



# Urban Design Brief

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875 Kingston Road, Pickering  
May, 2023



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# 1 INTRODUCTION

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## 1.1. INTENT

This Urban Design Brief has been prepared in support of applications for Official Plan Amendments, Zoning- By-law amendments and Draft Plan of Condominium for the proposed residential development located at 875 Kingston Road, Pickering (“Subject Site”). The proposed development consists of a mixed-use building with two residential towers at 17-storeys each and a shared 5-storey podium.

This Urban Design Brief outlines best practices for the design of the public, private and semi-private realm for the Subject Site within the context of the City of Pickering, and the Region of Durham. The goal of this document is to ensure excellence in urban design of the proposed mixed-use development while addressing the character of the emerging neighbourhood and promoting increased density, walkability, and sustainability. The guiding design principle is to provide a diversity of housing types and a balance between the natural and built environment.

The proposed development will accommodate a range of architectural elements consistent with the emerging neighbourhood identity and enhance the character and image of the established area, prioritizing pedestrian’s safety and sense of place, reinforcing a human-scaled built form, and promoting social interaction in the urban environment through architectural, urban design and landscape strategies. Through text supported by photographs, diagrams and illustrations, this document describes how the proposed site design and urban design forms evolved and to demonstrate compliance with the Municipality’s guidelines as well as best Urban Design Practices.

## 1.2. DOCUMENT STRUCTURE

This document is organized into three sections:

- Section 1 - The Policy Context and Site Analysis (Policies, location and community context);
- Section 2 - Vision and Design Principles;
- Section 3 - The Design Concept that is responsive to the policy context and site analysis



# 2

## **POLICY CONTEXT & SITE ANALYSIS**





## 2.1. Study Area Description

### 2.1.1 Site Location

The Subject Site is located on the south-west corner of Kingston Road and Fairport Road, municipally known as 875 Kingston Road in the City of Pickering. It is legally described as Part of Lots 26 and 27, Range 3, Broken Front Concession, and Part of Road Allowance between Lots 26 and 27, Range 3, Broken Front Concession. The Subject Site is approximately 0.96 hectare (2.36 acres) and has approximately 241.85 metres of frontage along Kingston Road.

There are currently no buildings on the Subject Site.

The Subject Site topography generally slopes down towards the south and west towards Amberlea Creek. The topography elevation ranges from approximately 98 metres above sea level (ASL) along Kingston Road and drops down to approximately 87 ASL along the Creek..

Examination of the Subject Site larger context reveals the factors that will influence the proposed mixed-use building and shape the proposed built form:

- The Subject Site fronts onto a Type B Arterial Road (Kingston Road). Highway 401 is located directly south and can be accessed from the interchange at Whites Road.
- The Subject Site is an excellent candidate for residential intensification being adjacent to an Arterial Road, close to Highway 401 and with access to existing public transit services.
- Amberlea Creek is identified as a significant and important wildlife corridor within the Pickering Official Plan which encourages landowners to implement best management and stewardship practices.
- Appropriate setbacks are provided to Amberlea Creek to preserve this natural heritage feature.

### 2.1.2 Site Context

The Subject Site is located on the south-west corner of Kingston Road and Fairport Road. Amberlea Creek runs through the western portion of the Subject Site. The Subject Site is surrounded by a mix of land uses. A detailed summary of the uses surrounding the Subject Site is included below.

#### NORTH

North of the Subject Site exist low density residential and a variety of commercial and institutional uses, including a car dealership, a tire shop and a place of worship.

#### SOUTH

Immediately south of the Subject Site is Provincial Highway 401. Further south are existing low density residential uses.

#### EAST

East of the Subject Site are vacant lands as well as Provincial Highway 401. Further East is Frenchman's Bay and the Frenchman's Bay Marina

#### WEST

Immediately west of the Subject Site is Amberlea Creek and the Bayfair Baptist Church. Further west there are car dealerships and more commercial uses.



FIGURE 1: SUBJECT SITE LOCATION



FIGURE 2: SUBJECT SITE





**NORTH**

**EAST**

**WEST**

**SOUTH**

**Subject Site**

FIGURE 3: SITE CONTEXT



## 2.2. Study Area Inventory

### ■ PUBLIC SERVICE FACILITIES

The Subject Site is within proximity to numerous public service facilities, such as schools, hospitals, places of worship, libraries, community recreation facilities and Frenchman's Bay and Beachfront Park. A breakdown of the public service facilities available to the Subject Site is detailed below:

- The Subject Site is in the jurisdiction of the Durham District School Board (DDSB) and Durham Catholic District School Board (DCDSB). The Subject Site is within the Dunbarton H.S. (9-12) (850 m away), Frenchman's Bay P.S. (1-8) (1.1 km away), and Altona Forest P.S. (JK-8) (2.0 km away) catchment area for the DDSB and St Mary C.S.S. (9-12) (1.9 km away), St Monica C.S. (1-8) (2.6 km away), and St. Elisabeth Seton C.S. (JK-8) (1.9 km away) for the DCDSB catchment area.
- Lakeridge Health Oshawa is the nearest hospital located at 1 Hospital Court in Oshawa, approximately 7.4 km from the Subject Site.
- The nearest Durham Region Police Services station is located approximately 6.0 km from the Subject Site at 77 Centre Street in Downtown Oshawa.
- The nearest Fire Station is Pickering Fire Station 2 is located at 553 Kingston Rd. Pickering, approximately 1.5km from the Subject Site.

- Frenchman's Bay Marina is approximately 2.2 km from the subject site.
- Rotary Frenchman's Bay West Park is situated approximately 1.5 km south of the Subject Site while Beachfront Park is approximately 2.5 km from the Subject Site.

### ■ NEIGHBOURHOOD BUILT FORM

The surrounding areas are comprised of a mix of land uses. The surrounding residential areas have lower densities than prescribed in current provincial, regional and municipal policies. The residential areas to the north and south of the Subject Site are characterised by low-density single detached homes. The neighbourhood would benefit from higher densities that can be achieved through a wide range of residential lot typologies.

Newer and proposed residential developments concentrated near the intersection of Liverpool Rd and Baylay St are characterized as by denser taller condominium buildings ranging from 17 to 18 storeys.

The suburban, low-rise, traditional-style built form character of the surrounding site context suggests the need for a unique and quality urban development. It is also important to recognize the role that the automobile plays in suburban society and to create a balanced range of transportation modes, gradually moving towards transit-oriented designs in appropriate locations.

**ACTIVE TRANSPORTATION NETWORK**

- The Subject Site has excellent access to the Provincial and Regional transportation systems given its close proximity to Highway 401. Liverpool Rd to the east and Whites Rd to the west provide access to Highway 401.
- The Subject Site is located on the south side of Kingston Road which is an east-west Arterial Road stretching from the City of Toronto in the West and east towards Pickering City Centre and Beyond.
- The Subject Site is within walking distance to Durham Region Transit (DRT) and by extension the GO Transit system. DRT route 900 (Pulse) and route 920 operate along Kingston Road with bus stops withing approximately 100m or less of the Subject Site. Both of these bus routes have connections to the Pickering GO Train Station on the Lakeshore East GO Train.



FIGURE 4: DURHAM REGION TRANSIT SYSTEM

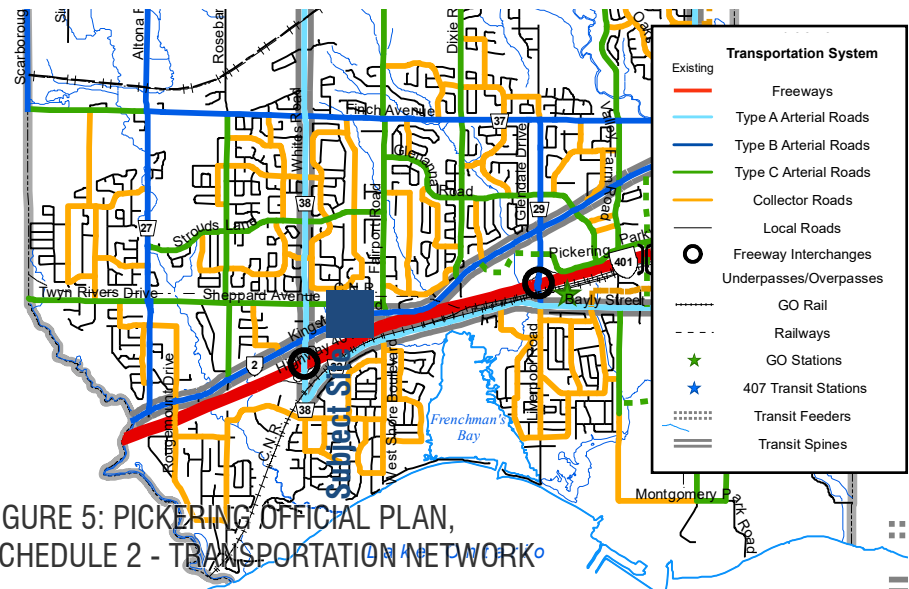


FIGURE 5: PICKERING OFFICIAL PLAN, SCHEDULE 2 - TRANSPORTATION NETWORK



## 2.3. Planning Policy Enforcement

This Urban Design Brief includes a summary on the planning framework of provincial, regional, and municipal policy documents, and guidelines that provide the basis for development in the Courtice community. The section below outlines the overarching goals that provide the direction for more sustainable communities. Each policy section summary comprises key points extracted from it to help inform the decision making for the proposed development. The overall guiding documentation includes:

The proposed development is consistent with the following policies:

- Provincial Policy Statement (2020);
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020);
- The Durham Regional Official Plan (May 2020 Consolidation);
- The Municipality Of Pickering Official Plan (2022);
- Municipality of Pickering Zoning By-Law No. 3036; and
- Kingston Road Corridor Urban Design Guidelines

## 2.3.1 Provincial Policy Statement (2020) (“PPS”)

### Policy

Policy 1.1.1a,b | The PPS states that healthy, livable, and safe communities are to be sustained by, among other matters, promoting efficient development and land use patterns, by accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreational, and open space uses to meet long-term needs.

