benefit and enjoyment of the residents of the Region.*
- 7.1.4 *To efficiently utilize the land, resources and finances of the Region.*
- 7.1.5 *To establish a development pattern that reinforces the Region's identity while recognizing the interrelationship of the Region with the remainder of the Greater Toronto Area.*
- 7.1.6 *To promote distinct, compact Urban Areas which support the development of healthy and complete, sustainable communities.*

The proposed development is located within the Urban Area and benefits from its proximity to established services, amenities and existing and planned residential neighbourhoods. The subject lands are also located along and at the intersection of two Regional Corridors which have direct access to existing and future transit services, and provides opportunities for future residents to connect with the local transit and pedestrian networks, minimizing the reliance on private motor vehicles and supporting a 'complete' community development.

Section 7.3 of the DROP provides direction for the Regional Structure. Section 7.3.9 supports residential development within the Urban Areas to accommodate

the minimum 40% intensification target within the built-up areas. As such, the proposed development contributes to the minimum intensification target for residential development within the built-up areas.

The proposed high-density development directly responds to and addresses Section 7.3.9 policies. The development will utilize land and resources efficiently and will accommodate a portion of the anticipated population growth forecasted over the planning horizon. Section 7.3.17 provides further direction related to intensification, as follows:

7.3.17 Area municipal intensification strategies shall be based on the following:

- a) *the growth management objectives of Policy 7.3.9;*
- b) *intensification in appropriate locations throughout the built-up area;*
- c) *the identification of intensification areas;*
- d) *the recognition of Urban Growth Centres, Regional and Local Centres, Corridors, Waterfront Places and Transportation Hubs and Commuter Stations as the key focus for intensification;*
- e) *the identification of the appropriate scale of development in intensification areas;*
- f) *the provision of a range and mix of housing, taking into account affordable housing needs;*
- g) *the permission of secondary suites; and*
- h) *the provision of a diverse and compatible mix of land uses, to support vibrant neighbourhoods, providing high quality public open spaces with site design and urban design standards that create attractive and vibrant places, support transit, walking and cycling and achieve an appropriate transition to adjacent areas.*

Despite the intensification objectives herein, new or intensified development shall only be permitted in accordance with approved Floodplain Special Policy Area provisions in an area municipal official plan.

The proposed development conforms to the above-mentioned policies as the subject lands are located along and at the intersection of two Regional Corridors which encourages the higher density mixed development that is being proposed. The proposed development provides an appropriate built form and scale adjacent to a significant intersection in the City of Pickering. In addition, the proposed development contributes to the intensification strategies of the DROP as it provides a range of new residential housing unit types and options in a mixed-use setting. Furthermore, the proposal will provide high-quality public open spaces with site design and urban design standards that create attractive and vibrant places and that support transit, walking and cycling.

Urban Systems

Section 8 of the DROP establishes a structure envisioned as a system of interdependent Urban Areas throughout the Region that can meet the needs of current and future residents and businesses. The DROP recognizes the need to protect the natural heritage system, integrate natural elements into the design of new spaces, and encourage local economic activity. The following applicable policies are outlined below:

8.1 Goals

- 8.1.1 *To establish an Urban System of distinct Urban Areas that are adaptable and able to evolve into healthy and complete sustainable communities that balance growth in population, with growth in employment.*
- 8.1.2 *To create distinct Urban Areas that relate to each other within the Region.*
- 8.1.3 *To provide diverse Urban Areas to meet the various needs of present and future residents of the Region.*
- 8.1.4 *To develop people-oriented Urban Areas that create a sense of community, promote social interaction and are aesthetically pleasing.*

8.1.5 To provide compact, efficient and accessible Urban Areas comprised of mixed uses.

8.1.10 To create people-oriented places that are accessible by public transit and an extensive pedestrian network, including civic squares, parks and walkways.

8.1.13 To restore the historic integration of the shopping function with the other traditional functions, such as housing, employment, recreation, social activities and cultural facilities.

8.1.14 To link Urban Growth Centres, Regional Centres and Waterfront Places with supportive Corridors focused on active transportation and transit routes.

8.1.15 To establish suitable areas for the provision of a full range of housing which will be developed in a cost-effective and efficient manner.

8.1.16 To create and maintain an attractive living environment that is safe, energy efficient and in harmony with nature.

The proposed development contributes to the City's future development in the form of infill and intensification that improves the character of the surrounding area and current condition of the subject lands. Through the Kingston Road Corridor Intensification Plan, the site and surrounding area is on the cusp of transformative changes that will see a new urban community developing from previous underutilized commercial lands that are characterized by large surface parking areas and low-density commercial uses. The proposed organization and massing of the site is consistent with the proposed high-density developments in other areas of the City, and in general accordance with the City's high-density land use vision for this site as articulated in the Kingston Road Corridor Intensification Plan. The proposed development acts as a gateway site as it is located at the southwest corner of Kingston Road and Whites

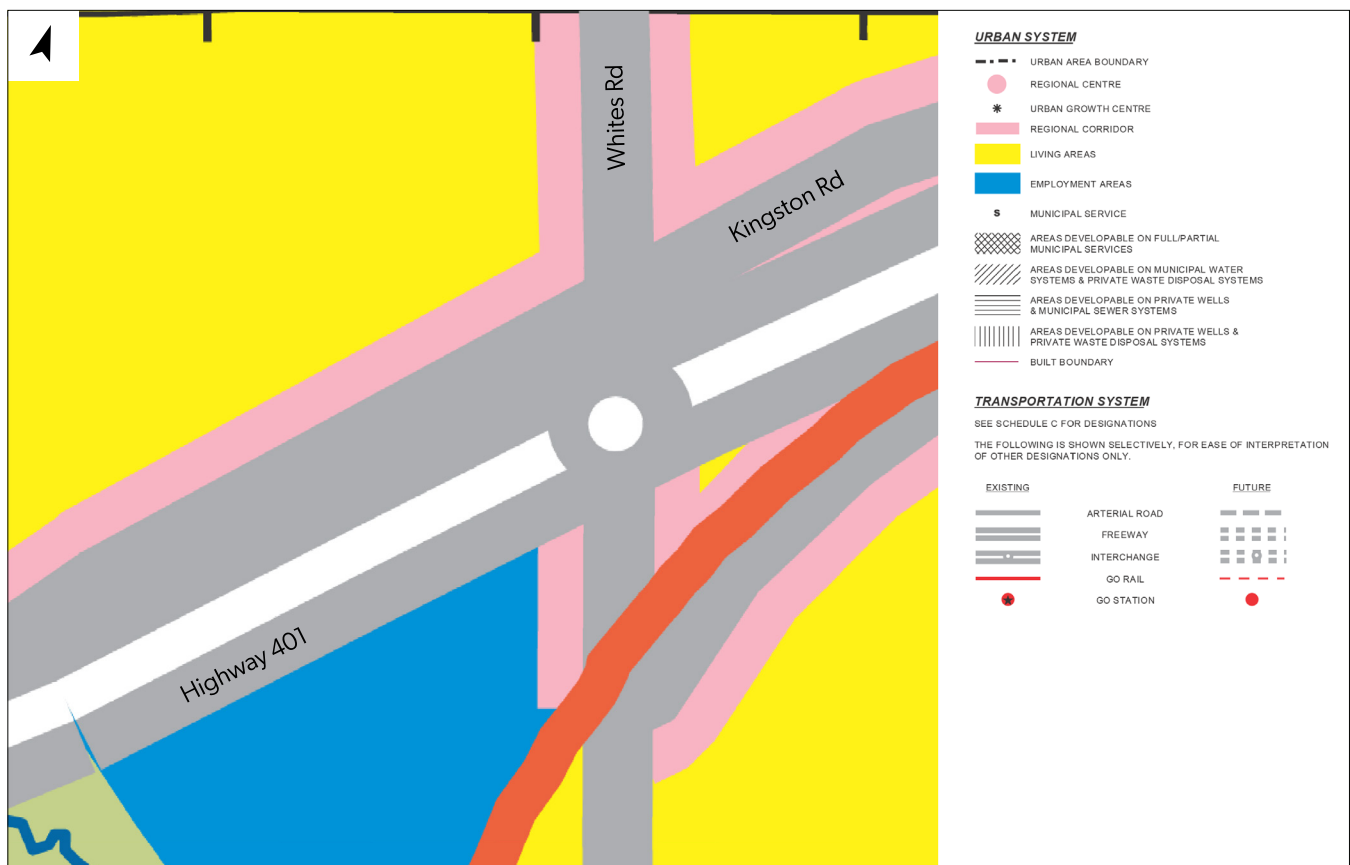


Figure 6: Durham OP, Schedule 'A' - Map 'A4' Regional Structure

Road North, just north of connections to Highway 401. The proposed development supports the goal of a complete, connective community and ensures a mix of uses are provided across the subject lands.

8.2 General Policies

8.2.1 *Urban Areas shall be planned and developed with regard for the principles of adaptability over time, sustainable development, harmony with nature and diversity and integration of structures and functions. In addition, the planning and development of Urban Areas shall be based on the following principles:*

- a) *a more compact urban form which promotes transit-supportive Urban Areas and accommodates the population and employment forecasts in Policy 7.3.3;*
- b) *a mixture of uses in appropriate locations, with particular consideration given to Centres and Corridors;*
- c) *intensification, with particular regard to Policies 4.3.2, 7.3.9 and 8B.2.4 d);*
- d) *good urban design principles;*
- e) *increased public transit usage;*
- f) *linkages for pedestrians and cyclists which link communities internally and externally and to the public transit system;*
- g) *a grid system of arterial roads, and collector roads, where necessary, to provide for a transit-supportive road pattern while recognizing environmental constraints; and*
- h) *a Greenlands System that complements and enhances the Urban System.*

8.2.2 *Urban Areas shall be developed on the basis of full municipal services unless otherwise specified in this Plan.*

The proposed high-rise residential development contemplates a compact and transit-supportive built form that supports greater community development around existing transit and transportation infrastructure.