Policy 1.1.3.2 | Land use within settlement areas shall be based on densities and a mix of land uses and shall be based on a range of uses and opportunities for intensification and redevelopment

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

Policy 1.4.3b)1.,c),d | Promotes an appropriate range and mix of housing types and densities by permitting all forms of housing requires to meet the social, health and wellbeing requirements of current and future residents, directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be, and promoting densities which efficiently use land and resources and support the use of active transportation and transit in areas where it exists or is to be developed.

### Response

The proposed mixed-use development is in conformity with the PPS’s intensification and redevelopment objectives for lands within the current built boundary of the Pickering.

The proposed residential development will:

- Accommodate an appropriate range and mix of residential and commercial units;
- Aid in increasing the current mix of residential uses in the area surrounding the Subject Site to promote efficient development and land use patterns;
- Promote intensification in the municipality and will optimise the use of existing infrastructure and transit investments;
- Minimize land consumption and climate change impacts;
- Provide for an appropriate mix and range of residential typologies to meet long-term needs of future and existing residents; and,
- Encourage more compact residential uses to allow for the efficient use of land, promote growth and development, and avoids risks to public health and safety.

## 2.3.2 Growth Plan for the Greater Golden Horseshoe (2020)

### Policy

The Growth Plan carries forward many of the principles and policies of the PPS relating to transit, land use and conservation. This policy encourages the intensification of development within the urban boundaries.

One of the key objectives of the Growth Plan is to create complete communities that meet the needs of all ages, providing a diverse selection of modes of transportation, mix of housing options to accommodate a range of household sizes and incomes. Complete communities will be achieved by ensuring the development of high quality compact built form, an attractive and vibrant public realm through site design and urban design standards.

### Response

The proposed residential development is consistent with the Growth Plan's framework for managing growth because:

- It is located on an underutilized property within the built boundary of the City of Pickering;
- It will assist the Municipality in achieving the projected population growth set out by the Growth Plan;
- Through its design, it will encourage active, healthy living that complements the creation of a vibrant, thriving community;
- Its compact form is sensitive to the protection of surrounding natural heritage systems and water resources; and,
- No natural heritage features will be removed and there will be no negative impacts with appropriate vegetative protection zone.



FIGURE 6: GROWN PLAN AREA

## 2.3.3. The Durham Regional Official Plan (May 2020 Consolidation)

### Policy

The Durham Regional Official Plan (R.O.P.) is a guiding document to inform the municipal official plans for communities within Durham Region. The Subject Site is designated as *Regional Corridor* (Figure 9) with an underlying Living Area designation. The R.O.P Section 8 states the goal is to create diverse Urban Areas that meet the various needs of present and future residents of the Region, that are compact, efficient, accessible and comprised of mixed uses.

Regional Corridors are the focal points of urban redevelopment in the region. They form key connections between Centres and provide for the movement of people and goods.

Urban areas within the Region should be planned to accommodate a minimum of 40% of the residential development through intensification within built-up areas. Of these new residential areas, the regional plan requires at least 25% of all new residential units be affordable to low- and moderate-income households.

### Response

The proposed development provides high density residential dwellings that will add to the mix of housing types that is predominately single-detached. The built form is compact, efficient, accessible, and comprised of a mix of land uses. The compact built form and location along a transit route encourages alternative forms of transportation than the private automobile.

The commercial uses proposed at grade are appropriate due to the site's Regional Corridor designation. The proposal meets the required minimum density of 60 units per gross hectare and 2.5 FSI.



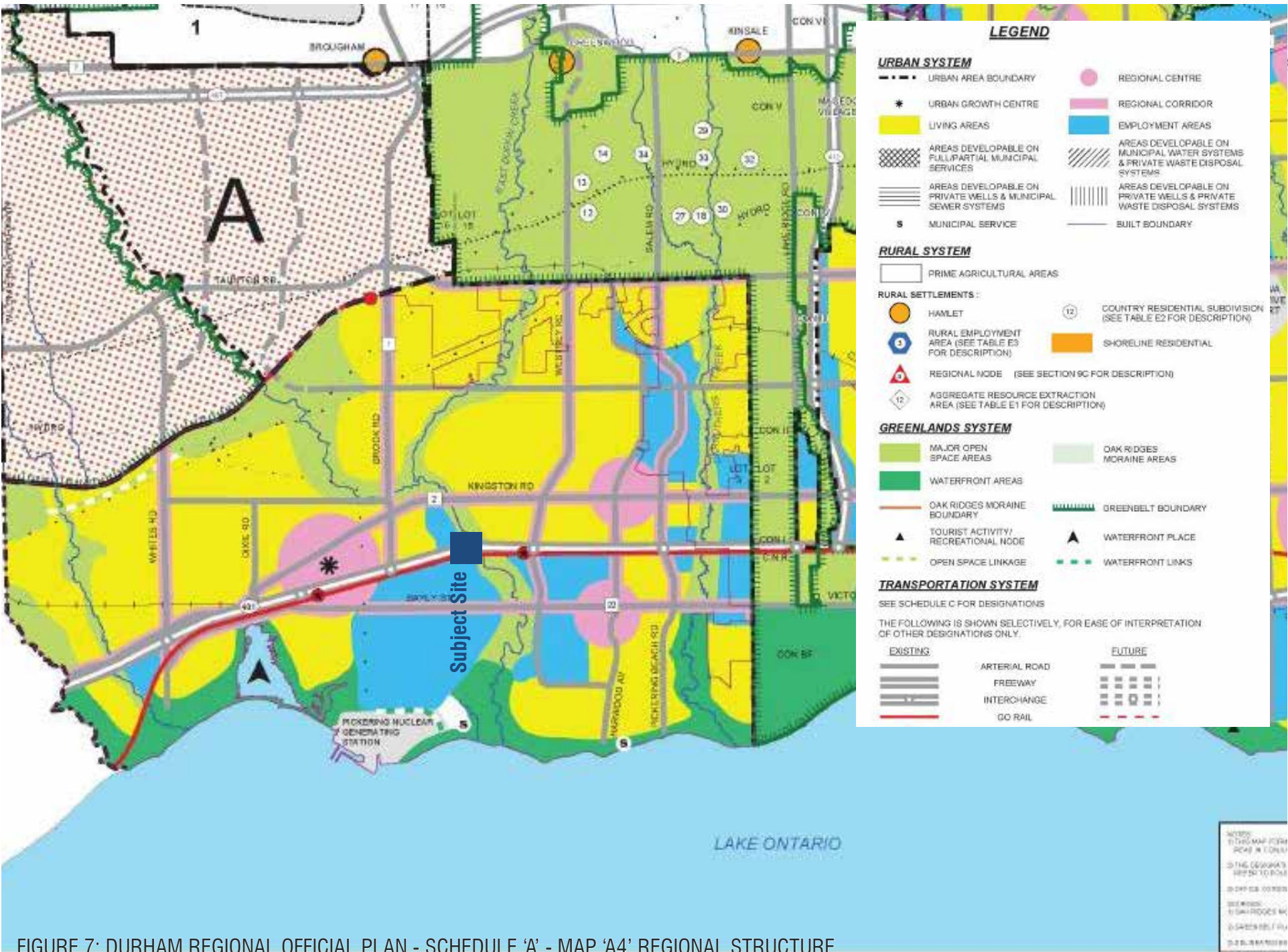


FIGURE 7: DURHAM REGIONAL OFFICIAL PLAN - SCHEDULE 'A' - MAP 'A4' REGIONAL STRUCTURE

## 2.3.4. The Municipality Of Pickering Official Plan (2022)

### Policy

The Municipality of Pickering Official Plan provides a framework for future growth and development. The Official Plan outlines a vision for building a good community and is intended to guide local growth and development through the designating of land for various land uses and providing policies that will guide the development and use of land city-wide.

Chapter 6-Housing of the Official Plan outlines the following objectives:

- A broad range of housing by form, size, location, tenure and cost are encouraged;
- The City shall maximize efficiency and minimize land consumption;
- To create attractive safe communities with a sense of place and a diversity of built form that supports future intensification and redevelopment;
- To create a built environment that gives priority to walkable design and facilitates an active transportation system including walking, biking and public transit; and,
- To design buildings and space that do not negatively impact adjacent buildings or detract from the specific identity or character of an area.
- To design buildings and space that do not negatively impact adjacent buildings or detract from the specific identity or character of an area.

### Response

The proposed development provides a range of unit sizes and types to meet the diverse needs of residents. The proposal will not alter or impact the development limit of the Natural Areas.

The proposed density of the development does not conform with the density outlined in the OP, as a result an Official Plan Amendment for the Subject Site is proposed which aligns with Official Plan Amendment 38, which has been adopted by City Council, but has appealed to the Ontario Land Tribunal.