The coordinated approach to the planning and development for the site has resulted in the efficient use of land that is transit-adjacent and supports ridership and functional connectivity to the transit network by promoting pedestrian and access/linkages. Additionally, the proposal will be designed in accordance with the recommendations of the Functional Servicing Report to ensure that the development is supported a full range of municipal services to accommodate the redevelopment of the site.

Corridors

The subject lands are located along and at the intersection of two (2) Regional Corridors, Kingston Road and Whites Road North. Regional Corridors form key connections between Centres and are considered the main arteries of the Region's urban structure and focus areas for growth. The section encourages the movement of people and goods between centres to support their vitality. Section 8A of the Official Plan outlines the policies for development along Regional Corridors.

8A.1.4 *Corridors form the key connections between Centres and are considered the main arteries of the Region's urban structure. They provide for the movement of people and goods between the Centres to support their vitality.*

8A.1.5 *Corridors shall be developed in accordance with the principles contained in Policy 8.2.1 and the following:*

- a) *promoting public transit ridership through well designed development, having a mix of uses at higher densities;*
- b) *sensitive urban design that orients development to the corridor, complemented by the consolidation of access points;*
- c) *maintaining and enhancing historical main streets by integrating new forms of development with existing development; and*
- d) *preserving and enhancing cultural heritage resources.*

The Regional Corridor designation encourages higher density developments along these corridors with direct access to public transit services. The high-rise development supports the above policies as it provides a sensitive urban design that is complementary to the surrounding area and is of a similar form to proposed high density developments in other strategic growth areas within the City and compatible with the high density land use vision articulated in the Kingston Corridor Intensification Plan and associated documents.

8A.2.8 Regional Corridors are designated as an overlay of the underlying land-use designation on Schedule 'A', Regional Structure. Local Corridors may be designated in area municipal official plans, in accordance with the provisions of this Plan.54

8A.2.9 Regional Corridors shall be planned and developed in accordance with Policy

8A.1.5 and the relevant Policies of the underlying land-use designation, as higher density mixed-use areas, supporting higher order transit services and pedestrian oriented development. The Regional Corridors shall provide efficient transportation links to the Urban Growth Centres and Regional Centres as well as other centres in adjacent municipalities. Portions of Regional Corridors with an underlying Living Area designation, which are identified as appropriate for higher density mixed-use development in area municipal official plans, shall support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index of 2.5. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in area municipal official plans.

8A.2.10 Local Corridors shall be planned and developed in accordance with Policy 8A.1.5 as mixed-use areas, with appropriate densities to support frequent transit service. The Local Corridors shall

provide efficient transportation links to the Urban Growth Centres and Regional Centres and/or Local Centres within Urban Areas. Portions of Local Corridors with an underlying Living Area designation, which are identified as appropriate for mixed-use development shall support an overall, long-term density target of at least 30 residential units per gross hectare and a floor space index of 2.0. The built form should be a wide variety of building forms with mid-rise predominating, as detailed in area municipal official plans

The proposed development has been planned in accordance with the above-mentioned relevant policies of the DROP. The proposed development provides for a high-density and compact built form, which is supported by existing and planned transit services and Regional Corridor designations along Kingston Road and Whites Road North. The proposed mixed-use development will provide a similar built form and densities to the high-density developments in strategic growth areas across the City and in accordance with the City's land use vision as articulated in the Kingston Road Corridor Intensification Plan.

Furthermore, in conformity with the above-noted policies, the design of the proposed development contemplates appropriate interfaces with Kingston Road and Whites Road North. This is accomplished through architectural articulation and creating a pedestrian supported interface that acts as a gateway to the Whites Precinct.

Living Areas

The DROP designates the subject lands as Living Areas in the Urban System with a Regional Corridor overlay along Kingston Road and Whites Road. Living Areas permit a range of uses including residential and limited office and commercial uses.

Some key policy objectives of the Living Areas designation are outlined in Section 8B as follows:

8B.1 General Policies

- 8B.1.1 *Living Areas shall be comprised of communities with boundaries which shall be defined within area municipal official plans. Each community shall be developed to incorporate the widest possible variety of housing types, sizes and tenure to provide living accommodations that address various socioeconomic factors.*
- 8B.1.2 *Living Areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads.*
- 8B.1.3 *Living Areas shall be developed with particular consideration for supporting and providing access to public transit.*
- 8B.1.4 *Regional Council shall support the review of development proposals currently in the approvals process, to encourage higher densities where appropriate and promote area municipal official plans to maximize permissible densities for vacant lands, within their Urban Area boundaries at the time of approval of this Plan.*
- 8B.2 *Policies*
- 8B.2.1 *Living Areas, as designated on Schedule 'A', shall be used predominantly for housing purposes, including group homes. In addition, the following may be permitted:*
- a) *certain home occupations and convenience stores which are compatible with their surroundings, and certain public and recreational uses which are compatible with their surroundings; and*
 - b) *limited office development and limited retailing of goods and services, in appropriate locations, as components of mixed use developments, provided that Local Centres are designated in the area municipal official plan, and the functions and characteristics of such Centres are not adversely affected.*
- 8B.2.2 *Subject to the inclusion of appropriate provisions and designations in the area municipal official plan, the following uses may also be permitted in Living Areas:*
- a) *Local Centres and Corridors, in accordance with the provisions of SubSection 8A;*
 - b) *major retail uses; and*
 - c) *Employment Area uses which are not obnoxious in nature.*
- 8B.2.3 *In the consideration of development applications in Living Areas, regard shall be had for the following:*
- a) *the intent of this Plan to achieve a compact urban form, including intensive residential, office, retail and service and mixed uses along arterial roads and in conjunction with present and potential transit facilities;*
 - b) *the use of good urban design principles including, but not limited to, the following:*
 - i. *the concentration of commercial uses into Centres and Corridors, with particular emphasis on common internal traffic circulation and restricted access to arterial roads by means of service or collector roads, wherever possible;*
 - ii. *the attenuation of noise through measures other than fences, such as innovative designs, berms and the orientation of higher density developments; and*
 - iii. *the orientation and design of buildings to maximize the exposure to direct sunlight;*
 - c) *the provision of convenient pedestrian access to public transit, educational facilities and parks;*
 - d) *a grid pattern of roads;*

- e) *the provision and distribution of parks, trails, pathways and educational facilities;*
- f) *the types and capacities of the existing municipal services, infrastructure and the feasibility of expansion; and*
- g) *the balance between energy efficiency and cost.*

The proposed development of the subject lands conforms with Section 8B of the DROP. The proposal focuses urban growth in an efficient, compact and connective built form within the designated Living Areas. It proposes a mix of unit types to address a mixture of incomes, provides for a compact built form at an appropriate scale and range that is compatible with proposed surrounding uses and, incorporates design elements to promote connectivity and access to public transit, while providing for parks and public realm opportunities. As demonstrated in Valcoustics’ Environmental Noise Feasibility Study enclosed with this submission, the project will accommodate the necessary noise mitigation measures to meet provincial requirements, in accordance with good urban design principles. Furthermore, the proposal directs commercial uses to interface with the Regional Corridors.

Summary

The proposed development of the subject lands represents a beneficial opportunity for infill and intensification of an underutilized property in a manner that aligns with the growth management goals of the DROP. The development aligns with the Region’s objectives of locating growth within the Region’s Urban Area as it would promote efficient and compact urban forms. The subject lands would also provide an opportunity for efficient redevelopment, higher densities and complementary mix of uses residential, office and retail within Living Areas and Regional Corridors, with close access to Highway 401 which is identified a key economic driver for the Region.

Additionally, the proposed high-rise residential developments will effectively utilize existing urban infrastructure and is also supported by transit

infrastructure and public service facilities. The proposed development focuses development in an area that is well-connected to existing and future public transit opportunities, including the planned development of higher order transit along Kingston Road. Overall, the proposed development encourages responsible growth in a manner that fulfills the objectives of the DROP. It is our opinion that the proposed development conforms to the Durham Regional Official Plan.

5.5 City of Pickering Official Plan, Edition 8

The City of Pickering Official Plan (“City OP”) was adopted by Council in 1997 and was subsequently approved by the Minister of Municipal Affairs and Housing. A number of amendments have been made to the Official Plan since Council’s adoption, resulting in the current Pickering Official Plan, Edition 8, dated October 2018. The City OP’s land use and built form goals, objectives and policies establish the framework for the future growth and development of the City.

The subject lands are within a Mixed Use Areas-Mixed Corridor designation, in accordance with Schedule I – Land Use Structure - of the City OP which corresponds to its designation as Regional Corridors in the DROP.

Guiding Principles

The Pickering OP’s land use vision is established as a framework of guiding principles for the future growth and development of the City. Section 1.3 sets out these guiding principles as follows:

- 1.3 *City Council recognizes the following as its guiding principles in planning Pickering’s future growth and development,*
 - (a) *to meet people’s needs while ensuring environmentally appropriate actions;*
 - (b) *to become more self-sufficient while seeking broader connections;*
 - (c) *to support individual rights while upholding community goals;*

- (d) to welcome diversity while respecting local context; and
- (e) to manage change while recognizing uncertainty.