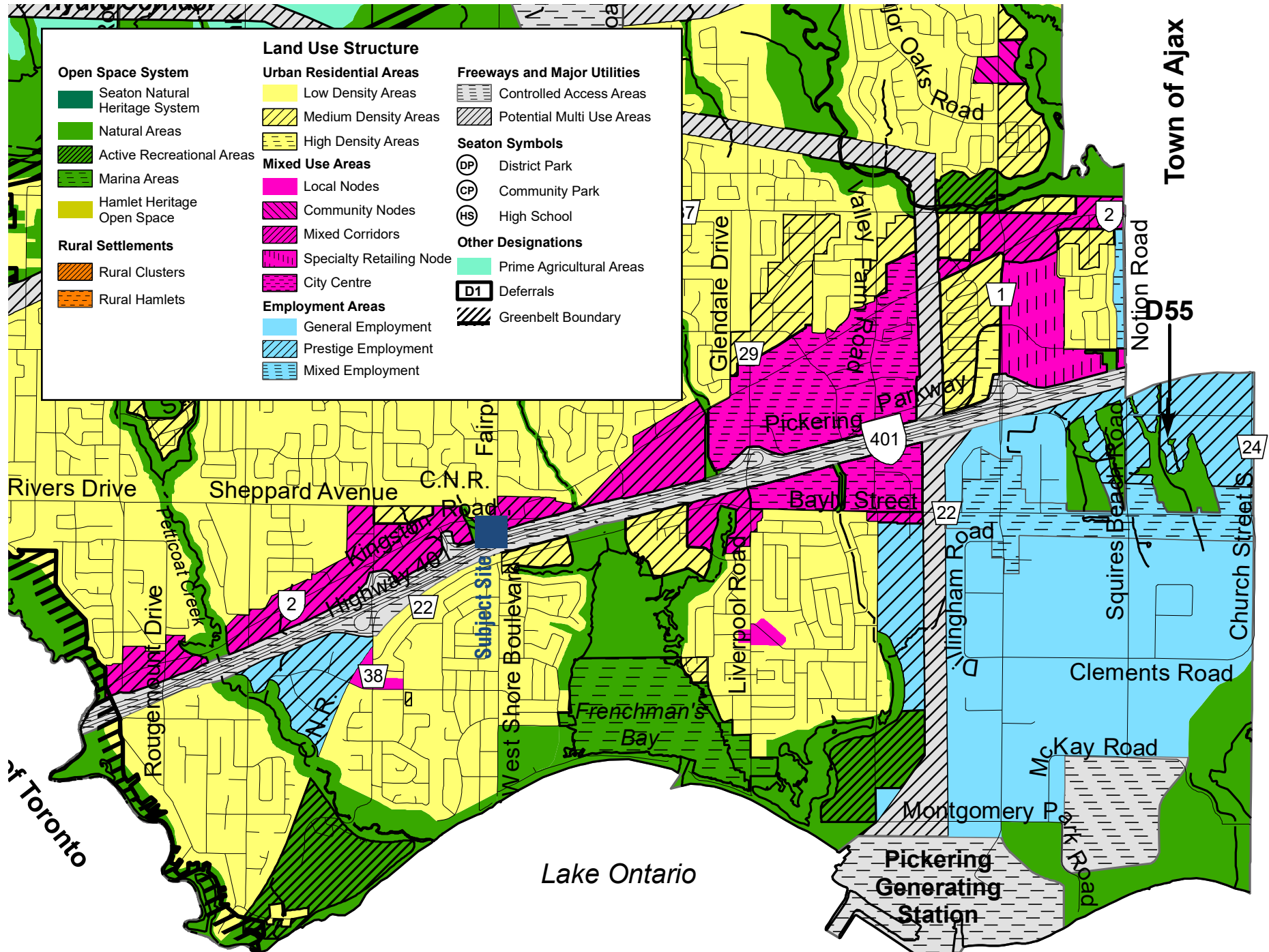


FIGURE 8: PICKERING OFFICIAL PLAN, SCHEDULE 1 - LAND USE STRUCTURE



## 2.3.5. Chapter 12 Urban Neighbourhoods: Dunbarton

### Policy

Chapter 12 - Urban Neighbourhoods of The Municipality of Pickering Official Plan is supplementary to the land use information included in Chapter 3. This Chapter provides detailed neighbourhood policies for each of the City's urban neighbourhoods.

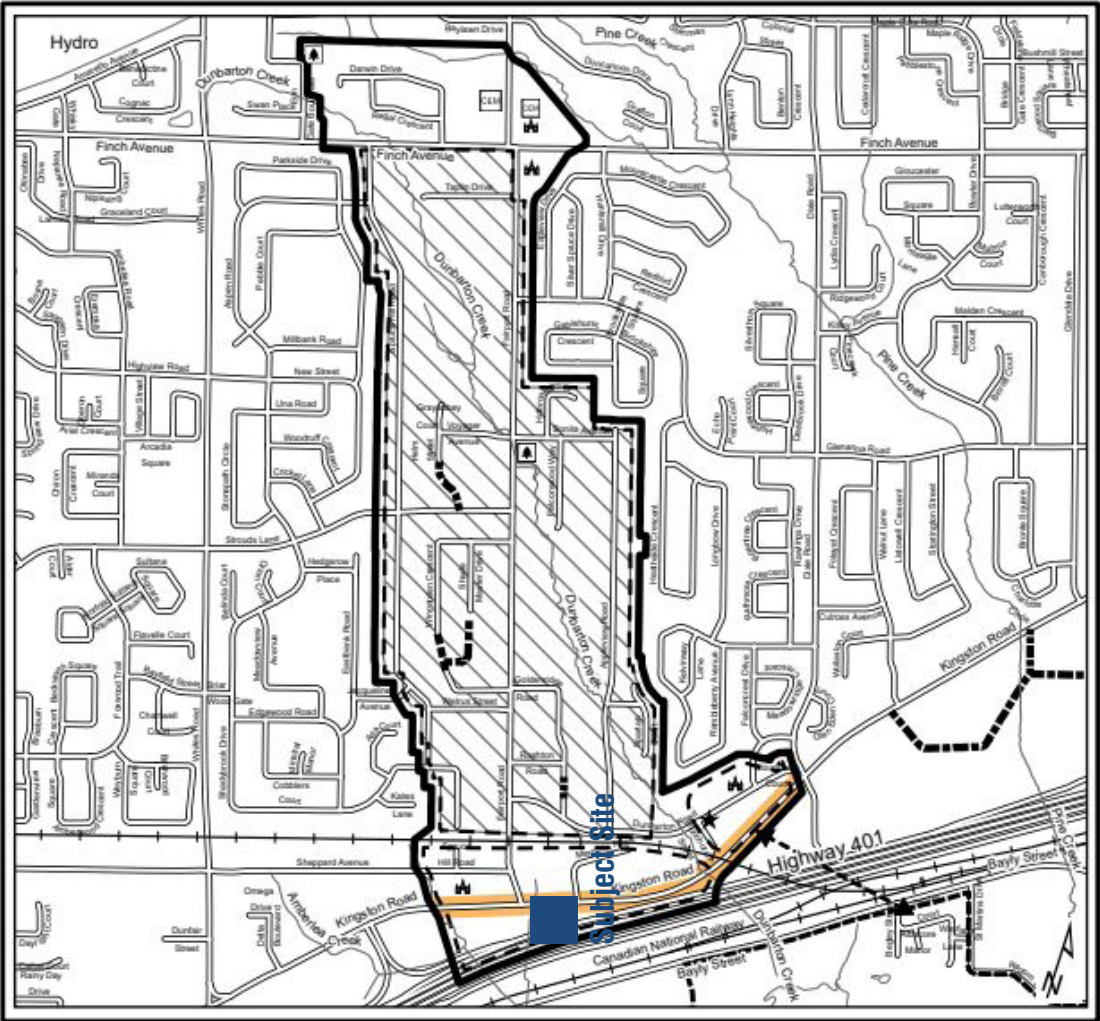
The Subject Site is situated in Neighbourhood 7: Dunbarton (figure 9).

This chapter of the Official Plan outlines the following objectives:

- Establish a minimum density range of over 80 units per hectare up to and including 260 units per hectare for lands located on the south side of Kingston Road and West Shore Boulevard

### Response

The proposed development provides 755 units per hectare, exceeding the upper limit outlined in Chapter 12 of the Municipality of Pickering Official Plan. These policies will be updated through Official Plan Amendment 38, as previously identified, which this proposed development is compliant with.



Subject Site

**Legend Symbols**

- New Road Connections (Proposed)
- - - Detailed Review Area
- Kingston Road Corridor Development Guidelines (Refer to Compendium Document)
- ▨ Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- ↔ Pedestrian/Bicycle Connection (Proposed)
- ▭ Neighbourhood Boundary
- - - Waterfront Trail
- ⛪ Place Of Worship
- 🌲 Park
- CEM Cemetery
- ★ Historic Village

FIGURE 9: PICKERING OFFICIAL PLAN, MAP 17: NEIGHBOURHOOD 7: DUNBARTON



## 2.3.6. Municipality of Pickering Zoning By-Law No. 3036

### Policy

The Subject Site is currently zoned as RH-MU-6 and OS-HL under Zoning By-law No. 3036 (Figure 11). The RH-MU-6 zone permits a minimum building height of 6-storeys and a maximum height of 10-storeys. The OS-HL zoning indicates that no buildings or structures are to be erected, and buildings or structures must only be for the purpose of flood and erosion control, resource management, or pedestrian trail and walkway purposes.

The immediate surrounding area is a mix of residential, commercial and institutional. Lands on the north side of Kingston Road are a mix of commercial and mixed-use zones, further north and south of Highway 401 is zoned one-family detached dwellings.

### Response

The proposed development does not encroach onto the OS-HL zone, however the proposed development does not conform to the RH-MU-6 zone. As such a Zoning By-Law Amendment will implement Pickering Council adopted OPA 38. As previously indicated an Official Plan Amendment will be pursued.