The proposed development is consistent with the City's guiding principles as it supports the needs for residential uses, commercial amenities and employment opportunities within the community. It will provide a more compact urban built form that includes a mix of unit types and range of complementary uses.

Overall, the development proposal complements the guiding principles of the City OP by meeting the needs of today without compromising the ability of future generations to meet their needs. The development will provide a well-designed compact urban form, and contribute in increasing the overall number of housing options for residents while making efficient use of existing infrastructure, transit investments and limiting the impact on the environment.

The Planning Framework

Chapter 2 of the City OP outlines the City's approach to planning and provides a basis for developing both long-term policy and short-term operation strategies. Section 2.6 and 2.7 is the City of Pickering's framework for development of the Urban System. The intent is to create complete and livable urban areas. Section 2.7 of the City OP also outlines that development should efficiently use infrastructure, while directing new residential where adequate amenities, services and facilities exist. The subject lands are located within Pickering's Urban System. The following policies have direct application to the proposed development:

Urban Goals

2.6 City Council adopts the following as its goals for its urban system:

- (a) to establish and encourage a "complete" urban area with a wide mix and diversity of uses, activities, experiences and opportunities;

- (b) to recognize and nurture important interrelationships between local culture, local identity and the local economy;
- (c) to provide an adaptable, durable, safe and accessible urban environment; and
- (d) to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the urban system.

Urban System

2.7 City Council shall:

- (a) encourage a variety of uses in close proximity to one another through a well designed, compact urban form;
- (b) make efficient use of infrastructure, land and services, and facilitate local economic and social interactions between people;
- (c) increase overall the number and variety of housing, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area;
- (d) direct new residents, jobs and activities to areas where adequate amenities, services and facilities either exist or will be provided;
- (e) encourage the integration of people of varied backgrounds, cultures and lifestyles into the urban system;
- (f) encourage alternatives to the private automobile for moving around and through the urban area; and

- (g) *improve the physical design of neighbourhoods, streets and the public realm, making them safer, more attractive, more comfortable, more human in scale, and more respectful of cultural and natural heritage.*

The proposed development conforms with the goals for the Urban System by encouraging and establishing a mix of uses which contributes directly to the creation of complete communities. The proposal will direct a compact mix of uses at a higher density into an area that already has existing infrastructure and amenities, and encourages alternatives to automotive forms of travel by co-locating residential, office and retail uses while orienting higher density development adjacent to existing and future transit options.

Land Use

Chapter 3 of the City OP provides policy direction on strategies for land uses and is derived from the City's overarching vision, planning principles, goals and policies of the Plan. The City OP identifies eleven different "primary land use categories". Additionally, subcategories are used to distinguish the level or intensity to which an area is designed or intended to be used. Land use designations are among the City OP's key implementation tools. The land use goal of the City OP is to promote an efficient and integrated land use strategy to protect and enhance the rural and ecological systems, which leads to a more complete, compact and liveable urban system.

The subject lands are designated *Mixed Use Areas* with a *Mixed Corridor* sub-category, in accordance with Schedule 'I' of the City Official Plan. The *Mixed Use Areas-Mixed Corridor* designation permits a range of uses ranging from residential, community gardens, retailing and offices and restaurants. It is the policy of Section 3.2 of the Official Plan to:

3.2 City Council shall:

- (a) *establish appropriate land use designations and policies for all lands in the City;*

- (b) *promote Kingston Road as the City's "mainstreet";*
- (c) *promote the City Centre as the City's main focus for business, employment, entertainment, shopping, major community and cultural uses, major indoor recreational facilities, high density residential accommodation, and as an Anchor Mobility Hub for integrated transit service including GO transit, regional rapid transit and local bus service;*
- (d) *promote a land use pattern in urban areas in support of compact urban form, active transportation, placemaking, public transit and energy conservation;*
- (e) *while maintaining the character of stable residential neighbourhoods, increase the variety and intensity of land uses and activities in the urban area, particularly on lands designated Mixed Use Areas, and Employment Areas;*
- (f) *while maintaining rural character and preserving agricultural land, increase the variety and intensity of land uses and activities in the rural area, particularly in Rural Hamlets;*
- (g) *protect the significant and sensitive natural resources within and outside the City's Natural Heritage System from inappropriate land uses and activities; and*
- (h) *involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in land use decisions affecting the City.*

The proposed concentration of retail uses and establishment of pedestrian-oriented streetwalls along Kingston Road will promote this segment of the corridor as a "mainstreet". The proposed land use pattern is compact and supports active transportation, placemaking and public transit and increases the variety and intensity of land uses and activities in Mixed Use Areas, in accordance with the above-noted policies.

Mixed Use Areas – Mixed Corridors

The subject lands are designated as *Mixed Use Areas* and within a *Mixed Corridor* sub-category. The criteria for determining subcategories is the location, scale and relative number of people served by the *Mixed Use Area*. Additionally, the adjacent segments of Kingston Road and Whites Road North are identified as *Transit Spines* in accordance with Schedule 'II' – Transportation Systems - of the City OP. *Mixed Use Areas* are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of community services and facilities. *Mixed Use Areas* permit a wide variety of uses for residents, business-people and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses.

The following policies of Section 3.6 of the City OP are particularly relevant to the proposed development:

3.6 City Council:

- (a) shall recognize as *Mixed Use Areas* on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;
- (b) may zone lands designated *Mixed Use Areas* for one or more purposes as set out in Table 5, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 6;
- (c) in establishing performance standards, restrictions and provisions for *Mixed Use Areas*, shall have particular regard to the following:
 - (i) encouraging development in an integrated manner for a wide variety of uses and purposes; and
 - (ii) encouraging intensification over time, up to the maximum net residential densities and maximum floorspace indices;
- (d) despite Section 3.6(c)(ii) and Table 6,

may limit net residential densities, floorspace indices, and gross leasable floorspace for the retailing of goods and services below the maximums set out in the Table:

- (i) to address concerns related to such matters as design, compatibility and scale of development; and
 - (ii) in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12);
- (e) despite Section 3.6(c)(ii) and Table 6, may permit net residential densities and floorspace indices below the minimums set out in the Table, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in the Table;
- (f) shall ensure *Mixed Use Areas* are designed and developed consistent with the community design provisions of this Plan (Chapters 9 and 14), and any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);

The permitted uses for lands within a *Mixed Corridor*, as outlined in Table 5 of the City OP, are as follows:

- Residential;
- Retailing of goods and services generally serving the needs of the surrounding neighbourhoods;
- Offices and restaurants;
- Community, cultural and recreational uses;
- Community gardens;
- Farmers' markets; and,
- Special purpose commercial uses.

Notwithstanding intensity of use, the proposed mix of

residential, retail and office uses are permitted on the subject lands in accordance with the Mixed Corridors designation.

Table 6 of the City OP provides direction on permitted density and FSI thresholds for the various subcategories of Mixed Use Areas. Development within Mixed Corridors, including the subject lands, are restricted to a maximum net residential density of up to and including 140 units per hectare and a Maximum FSI of up to and including 2.5. Table 6 is shown in Figure 6 below.

The proposed development, which results in a maximum density of approximately 598 units per hectare and maximum FSI of approximately 5.0 times the lot area, is required to be facilitated by an Official Plan Amendment to permit exceedances to the maximum density and FSI permissions for Mixed Corridors, as established in Table 6 of the City OP.

In spite of these exceedances, the proposed development conforms to the overall intensification objectives of the City OP. The proposed high-density mixed-use development provides for compatible land use programming and encourages increased mix of uses and housing supply in the Mixed Use Areas neighbourhood through the intensification of the subject lands.

Transportation

Chapter 4 of the City OP provides policy direction for the goals and objectives of the City’s transportation system. The City OP recognizes the diverse transportation needs of residents and businesses throughout the City which includes private automobiles, public transit, and cycling for users with various levels of personal mobility.

Table 6			
Mixed Use Areas Subcategory	Maximum and Minimum Net Residential Density (in dwellings per hectare)	Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)	Maximum Floorspace Index (total building floorspace divided by total lot area)
Local Nodes	over 30 and up to and including 80	up to and including 10,000	up to and including 2.0 FSI
Community Nodes	over 80 and up to and including 140	up to and including 20,000	up to and including 2.5 FSI
Mixed Corridors	over 30 and up to and including 140	determined by site-specific zoning	up to and including 2.5 FSI
Specialty Retailing Node	over 80 and up to and including 180	determined by site-specific zoning	up to and including 2.5 FSI
City Centre	over 80	up to and including 300,000	over 0.75 and up to and including 5.75

Figure 7: City of Pickering: Table 6 - Mixed Use Areas: Densities and Floor Areas by Subcategory

As demonstrated in Figure 7, Schedule II – Transportation System - of the City OP identifies existing and future roads. Kingston Road is identified as a Type 'B' Arterial Road and a Transit Spine and Whites Road North is identified as a Type 'A' Arterial Road and a Transit Spine.