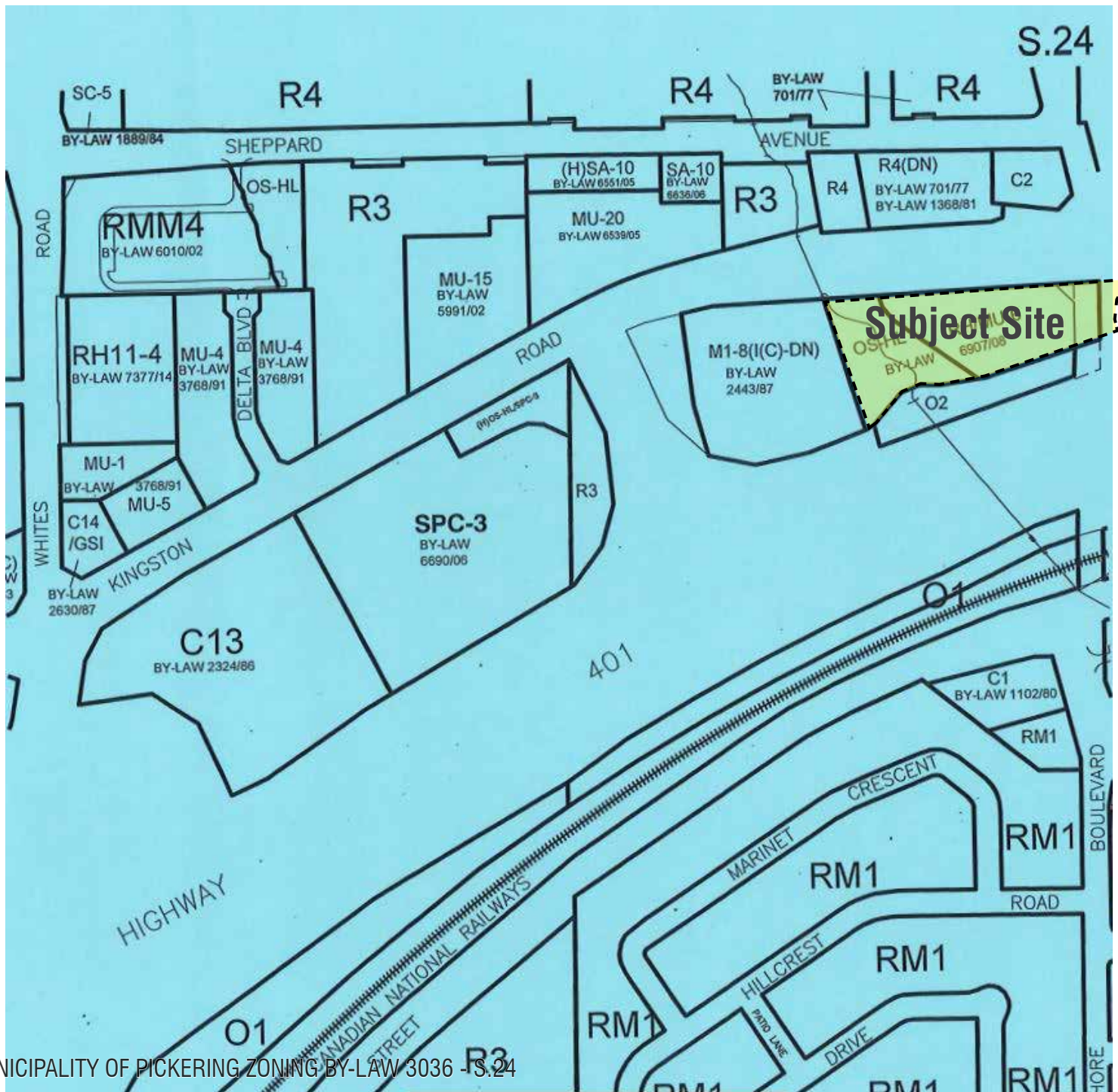


FIGURE 10: MUNICIPALITY OF PICKERING ZONING BY-LAW 3036 - S.24

## 2.3.7. Kingston Road Corridor Urban Design Guidelines

### Policy

The Kingston Road Corridor Urban Design Guidelines was formulated between 1996 and 1997 with the purpose to encourage development to achieve the following visions:

- To formulate a vision for the transformation of Kingston Road into a “main street”;
- Identify elements of the vision that are crucial to the successful transformation of the corridor; and
- To recommend an implementation strategy to guide public and private development initiatives within the corridor over the next 5-10 years.

### Response

The proposed development is consistent with the Kingston Road Corridor Urban Design Guidelines in transforming Kingston Road into a “main street”. The proposed density, streetwall and inclusion of at grade retail will contribute to the vision the municipality has of the Street.

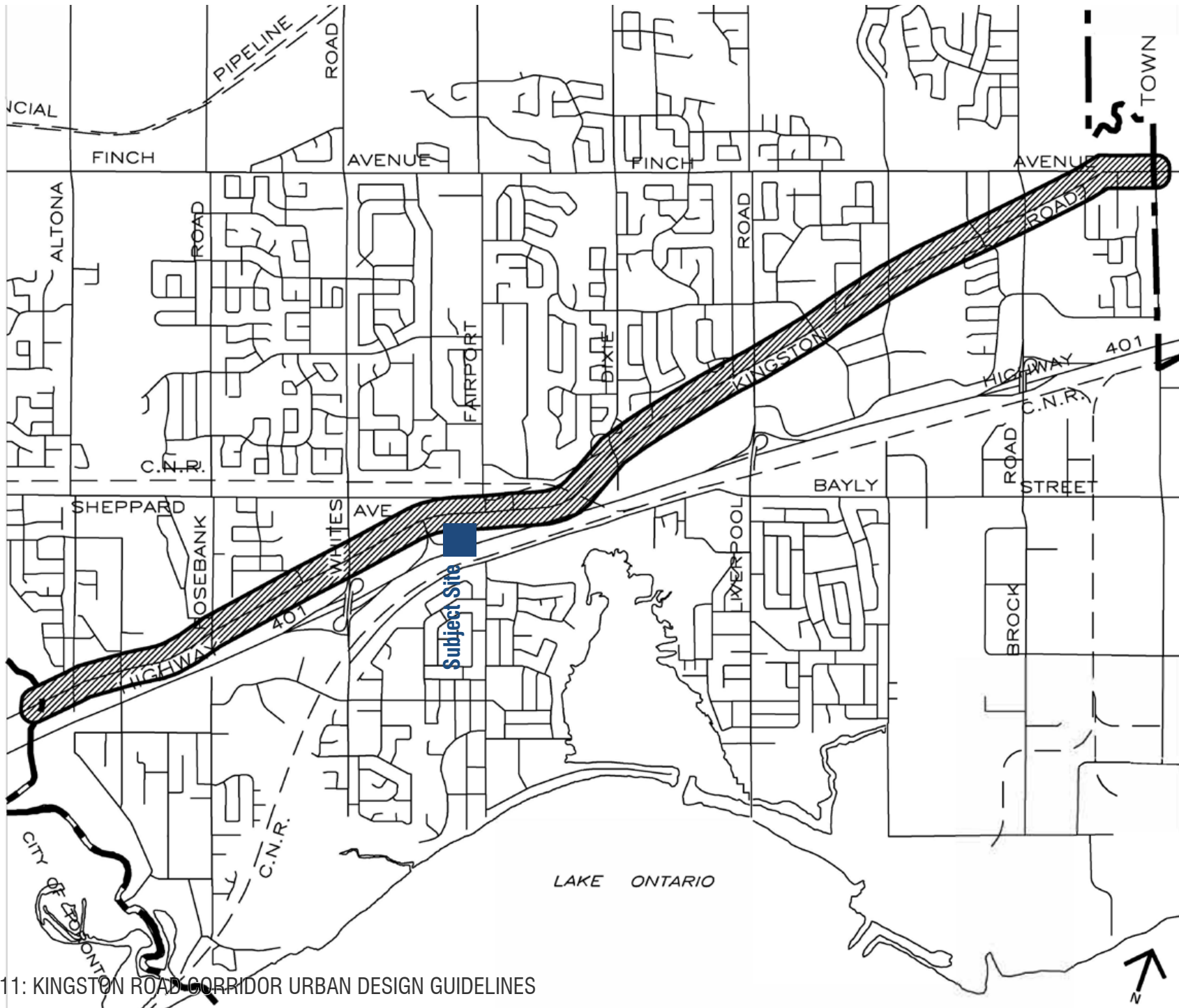


FIGURE 11: KINGSTON ROAD CORRIDOR URBAN DESIGN GUIDELINES

# 3 THE PROPOSAL

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FIGURE 12. PERSPECTIVE VIEW (ICON ARCHITECTS)



## 3.1. DEVELOPMENT PROPOSAL

### ■ PROPOSED DEVELOPMENT

The proposed development introduces a mixed-use building with two residential towers at 17-storeys each and a shared 5-storey podium. It will have building heights of 54.05 meters above established grade (excluding the mechanical penthouses which are an additional 5.3 metres). The proposed development will have 400 residential units and 629.9 sq.m of ground floor commercial space facing Kingston Road. The Site has an overall gross site area of 5,291.9 sq.m, a total GFA of 43,631.4 sq.m, and an FSI of 5.03. Four levels of underground parking and surface parking on the east side of the building provide 402 parking spaces.

Vehicular access to parking, servicing and loading is provided from Kingston Road along the eastern portion of the Subject

Site. A total of 402 vehicular parking spaces, including 60 for visitor and 22 for commercial uses. 212 bicycle parking spaces are provided in the below grade parking levels.

The proposed development provides a total of 1,606.4 square metres of amenity space. 804.7 square metres of indoor amenity space is provided on levels 1 and 6 while 801.7 square metres of outdoor amenity space is proposed between the building and visitor parking spaces on the east side of the building, and on the roof terrace of the podium.

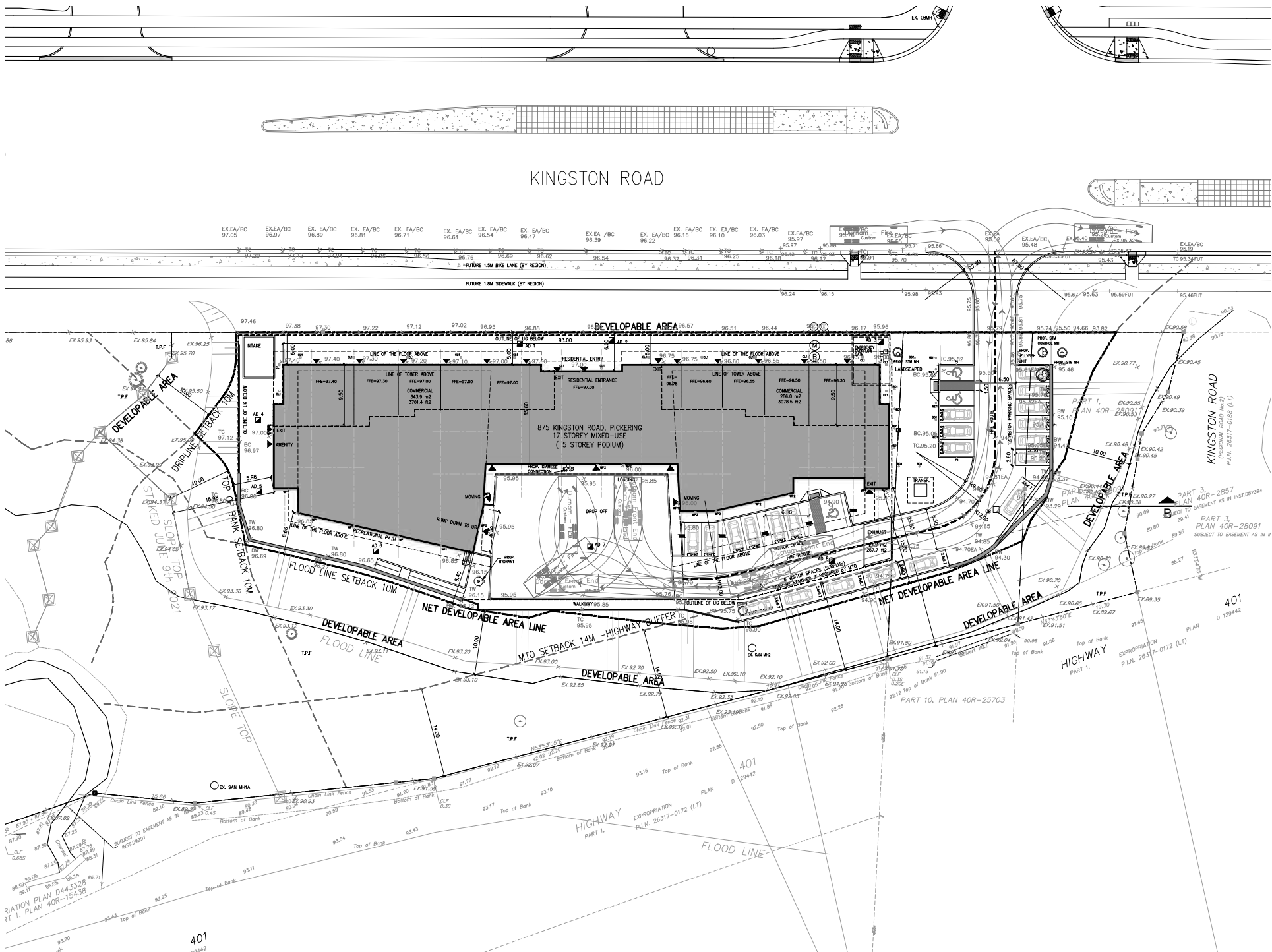


FIGURE 13. SITE PLAN (ICON ARCHITECTS)



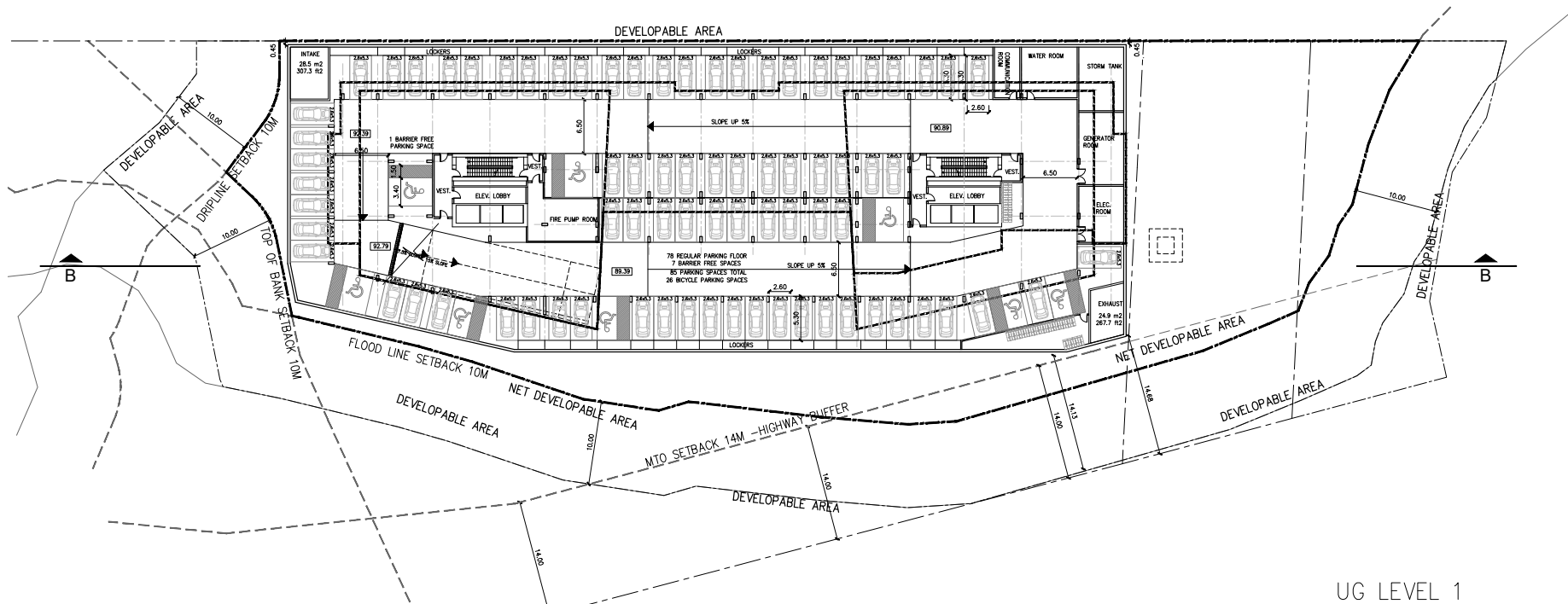
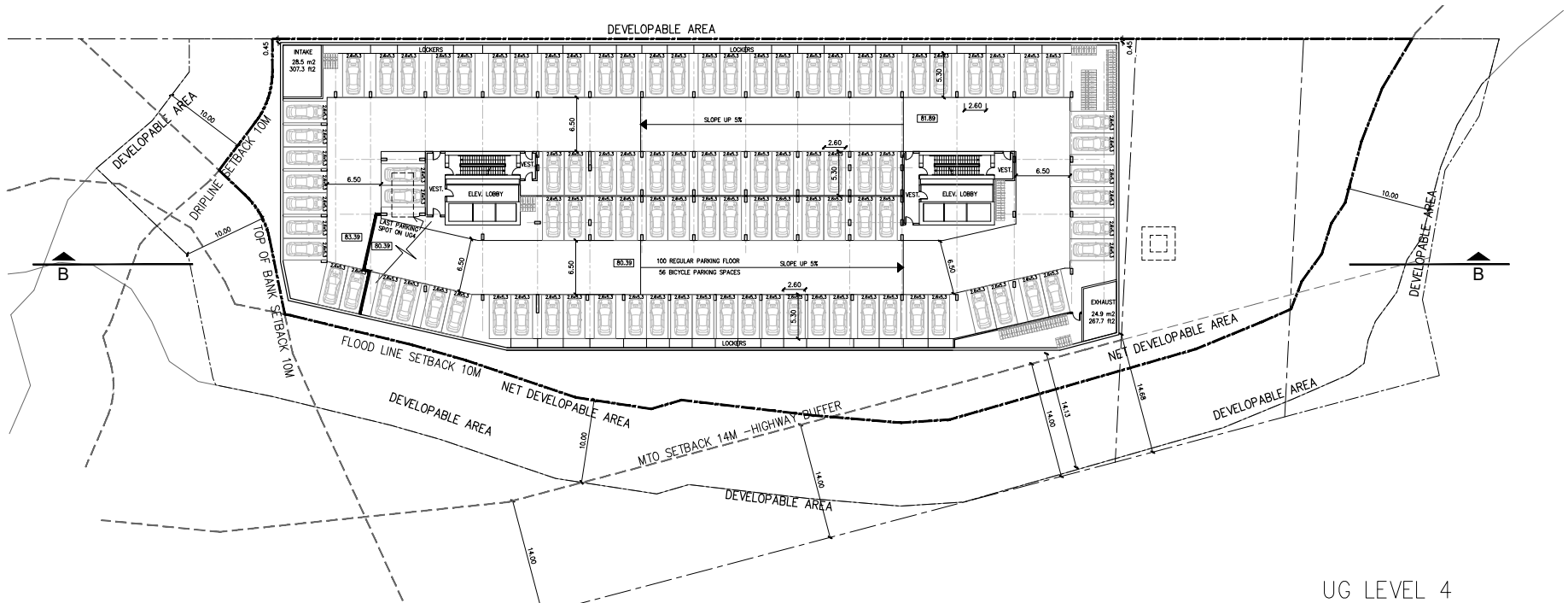


FIGURE 14. UG LEVEL 1 AND 4 PLAN (ICON ARCHITECTS)