The following policies articulate the City's transportation priorities:

- 4.1 *City Council shall establish and promote a transportation system for people and goods movement, that offers a range of travel choices, and comprises an integrated and accessible network of transportation corridors.*
- 4.4 *City Council, through its own actions, and by working with and encouraging others, especially the Region of Durham and the Province of Ontario, shall:*
- (a) *plan and protect for an integrated transportation system as shown on Schedule II to this Plan and on the Part 3 Neighbourhood and Settlement Plans, recognizing interrelationships between:*
 - (i) *freeways, freeway interchanges and freeway over/underpasses;*
 - (ii) *GO Transit lines and stations;*
 - (iii) *arterial and collector roads;*
 - (iv) *transit spines and transit feeder service; and*
 - (v) *local roads, pedestrian and bicycle connections, and trails;*
 - (b) *encourage commuters traveling through Pickering to use freeways and Type A arterial roads;*
 - (c) *endeavor to enhance the quality, safety and convenience of the transportation system by requiring neighborhood, site and road designs that support pedestrians, permit cycling and encourage local transit use, while accommodating vehicular traffic;*
 - (d) *examine the need for a signed network*

- (e) *of truck routes to facilitate the efficient movement of goods and services within and across the City; and where appropriate, provide for local road, bikeway and trail connections in the urban and rural areas to link people, places and activities.*

4.5 *City Council shall optimize the use of its transportation infrastructure by:*

- (a) *promoting the design of road corridors and the road system as multi-use public facilities that respond to the sometimes conflicting needs of pedestrians, cyclists, transit, taxis, high occupancy vehicles, automobiles, and trucks;*
- (b) *promoting ways to reduce traffic peaks and shift modes away from single occupancy vehicles, where appropriate through travel demand management initiatives including ride sharing, telecommuting, trip chaining, and bus priority or high occupancy vehicle lanes;*

4.6 *City Council shall:*

- (a) *provide and/or cooperate with others in providing an adequately high level of local transit service to the City Centre, Mixed Use Areas, Employment Areas, and other important public destinations, to meet existing and anticipated demand;*
- (c) *recognize corridors for:*
 - (i) *transit spines where a higher level of transit service is to be encouraged within the City's urban area; and*
 - (ii) *transit feeder service where a higher level of transit service is to be encouraged connecting the City with other areas;*
- (d) *when warranted, support the*

introduction of transit priority lanes, wherever possible using existing lanes and/or existing rights-of-way (rather than adding new lanes or widening road rights-of-way for this purpose), giving priority to:

- (i) for east west travel, Bayly Street, Highway 401, Kingston Road, Taunton Road, Highway 7, and/or Highway 407/Transitway;
- (ii) for north south travel, Brock Road and Whites Road; and
- (iii) other planned or potential transit routes within the City Centre;

(e) encourage the following:

- (ii) the provision of GO Transit or

(iii)

other similar service on the C.P. (Havelock) and/or C.P. (Belleville) rail lines; appropriate regional transit connections with other parts of Durham Region, York Region, and Metropolitan Toronto, including a link with the Intermediate Capacity Transit system in Scarborough; and the consideration of regular transit service within Pickering using Brock Road, Whites Road, Kingston Road and Bayly Street and/or Finch Avenue in the short-term, and extending to Taunton Road and Highway 7 in the longer term;

(iv)

- (g) prioritize transit stops and key transit

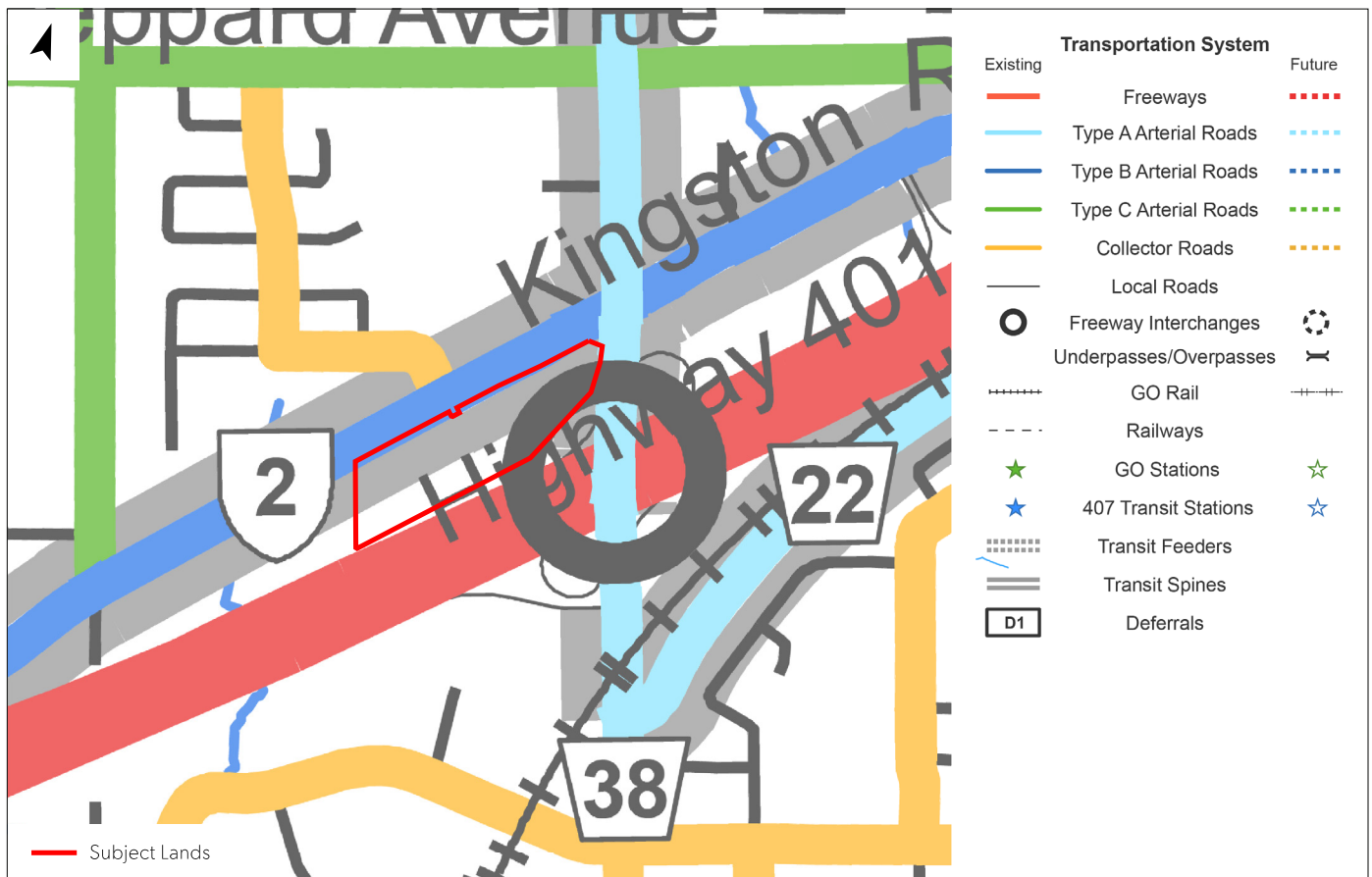


Figure 8: Schedule II – Transportation System – of City OP

transfer points as priority areas for bicycle parking, wide sidewalks, paths, weather-protected seating and other similar facilities to promote an integrated and connected active transportation network.

4.10 City Council shall:

- (a) *recognize Freeways as controlled access roads designed to carry the highest volumes of traffic at high speeds within and beyond the City and Region;*
- (b) *recognize Type A, Type B and Type C Arterial Roads as described in the Durham Regional Official Plan, wherein:*
 - (i) *Type A Arterial Roads: are the highest order arterial road; are designed to carry large volumes of traffic at moderate to high speeds, over relatively long distances; have access restrictions; and generally have a right-of-way width ranging from 36 to 50 metres;*
 - (ii) *Type B Arterial Roads: are designed to carry moderate volumes of traffic at moderate speeds, within a municipality; have some access restrictions; and generally have a right-of-way width ranging from 30 to 36 metres; and*

Kingston Road, which abuts the north lot line of the subject lands is identified as a Type B Arterial Road, as shown in Schedule 'II' of the City OP, which is designed to have moderate speeds and a right-of-way width ranging from 30 to 36 metres. Whites Road North, east of the subject lands, is identified as a Type 'A' Arterial Road, which supports the highest order of traffic volumes and generally has a right-of-way width from 36 to 50 metres.

In the Pre-Submission Consultation Meeting with Staff, dated May 27, 2019, Region Staff identify Kingston Road as having an ultimate right of way of 45 metres,

which is required for the future BRT and ultimate 8-lane configuration. As further noted by Region Staff in the Meeting Minutes, "[t]he Region does not require an additional ROW for Kingston Road or Whites Road."

Housing

Chapter 6 of the City OP details the City's goals and objectives for housing in the Urban System. The housing strategy calls for a wide variety of housing forms, tenure, and types. The Plan encourages a broad diversity of housing that will provide an adequate supply and mix for new residents which will contribute to community stability, livability and resilience. The following policies articulate the City's initiatives and priorities:

Housing Objectives

6.2 City Council shall:

- (a) *encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*
- (b) *ensure that a sufficient supply of designated and serviceable residential land is available to meet the existing and future housing needs of the City;*
- (c) *encourage the provision of an adequate range of housing and tenure types to be available and integrated within the City's neighbourhoods and villages to meet the needs of existing and future populations; and*
- (d) *encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing.*

Housing Supply and Mix

6.3 City Council shall promote an adequate supply and mix of housing by:

- (a) maintaining a minimum 10 year supply of residentially designated lands to meet anticipated long-term housing demands;
- (b) maintaining a minimum 3 year supply of residential land in the form of draft approved plans and/or registered plans, to meet anticipated short-term housing demands;
- (c) encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location, as established in Appendix I - Quality of Life Indicators and Performance Targets; and
- (d) obtaining the following distribution of housing forms throughout the municipality during the timeframe of this Plan:
 - (i) 57 percent single detached homes;
 - (ii) 12 percent semi-detached homes;
 - (iii) 19 percent attached homes; and
 - (iv) 12 percent apartments.