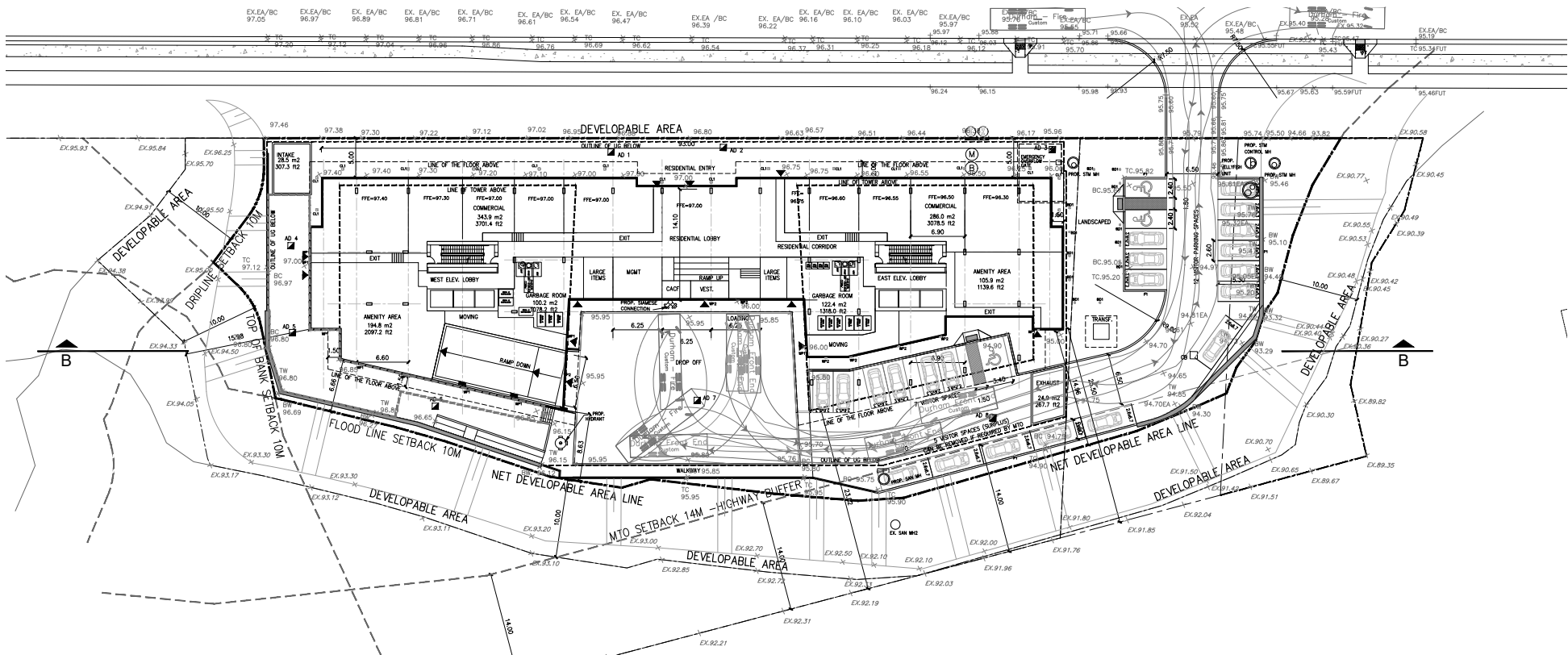


FIGURE 15. GROUND FLOOR PLAN (ICON ARCHITECTS)

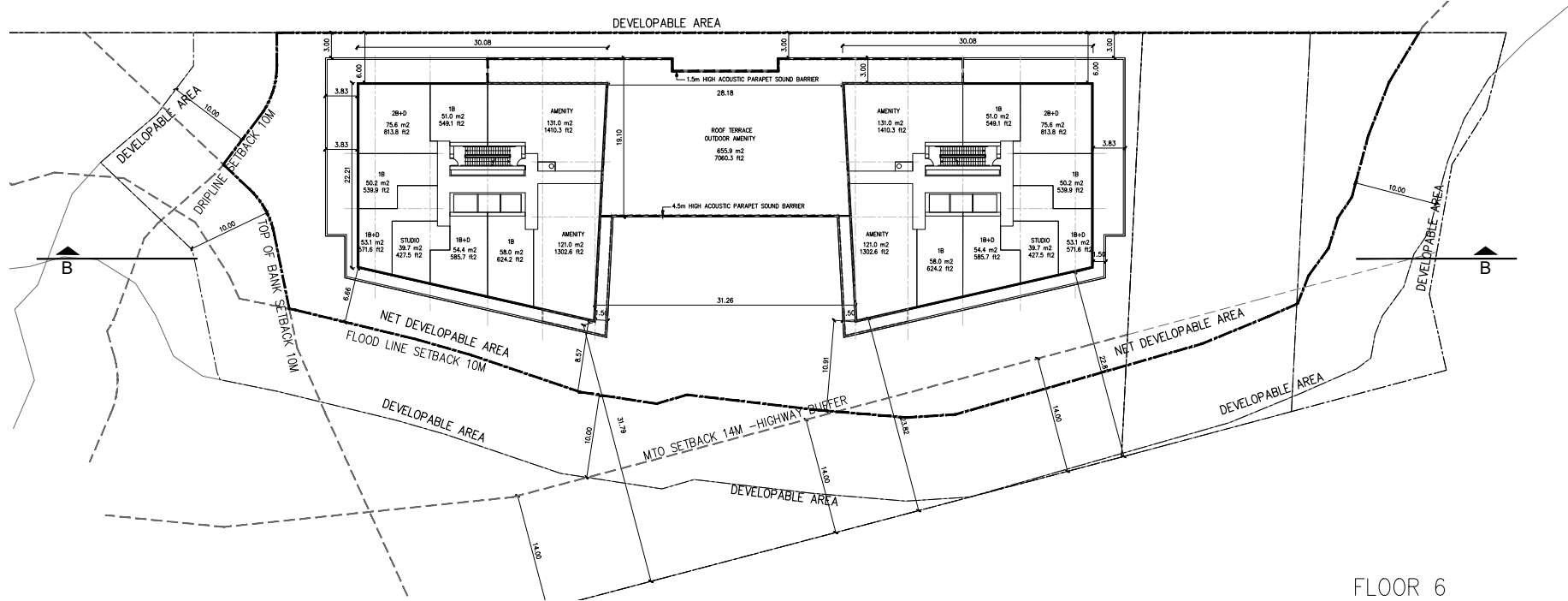