- (a) major intensification in Mixed Use Areas as designated on Schedule I;
- (b) infill development of vacant or under utilized blocks of land;
- (c) in Mixed Use Areas and Residential Areas, redevelopment and conversion of non-residential uses to residential uses, including the addition of residential uses in mixed use forms; and
- (d) methods for the provision of compact housing form, with regard to housing type, architectural design and cost-effective development standards, where technically feasible.

The proposed development conforms to the housing initiatives and policies of the City OP by contributing to the City's housing inventory and supply and increasing the availability of additional housing options to the surrounding community. High density development forms are required to conform to the hierarchy of land use planning policies and regulations. The development will provide the most efficient and appropriate housing options to achieve the density objectives for this area. Given that the subject lands are located in the South Pickering Urban Area, and notwithstanding the 2016 target date, Section 6.5 promotes the proposed redevelopment to achieve major intensification in Mixed Use Areas and compact housing forms.

Infill, Intensification and Redevelopment

6.5 City Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging:

Community Services

Chapter 7 of the City OP details the City's goals and objectives for community services in the Urban System. This Chapter contains the key community services policies, although additional community services policies may appear in other Chapters of this Plan. The following policies in Section 7.10 articulate the City's initiatives and priorities regarding infrastructure:

7.10 City Council shall:

- (a) *encourage appropriate intensification and use of existing municipal infrastructure, including roads and storm sewers;*
- (b) *encourage appropriate intensification and use of existing regional infrastructure, including roads, piped water and sanitary sewers;*
- (c) *provide required municipal infrastructure in a manner that is ecologically-sensitive and respectful of the cultural and natural heritage of the area, and encourage other jurisdictions to do the same;*
- (d) *consider developing a financial plan for the provision and maintenance of new and existing municipal infrastructure under which:*
 - (i) *infrastructure in newer areas will be funded from development charges, other available infrastructure programs, from a scheduled capital works program, or paid for by a benefiting landowner;*
 - (ii) *infrastructure in older areas will be funded as local or community improvements, or under other available infrastructure programs, or an approved capital works program;*
 - (iii) *full advantage will be taken of the availability of subsidy or contribution from other agencies and levels of government; and*
 - (iv) *innovative arrangements respecting the joint funding and cost-sharing of infrastructure projects with other partners will be explored;*

The proposed development conforms to the above-mentioned policies as the subject lands are located within an existing serviced area with access to existing

services and infrastructure. The subject lands will provide an increased density of development and diverse mix of uses which would be supported by existing municipal infrastructure. As noted in the FSR, prepared by WSP enclosed with this submission, the proposed development will utilize an existing watermain along Kingston Road to facilitate water supply. Furthermore, the sanitary approach will utilize the existing infrastructure along Kingston Road and be based on any necessary improvements to facilitate the proposed intensification of the subject lands.

Community Design

Chapter 9 of the City OP focuses on design-related aspects of planning. The City's objective is to establish itself as the western anchor of Durham Region which emphasized importance placed on achieving well-designed environments.

- 9.1 *City Council shall promote developments at various scales which, through their adherence to principles of good, high quality community design, will produce built and natural environments in Pickering that offer enjoyment, comfort and safety for all users, and evoke a desirable image and sense of place for the City*
- 9.2 *To achieve the community design goal, City Council shall:*
 - (a) *encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians;*
 - (b) *encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection;*
 - (c) *encourage private and public developments that provide an integrated mix of uses, activities and experiences;*
 - (d) *encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy*

- for both pedestrians and vehicles to move about in a variety of directions;*
- (e) *encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings;*
 - (f) *encourage developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering’s public realm;*
 - (g) *encourage, where appropriate, the creation of landmarks and other distinctive elements including buildings, open spaces, landscapes and natural features that make it easy for people to understand where they are, and how they get to the various places, amenities and facilities they require;*
 - (h) *encourage the design of buildings and places that can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities;*
 - (i) *encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use; and*
 - (j) *encourage developments that establish appropriate relationships between built and natural environments, that ensure sensitive natural systems are protected and where possible enhanced, and celebrate significant aspects of the natural and cultural landscape.*

The proposed development conforms with these goals of the City OP and has been designed with the above criteria in mind. The buildings, parks, and gateway plaza will have the appropriate massing, height, scale and architectural styles that conforms to surrounding context. There will also be open spaces and landscaping that will link the various mixed-use buildings and townhouses together. As noted in the Urban Design Brief prepared by Weston Consulting, the proposal will support the development of a new, sustainable neighbourhood which reinforces the future planned context of the area and makes efficient use of the large site. The master plan seeks to develop strong linkages throughout the site which connect to existing neighborhoods and provide new retail and office space. The bold design will establish new community design measures for the gateway.

Urban Neighbourhoods

In accordance with Map 16 of the City OP, the subject lands are located within the Woodlands neighbourhood, which is bounded by Petticoat Creek, the C.N. rail line, an open space area associated with the Amberlea Farms Watercourse east of the Highway 401 ramps to Kingston Road, and Highway 401. Chapter 12 of the City OP notes that the Woodlands neighbourhood “is primarily detached dwellings on large lots; also includes a secondary school, an elementary school, a seniors/ community centre; two neighbourhood parks, two places of worship, and a firehall.” The OP also notes that the area has neighbourhood and community shopping located along Kingston Road” which relates to the area in which the subject lands are located.

Furthermore, the subject lands are located within a Detailed Review Area of the Woodlands neighbourhood in accordance with Map 16 of the City OP. Read together with section 12.1 and 12.1 of the City OP, Section 7.4 stipulates that the City Council shall, when preparing Development Guidelines for Detailed Review Areas, consider the required community uses, services, parks and other facilities for the area, and required service levels, as well as potential sites and locations of required community uses, services, parks and other facilities, as well as anticipated timing and phasing of these uses relative to the timing of development.

As noted in the preamble to Section 12.8 of the City OP, City Council adopted “Kingston Road Corridor Development Guidelines”, which guidelines apply to the Kingston Road Corridor through this Neighbourhood,” in accordance with the above-noted policy framework for Detailed Review Areas. However, as noted by Staff in the Pre-Submission Consultation Meeting dated May 27, 2019, “the Kingston Road Corridor Urban Design & Development Guidelines (Compendium to the Pickering Official Plan) are outdated and will be replaced by new urban design guidelines. The current guidelines do identify Kingston Road as a “main street” with [sic] high quality, pedestrian friendly public realm – and this principle has been carried forward into the new vision for corridor.”

As demonstrated in the Urban Design Brief prepared by Weston Consulting, enclosed with this submission, the proposed development of subject lands has appropriate regard for the Kingston Road Corridor and Specialty Retailing Node Intensification Plan, as well as, the Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines, dated November 2019 which were endorsed in principle by City Council on December 16th, 2019.

Summary

Upon review, it is our view that the proposed development meets the intent and objectives of the City OP and contributes to the City’s vision of building healthy and complete communities by providing future residents with a range of housing types that are well serviced by transit and located within walking distance of community amenities, while adding to the range of local amenities by providing ground floor commercial space on site.

The subject lands are located within the Mixed Use Areas-Mixed Corridor designation. The proposed development conforms to the City OP’s intended approach to the redevelopment of under-utilized areas with an appropriate level of intensification, while sufficiently mitigating potential future impacts on the surrounding transportation network and surrounding areas.

The proposal is transit-supportive and directly serviced by surface and higher order transit opportunities, including the existing bus routes along adjacent arterial corridors, planned future BRT routes and convenient access to Pickering GO Station. A range of services and amenities within walking distance of residences will enhance the quality of life of future residents of the proposed development. The development is compatible with existing and future land uses in the surrounding area and based on appropriate consideration of adjacent lands. The built form is appropriately scaled for this site and establishes a pedestrian-oriented presence along Kingston Road and Whites Road while maintaining acceptable levels of shadowing.

In summary, it is our opinion that the proposed development represents good planning and meets the intent of the City OP by providing a mix of residential, office, and retail uses and by intensifying a transit-supported site. In spite of the proposed exceedances in maximum permitted FSI and maximum permitted density, the proposed development meets the overall intensification objectives of the City OP and has appropriate regard for the City’s current land use vision for the subject lands and surrounding area, as most recently articulated in the Kingston Road Corridor and Specialty Retailing Node Intensification Plan, as well as, the Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines.

The City’s current intensification objectives and articulated vision for the subject lands and surrounding area are further discussed in Section 6.0 of this report regarding the above-noted Intensification Plan and Draft Urban Design Guidelines and associated documents.

5.6 Consideration of Community Benefits

The provision of community benefits consistent with Provincial and Official Plan policies will be determined through detailed future applications once the master planning framework for the subject lands is set, taking into consideration the City’s planned intensification for Kingston Road and, particularly, the Whites Precinct. We also note the new Community Benefits Charges regime

under Bill 108, once in force, is likely to govern the provision of community benefits through development applications in a more specific way, including by providing money or in-kind benefits that have been identified in a municipal community benefits strategy.