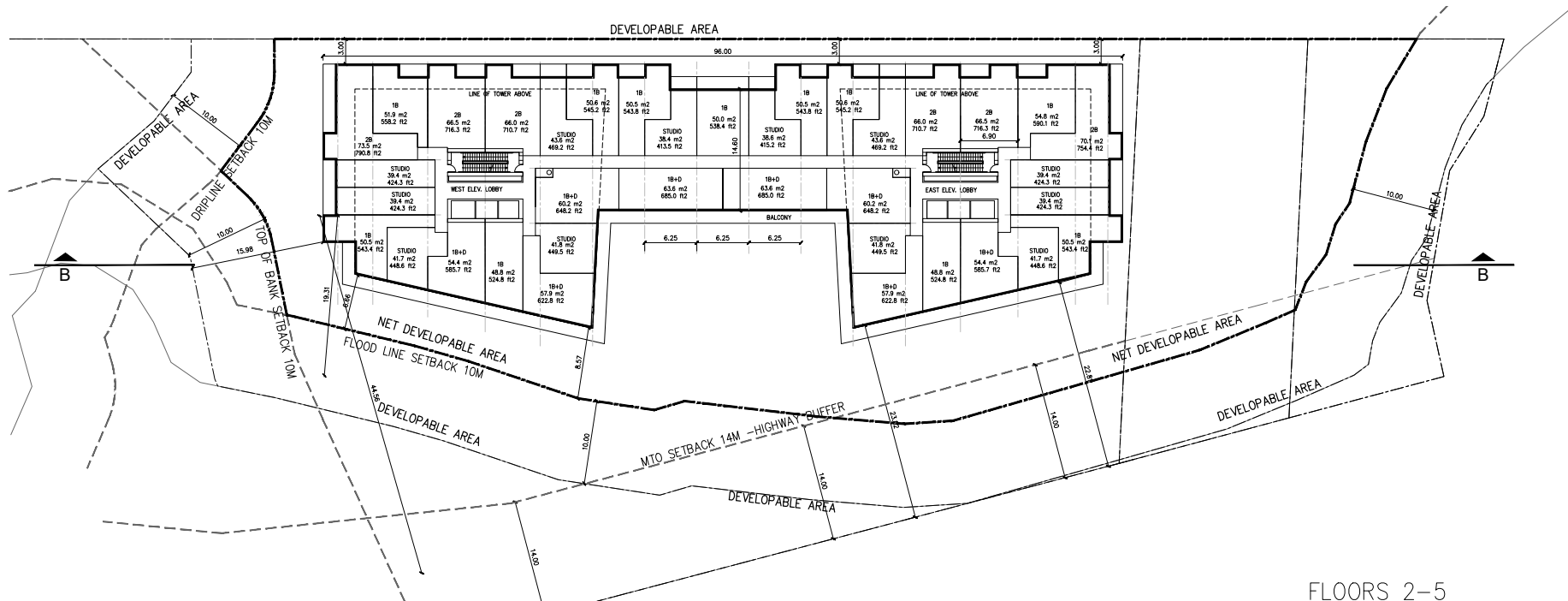
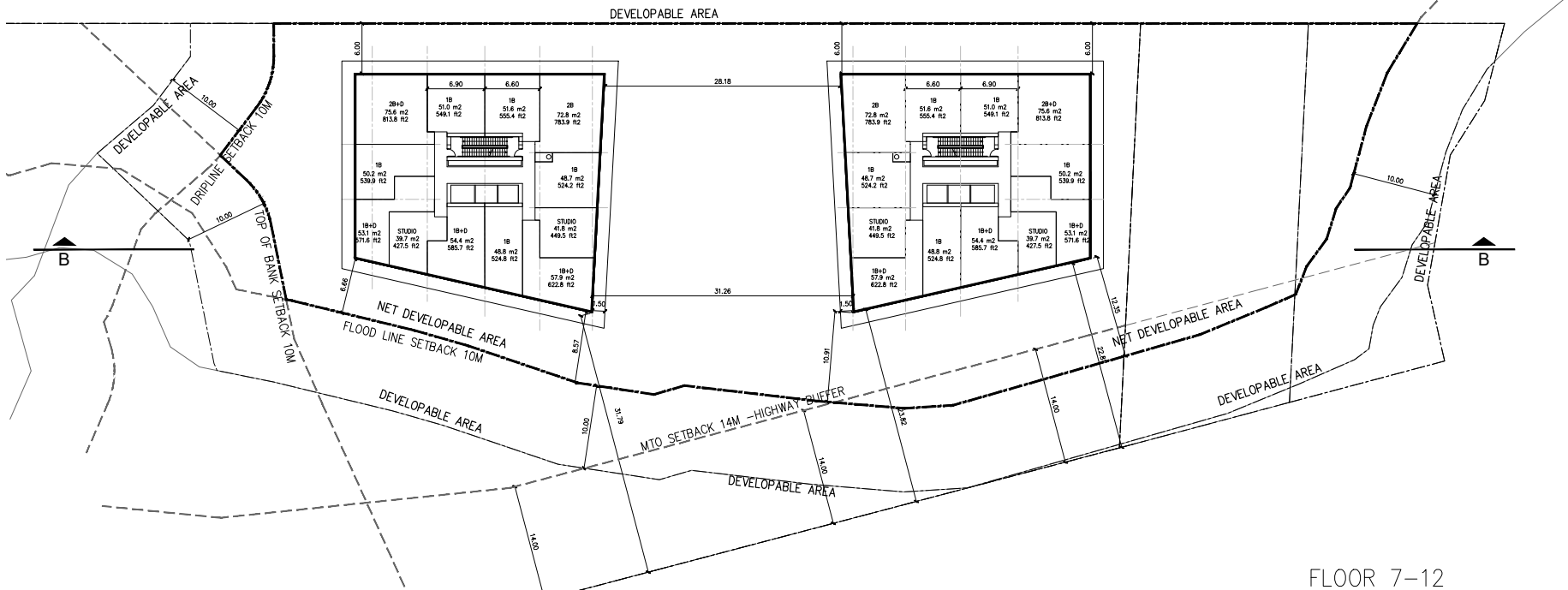
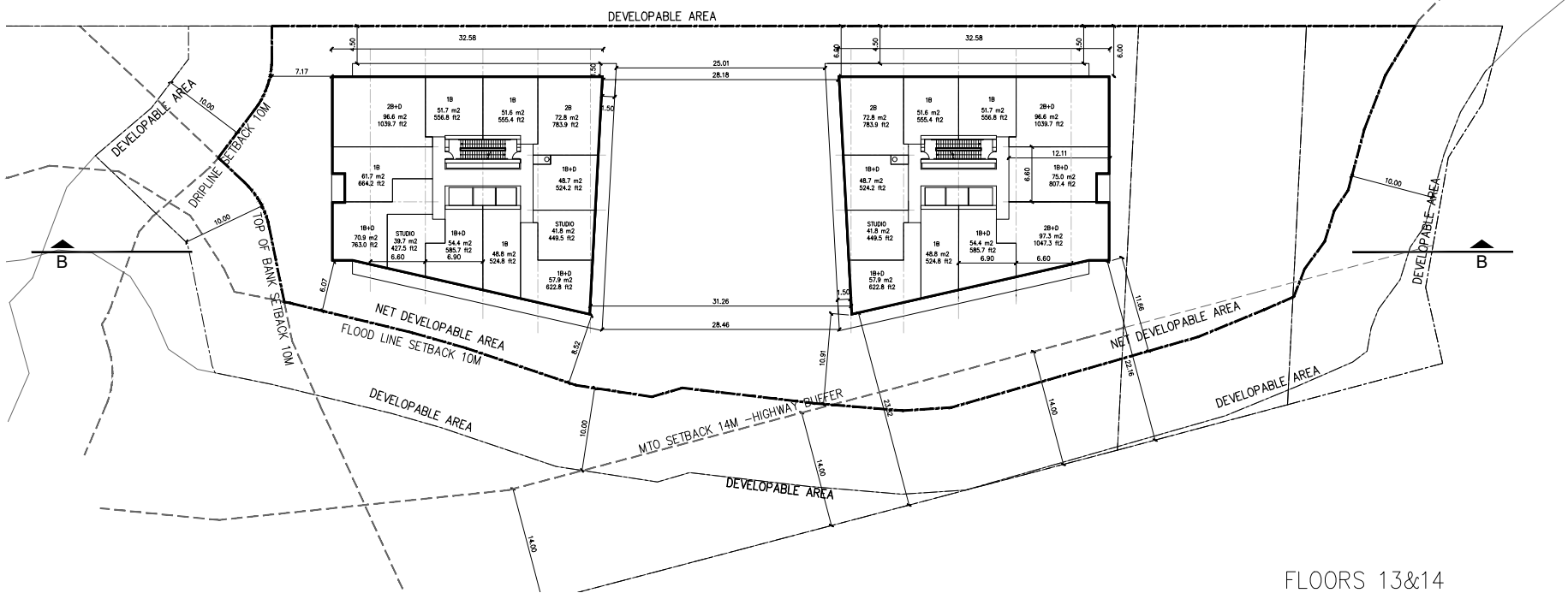