5.7 City of Pickering Zoning By-law 3036

The subject lands are governed by Zoning By-law 3036, as amended by site-specific By-laws 1810/84, 5930/01, 2298/86 and 1099/80. The subject lands are zoned as "SC-2" – Special Commercial Zone and "SC-11" - Special Commercial Zone. The SC-2 zone permits a range of uses from bakery, business office, restaurant, and retail store, and the SC-11 zone permits a range of uses ranging from furniture or major appliances sales, warehousing, and light manufacturing plant.

The purpose of the proposed Zoning By-law Amendment is to establish a site-specific zoning exception on the subject lands to permit the proposed residential component and establish a range of development standards related to height, FSI, tower floor plate, tower separation, setbacks, amenity space, vehicular parking, bicycle parking and loading.

The site-specific rezoning provisions are explained in greater detail in Section 8 of this report.



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6. NON-STATUTORY DOCUMENTS

In addition to the policies outlined above, other documents have relevance to the proposed development as they clarify the City's most recent position regarding future development on and around the subject lands.

6.1 Kingston Road Corridor and Specialty Retailing Node Study

The proposed development is located within the Kingston Road Corridor and Specialty Retailing Node Study which is a visionary exercise that covered approximately 152 hectares and includes properties fronting onto Kingston Road from Rouge Park National Urban Park in the west to Brock Road in the east, in addition to a specialty retail node portion. On December 16th, 2019, City Council endorsed in principle the Kingston Road Corridor and Specialty Retailing Node Intensification Plan, as well as, the Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines, both of which are

dated November 2019. Furthermore, in accordance with Council direction, the City is in the process of developing a City-initiated Official Plan Amendment for the lands within the Corridor and Node. Subsequently, a City-initiated Zoning By-law Amendment will be prepared.

The purpose of the study was to examine opportunities for intensification along Kingston Road. The study was divided in four area segments of precincts, with the subject lands located within the Whites Precinct.

6.1.1 Kingston Road Corridor and Specialty

The Kingston Road Corridor and Specialty Retailing Node Intensification Plan ("Intensification Plan") identifies lands along Kingston Road as a primary location for intensification partly based on its designation as a Regional Corridor under the DROP, and as a Mixed Use Area – Mixed Corridor under the City OP. The Intensification Plan vision includes creation

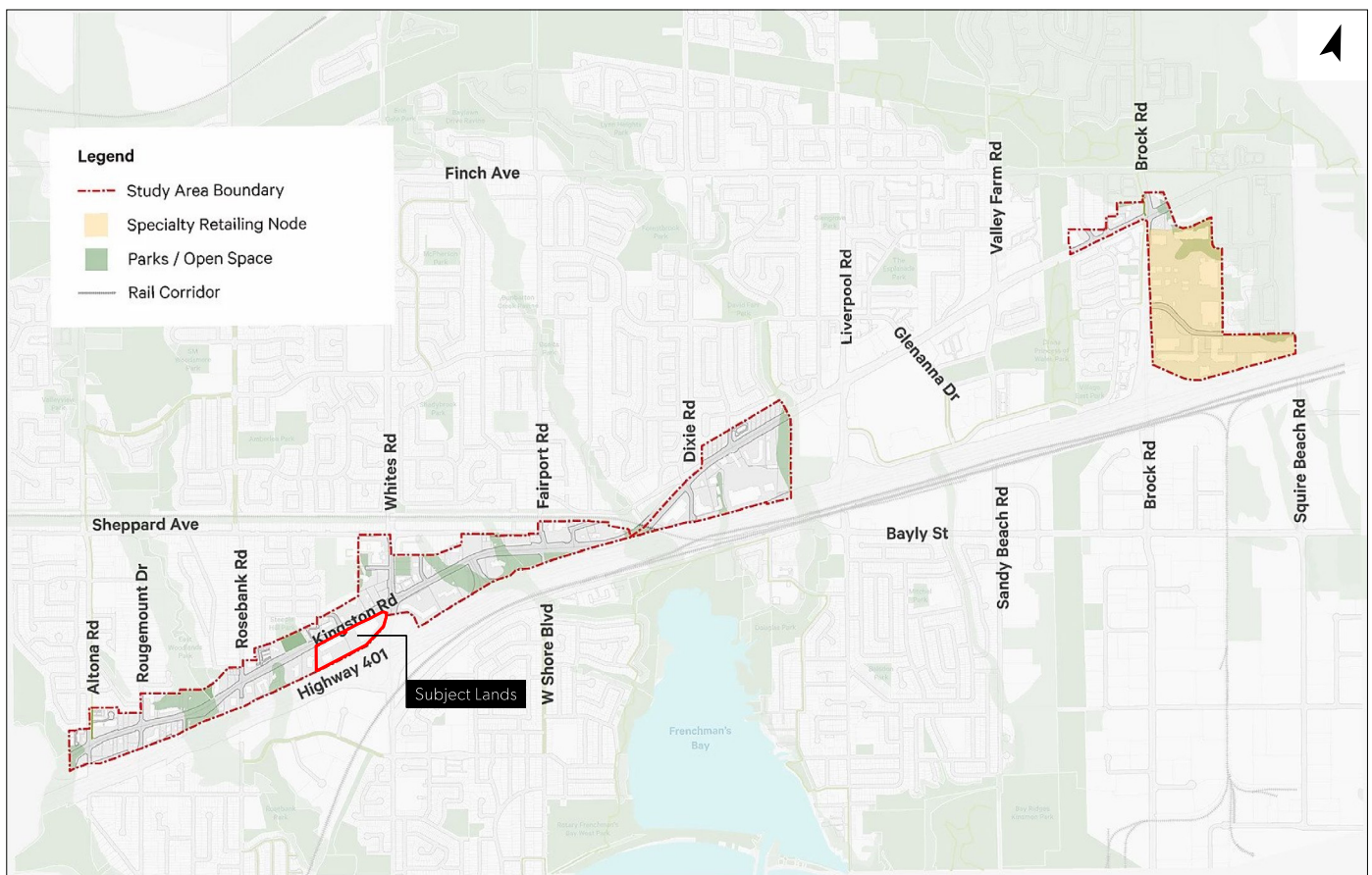


Figure 9: Kingston Road Corridor Study Area

of sustainable placemaking, with linkages to public open space within communities, support of walkability through an integrated street network, promotion of livable communities that are urban and transit supportive and intensification that supports the regional and local multi-nodal connectors.

As further detailed in Weston Consulting's Urban Design Brief, enclosed with this submission, the proposed development responds to the goals and objectives contained within the Intensification Plan for the Whites Precinct in terms of lands use and built form, placemaking and connectivity.

Kingston Road is envisioned to be an employment and retail hub within a high-density residential and mixed-use setting, presenting the opportunity to live-work-play in the same area. The Whites Precinct intensification scheme identifies Kingston Road and Whites Road North as a key intersection and proposes a scheme that includes a significant gateway building and plaza at the southwest corner.

The Whites Precinct intensification scheme also identifies the subject lands as Mixed Use A – Residential/Retail/Office along with a Preferred Office Location overlay identified in the east portion of the subject lands and a Gateway Plaza at the southwest corner of Kingston Road and Whites Road North. With respect to land use designation, Section 3.2.1 of the Intensification Plan notes the following:

Mixed Use A (Residential / Retail / Office) features a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites. Targeted for significant development, Mixed Use A areas will have the greatest density and represent the highest-intensity uses within the Corridor and Node.

Office uses are encouraged to be located in Mixed Use A areas, with Preferred Office Locations at major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities with future

potential to be identified as Major Transit Station Areas. This will allow development to capitalize on the availability of frequent transit services and maximize opportunities to create high-density employment zones that enable greater live-work opportunities in the City of Pickering, with jobs and residences located in close proximity.

Furthermore, as noted in Section 3.5.4 of the Intensification Plan, the intersection of Kingston Road and Whites Road North is one of two key transit intersections that have the potential to develop into a future MTSA, and as such, adjacent lands warrant additional consideration as an ideal site for higher intensity uses. Further to Section 3.4.7 of the Intensification Plan, "Gateway Plazas highlight important entry points for vehicles and are located at intersections where there is either existing public land that can be used to provide additional amenity spaces for pedestrians."

The proposed development of the subject lands conforms with the Intensification Plan's land use scheme for the Whites Precinct. The proposed development incorporates a substantial mix of office uses, which are concentrated in the proposed building on the northeast portion of the subject lands which is adjacent to a complementary Gateway Plaza at the southwest corner of Kingston Road and Whites Road North. The proposal also provides for a mix of residential, retail and office uses in general accordance with the land use vision for Mixed Use Area A.

As noted in Section 4.3 of the Intensification Plan, due to the proximity to two (2) planned higher order transit spines along Kingston Road and Whites Road North in combination with large parcel fabric, the area would accommodate a higher-density mix of uses. Proposed public spaces that ensure ease of access and pedestrian linkages are also necessary to support the planned intensification of the area. Mid-block road connections south of Kingston Road are proposed to improve connectivity and permeability.

Based on our review, the proposed development will implement the intended land use vision for the subject lands as articulated in the Intensification Plan's land use

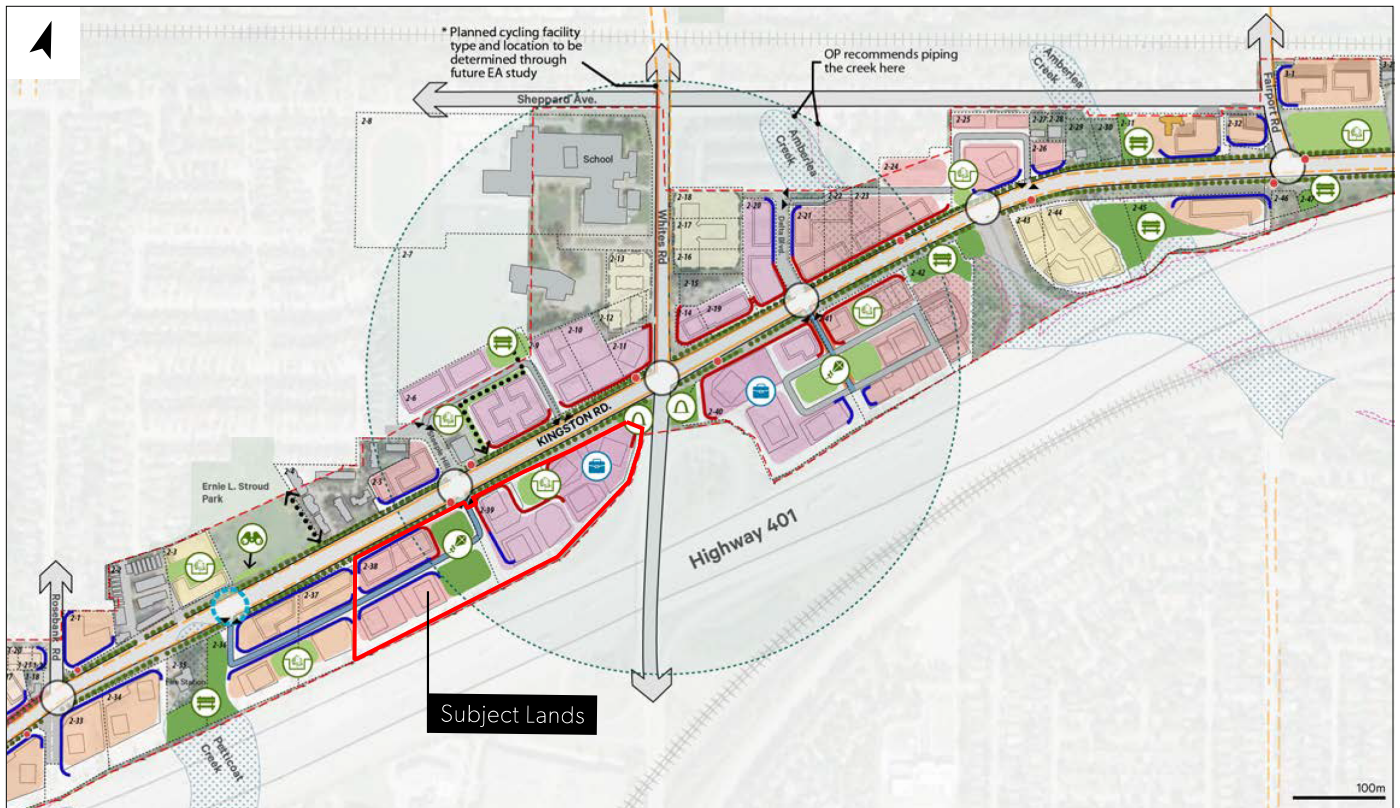


Figure 66. Whites Precinct Intensification Plan



Figure 10: Kingston Road Corridor - Whites Precinct - Intensification Plan

scheme for the Whites Precinct. For further discussion of the Intensification Plan, please refer to Weston Consulting's Urban Design Brief, enclosed with this submission.

6.1.2 Kingston Road Corridor Draft Urban Design Guidelines

Please refer to Weston Consulting's Urban Design Brief, enclosed with this submission, which provides a detailed discussion of the Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines.

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7. PROPOSED DRAFT OFFICIAL PLAN AMENDMENT

An Official Plan Amendment (“OPA”) to the City OP is required to permit the proposed increased density and FSI of the proposed development. The Draft OPA is informed by the City OP and the Kingston Road Corridor Intensification Plan.

Whereas Table 6 of the City OP requires a maximum net residential density of 140 units per net hectare on the subject lands based on the Mixed Use Areas-Mixed Corridor designation, the proposed Official Plan Amendment would permit over 500 units per net hectare across the subject lands, based on the proposed development scheme which results in a density of 598 units per net hectare.

Furthermore, whereas Table 6 of the City OP requires a maximum FSI of 2.5, the proposed Official Plan Amendment would permit a maximum FSI of 5.0 on the subject lands.

It is proposed that the Official Plan be implemented via a site-specific exception shown on Schedule I – Land Use Structure - and articulated under the Exceptions sub-chapter, as Section 3.21 of the City OP.

For the purposes of the OPA, the calculation of net residential density and FSI are based on the City OP definitions in Section 3.4, as follows:

- (a) *“net residential density” as the total number of dwellings per hectare of net residential site area, and shall not consider accessory dwelling units as dwelling units for the purpose of calculating density;*
- (b) *“net residential site area” as the total area of land within a development proposal that is designated for residential and ancillary purposes by this Plan, which:*
 - (i) *for draft plans of subdivision, includes the total residentially-designated area of all residential lots in the plan, but excludes public roads and widenings, public parks, non-*

developable land, school sites and similar public land areas;

- (c) *“floorspace index (FSI)” as the total floorspace of all buildings on a lot divided by the total area of the lot.*

Please find enclosed the Draft OPA which is required to provide relief from the City OP, as outlined above.



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8. PROPOSED DRAFT ZONING BY-LAW AMENDMENT

The proposed Draft Zoning By-law Amendment (“Draft ZBLA”) would repeal By-law No. 1810/84, By-law No. 5930/01, By-law No. 2298/86 and By-law No. 1099/80 which currently apply to the subject lands, and replace them with a single site-specific exception under Parent By-law No. 3036.

Because By-law No. 3036 is outdated and does not contain the policy framework to implement the proposed high-density mixed-use development, the proposed ZBLA would establish a new zone, labelled as Mixed Use Corridor (MUC), to reflect the City’s current high-density and mixed-use vision on the subject lands. Furthermore, the Draft ZBLA would contain all of the necessary definitions and act as a relatively self-contained framework to implement a wide range of land use permissions and development standards related to the following:

- Land use;
- Maximum height;
- Maximum FSI;
- Maximum tower floor plate;
- Minimum tower separation distance
- Minimum setbacks;
- Minimum amenity space;
- Minimum vehicular and bicycle parking supply; and,
- Minimum loading requirements.

To ensure consistency with recent zoning frameworks and approvals for similar projects in the City of Pickering, many of the operative definitions contained in the Draft ZBLA are based on the Pickering City Centre Zoning By-law 7553/17, or on recent proposed amendments to the City Centre Zoning By-law that best represent the current direction of the City with respect to similar developments in high density mixed-use areas. Accordingly, the Draft Zoning By-law Amendment defines Floor Space Index as “the total net floor area of all buildings on a lot divided by the total area of the lot”, and Net Floor Area is defined as “the total area of all floors of a building measured from the interior faces of the exterior walls or demising walls, but does not include the following areas:

- i. *Motor vehicle parking and bicycle parking below established grade;*
- ii. *Motor vehicle parking and bicycle parking at or above established grade;*
- iii. *Loading spaces and related corridors used for loading purposes;*
- iv. *Rooms for storage, storage lockers, washrooms, electrical, utility, mechanical and ventilation;*
- v. *Indoor amenity space required by this by-law;*
- vi. *Elevator, garbage and ventilating shafts;*
- vii. *Mechanical penthouse, and*
- viii. *Stairwells in the building.”*

The proposed minimum parking and loading requirements are based on the recommendations of BA Group, as contained in their UTC report. The proposed Draft Zoning By-law Amendment is enclosed with this submission.



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9. PUBLIC CONSULTATION STRATEGY

As required as part of a “complete application” under the Planning Act for Official Plan and Zoning By-law Amendments, a public consultation strategy needs to be established and outlined upon application submission. A public consultation strategy has been developed for this proposal and will be initiated following the submission of the above-noted applications. The public consultation strategy is outlined below:

- A Notice of Complete Application will be circulated to all property owners within 120 metres of the subject lands by the municipality detailing the nature of the applications and the requested amendment to the Zoning By-law. This will be issued within 30 days of submission of the application.
- After receiving confirmation from Staff advising that the application is complete, a “Public Notice” sign advising that applications for Official Plan Amendment and Zoning By-law Amendment have been applied for will be posted on the subject lands by the applicant. The wording on the sign will be prepared, or reviewed, by Staff;
- Preliminary consultation with the public and stakeholders will be undertaken, as required, based on preliminary feedback on the applications.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 20 days prior to the meeting date to all property owners within 120 metres of the subject lands.
- Comments from the public, stakeholders and Council will be documented and responded to, where possible, through a formal resubmission to the City.
- Based on the comments received, an informal public meeting may be held, as required, with various stakeholders in the community.



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10. PLANNING ANALYSIS AND JUSTIFICATION

Policy Context

The proposed development is consistent with the PPS and conforms with the Growth Plan, as well as the DROP. Although an Official Plan Amendment to the City OP is required to increase maximum permitted density and FSI, the proposed development conforms to the intent and purpose of the City OP's intensification policies and aligns with the City's Kingston Road Corridor Intensification Plan and Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines, these documents relate to the Whites Precinct, which articulates the City's most up-to-date land use vision and intention for the subject lands and other under-utilized properties along Kingston Road. The proposed development conforms to the pertinent policies and guidelines pertaining to intensification, transit-supportive development, compact urban form, compatibility with surrounding area, infrastructure, and urban design.

The proposed development is consistent with the PPS. As part of the proposal, the subject lands would accommodate a mixed-use development that represents an appropriate level of intensification of an underutilized site within the existing settlement area of the City of Pickering. The proposed development would contribute to the creation of a healthy, livable, and safe community by introducing residential intensification at a density that would effectively utilize the existing resources, infrastructure, and transit and active transportation system. With at grade retail and office use, the subject lands would support the adjacent neighborhood and serve the needs of the residents in the area.

It is in our opinion that the proposed development conforms to the policies of the Growth Plan as it promotes a form of development that is compact and efficient and optimizes existing municipal infrastructure. The subject lands are located in close proximity to planned higher order transit opportunities along Kingston Road and Whites Road, as well as a range of amenities, schools and parks. Additionally, the proposed development will add a range of public realm amenities as well as retail and office uses integrated with residential uses. In this way, the proposal will aid the Region and City in promoting reductions in long distance commuting and increasing desire and opportunity to utilize transit and active modes

of transportation such as cycling or walking, while helping to achieve a balance of jobs and housing within the community. Additionally, the subject lands will also provide a mix of housing types in the area and facilitate the principle and targets of intensification anticipated in the Growth Plan.

The proposed development is consistent with the DROP. The subject lands are within an Urban Area within the Region and have been identified for intensification as it is on a Regional Corridor, at a significant intersection of the City of Pickering: Kingston Road and Whites Road North. The proposed mixed-use development with residential, office and retail components is appropriate for the area and conforms with the Region's objectives and goals for the area.

It is in our opinion that the proposed development conforms to the pertinent policies, objectives and goals of the City OP, in terms of the City's intention for the subject area and surrounding area. The subject lands are located within the Mixed Use Areas-Mixed Corridor designation which generally permits the proposed integration of residential, office and retail uses. The proposal will efficiently utilize existing amenities, transportation and transit systems and servicing infrastructure. The proposed residential unit supply will provide for a range of housing types for the surrounding area and make use of existing and planned community services.

Lastly, the subject lands are consistent with the City's most recent land use vision for subject lands and surrounding area as articulated in the Kingston Road Corridor and Specialty Retailing Node Intensification Plan and Draft Urban Design Guidelines (November 2019) which have been endorsed in principle by City Council in December 2019. The proposed development provides for higher mixed-use density in an area that has been identified for growth and intensification. It will provide the necessary mixture of uses at a significant intersection and provide podium retail and office uses in a mixed-use high density residential context which will encourage foot traffic and use of the existing and planned transit infrastructure along Kingston Road and Whites Road North, in the surrounding area and on the subject lands.

Compatibility

The proposed mixed land use configuration will integrate residential, office and retail uses supported by various on-site parks and landscaped spaces for public use. Retail and office space will establish an active presence along Kingston Road and at the corner of Whites Road North and encourage on-site movement within and between the proposed mixed-use buildings and townhouses.

The establishment of a 14.0-metre setback ensures mitigation of potential negative impacts generated by traffic and automotive activities associated with the Highway 401 right-of-way.

As demonstrated in the Environmental Noise Feasibility Study prepared by Valcoustics Canada, the proposal can support the incorporation of recommended noise mitigation measures which will ensure satisfaction of the applicable MECP noise guidelines and fostering a suitable acoustical environment for occupants.

Weston Consulting's Sun/Shadow Study demonstrates that the shadow impacts from the proposed development upon the neighbouring residential properties and the public realm are acceptable and short in duration. The majority of the cumulative shadow impacts are moderate, with shadow impact falling primarily away from residential properties. Public space is minimally impacted, receiving shadowing for only short periods of time.

As detailed in the SWM Report prepared by WSP, the proposed SWM Plan will address stormwater management related impacts from the proposal and meet the intent of the City of Pickering Stormwater Management Design Guidelines as well as achieve minimum TSS requirement for Enhanced level of protection, as well as increase pervious areas from pre- and post-development scenarios.

Built Form and Height

As demonstrated in Weston Consulting's Urban Design Brief, the site plan offers a balanced height and massing rationale, concentrating density and height along a major highway, and locating active uses along the Kingston Road frontage. The tower articulation mitigates impacts

on surrounding areas and maximizes visual interest. Furthermore, the site plan was found to reinforce future planned public realm and transit improvements by providing compact and well-connected pedestrian circulation within the interior of the development site. Ample outdoor space, contained within 3 proposed parks and a landscaped Gateway Plaza further support the public realm and pedestrian circulation related aspects of the proposal.

Furthermore, the site plan fulfills key goals and strategies contained within pertinent Official Plan policies, and responds to fundamental built form and urban design guidance set out within the Kingston Road Corridor Intensification Plan and Draft Urban Design Guidelines. The proposed built form and site configuration optimizes the use of the subject lands while functioning to mitigate any potential adverse impacts on the surrounding area.

Density

The proposed Floor Space Index of 5.0 and density of over 500 units per net hectare is required to facilitate the appropriate intensification of the subject lands which is sufficiently consistent with the high-density mixed-use vision articulated in the Kingston Road Corridor Intensification Plan.

The subject lands are located within a designated Regional Corridor under the DROP and are in close proximity to a range of existing and future higher order transit options, as well as active transportation routes. As demonstrated by the Urban Transportation Considerations report prepared by BA Group, the proposed vehicle parking supply is supported by a number of factors including comparison with provincial and municipal policies, the site's transportation context, area parking sales data, recently approved parking rates and a review of other municipalities' zoning by-law parking requirements.

BA Group's traffic operations analysis also found that under future total traffic conditions, all signalized intersections in the study area will continue to operate at a busy, but acceptable level of service and that the proposal can be reasonably accommodated from a traffic operations perspective.

The proposed density is further supported by the

provision of three (3) parks and a landscaped gateway plaza along with a number of landscaped pedestrian walkways and mid-block connections that provide for appropriate permeability throughout the site.

Servicing Infrastructure

As detailed in the FSR and SWM Reports prepared by WSP, the proposed development will utilize both existing storm drainage, sewage services and water supply services in a manner that protects human health and the natural environment. The proposed development will implement any necessary improvements identified in the FSR Report to support the proposed intensification from a servicing perspective.

Transportation

As identified in BA Group's UTC report, the subject lands are well located relative to significant roadway connections with close proximity to existing and planned transit opportunities. The development of the subject lands is supported by various policies and existing infrastructure.

The subject lands are located along important corridors, Kingston Road and Whites Road, located to the west of the Pickering City Centre. As a result, the subject lands are well serviced by surface transit that provide frequent and convenient access to local and regional transit service. Surface transit opportunities include adjacent bus routes that connect to the Pickering GO Station which provides the subject lands with access to provincial transit services including the Lakeshore East GO Line. Furthermore, the subject lands benefit from close access to a Highway 401 interchange. Highway 401 links the subject lands with other municipalities in the Durham Region and Greater Toronto Area.

In terms of future improvements, the planned BRT connections along Kingston Road will increase frequency of travel and reduce departure time dependency. The proposed development is also within 400-800 metres of a potential Whites GO Station to the south of the subject lands. Furthermore, the proposed development will benefit from new pedestrian crossing opportunities and connections contemplated in the Kingston Corridor

Intensification Study.

The proposed minimum parking and loading requirements contained in the proposed Draft Zoning By-law Amendment are based on BA Group's recommendations. The current proposed vehicular parking supply exceeds the recommended minimum requirements. Furthermore, the proposed development will accommodate BA Group's minimum recommended bicycle parking supply and implement the recommended Transportation Demand Management strategy which will promote non-auto modes of travel.

BA Group's traffic operations analysis concluded that the proposed development plan can be reasonably accommodated from a traffic operations perspective.

Community Services

As illustrated in Community Amenities Map in **Figure 4** of this report, the proposed development is located within an established community that is well serviced by community services including schools, parks and other public services.

The proposed development is also located at a significant intersection of Kingston Road and Whites Road North. Future residents, visitors, employees and customers at the proposed development will effectively utilize the range of community, retail and general commercial services in the surrounding area. Furthermore, the proposed development will also contribute to a range of available commercial services within the surrounding neighbourhood through the provision of on-site parks, a gateway plaza and retail services in close proximity to office and residential uses in a walkable, mixed-use, pedestrian-oriented context.



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11. CONCLUSION

Based on our review of the applicable land use planning policy framework, area context and the supporting application materials, it is our opinion that the proposed development and associated applications for Official Plan Amendment and Zoning Bylaw Amendment are based on good planning and urban design principles and seek to enhance the Kingston Road corridor by offering new high density housing options in a range of unit sizes, in addition to retail and office uses within a walkable mixed-use context. The proposed development is consistent with emerging built form characteristics in the surrounding area and provide a similar scale and massing to planned and surrounding developments.

The proposed development supports the achievement of a complete community and will enhance the development of the Whites Precinct. It will further provide compact and efficient housing opportunities in a transit-supportive and urban environment. It is our opinion that the proposed development and associated planning applications represent good planning and should proceed through the applicable development process as prescribed by the Planning Act.



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