FIGURE 16. LEVEL 2 TO 6 PLAN (ICON ARCHITECTS)

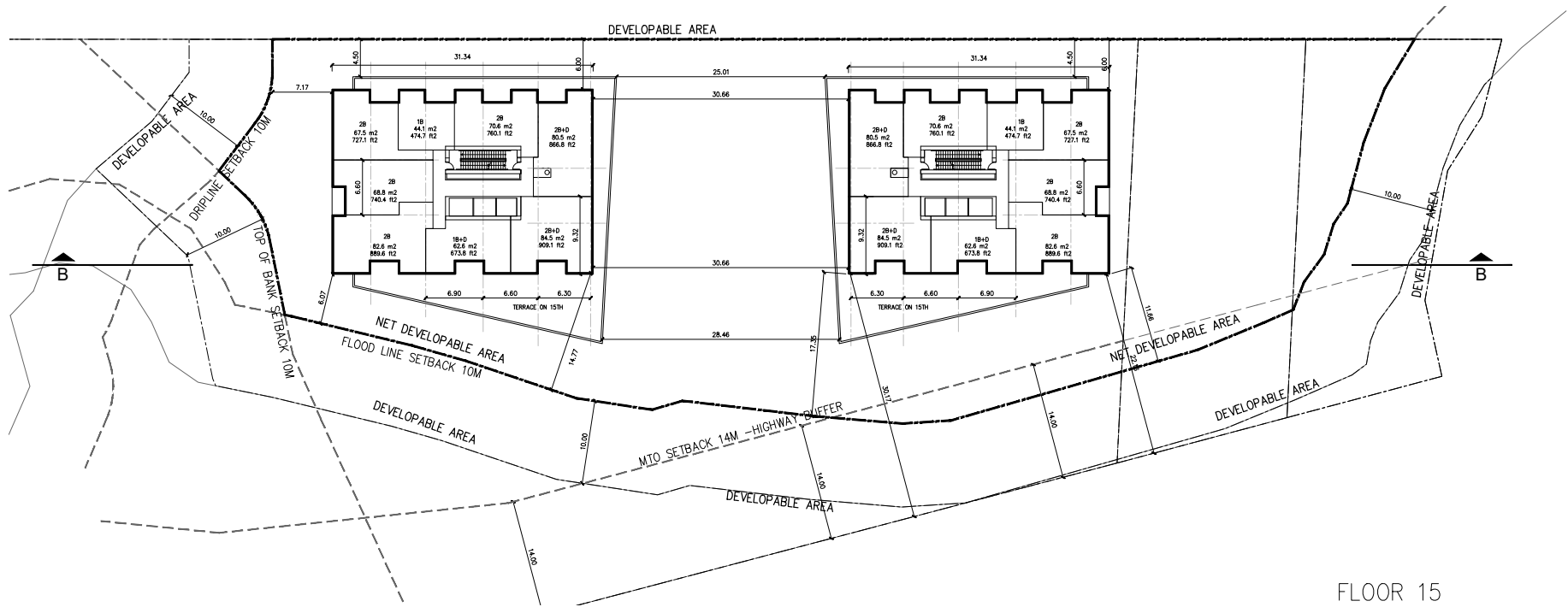


FLOORS 7-12

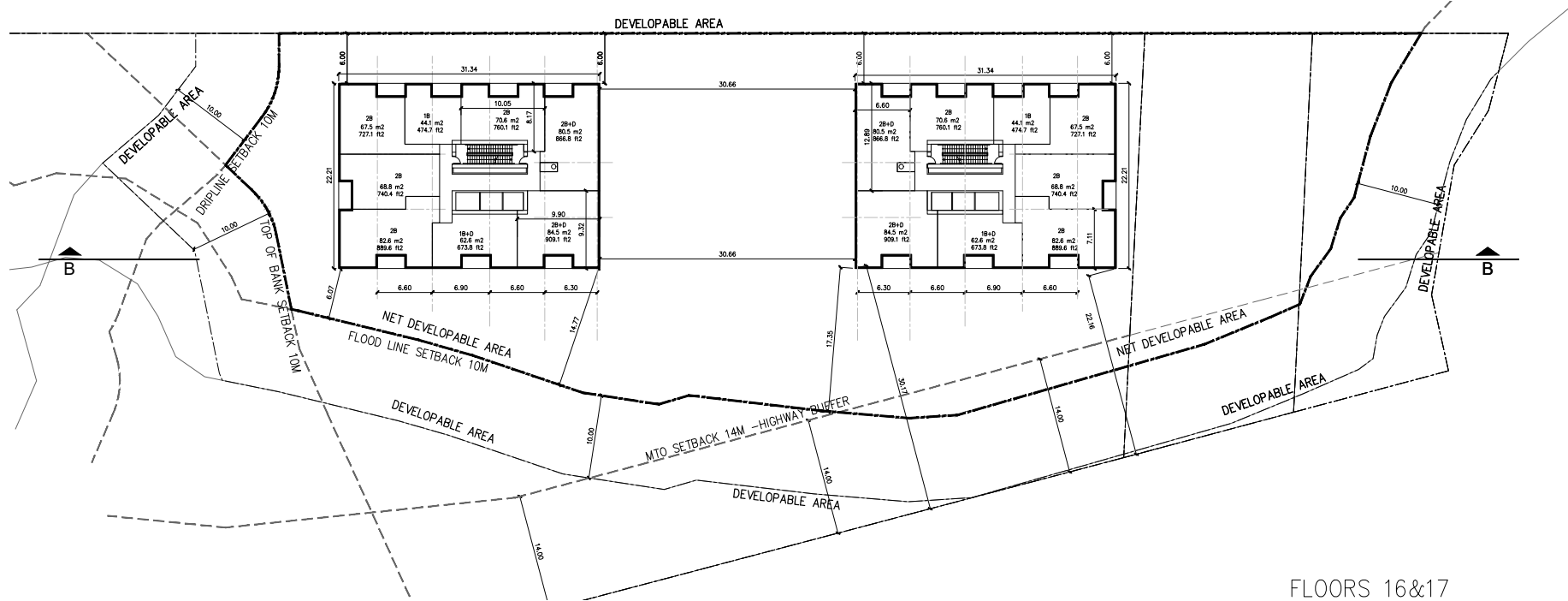


FLOORS 13&14

FIGURE 17. LEVEL 7 TO 14 PLAN (ICON ARCHITECTS)



FLOOR 15



FLOORS 16&17

FIGURE 18. LEVEL 15, 16 AND 17 PLAN (ICON ARCHITECTS)

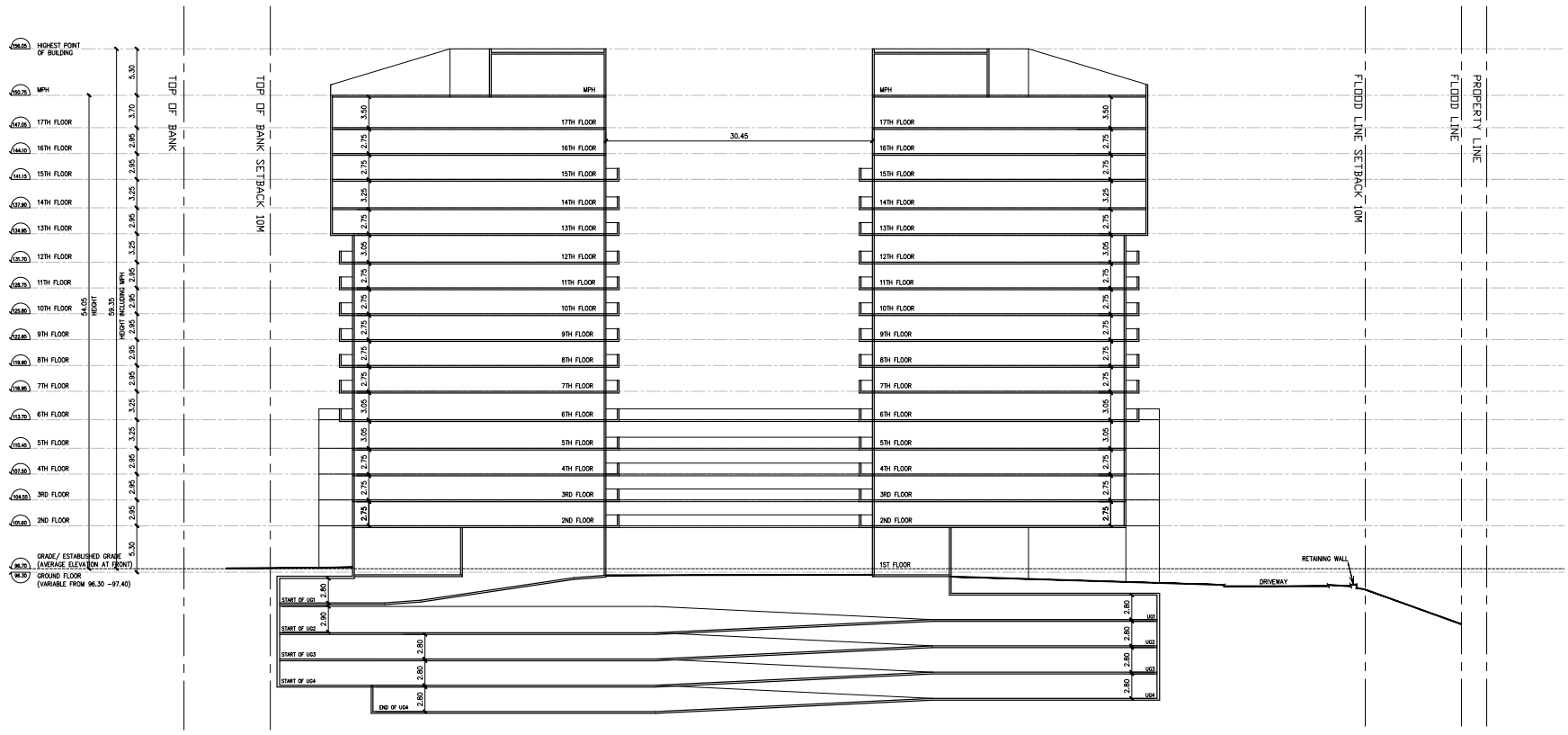
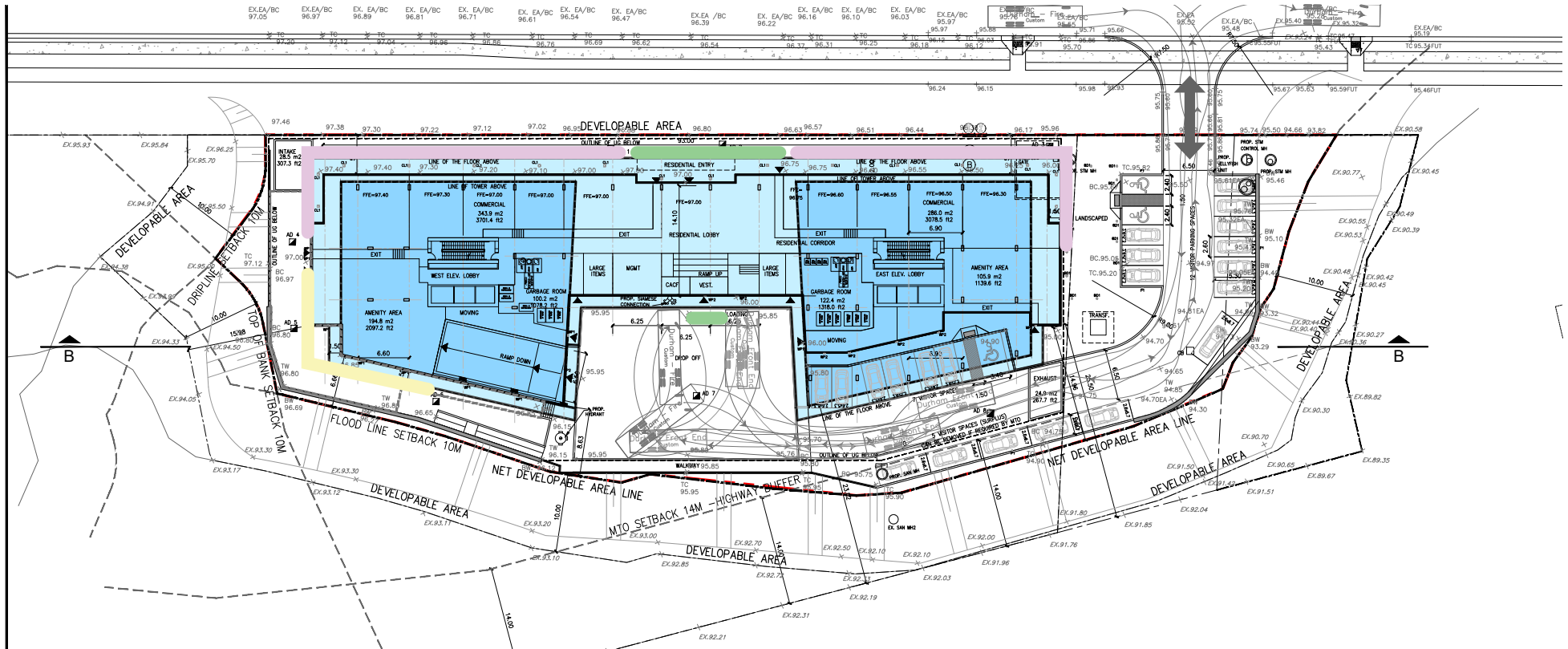


FIGURE 19. BUILDING SECTION (ICON ARCHITECTS)



FIGURE 20. PERSPECTIVE VIEW (ICON ARCHITECTS)





**LEGEND**

- Subject Site
- Tower Element
- Podium Element
- Lobby Frontage
- Indoor Amenity Frontage
- Retail Frontage
- ↔ Vehicle Access Frontage

FIGURE 21. SITE ORGANIZATION





## 3.2. URBAN DESIGN VISION

### ■ URBAN DESIGN VISION

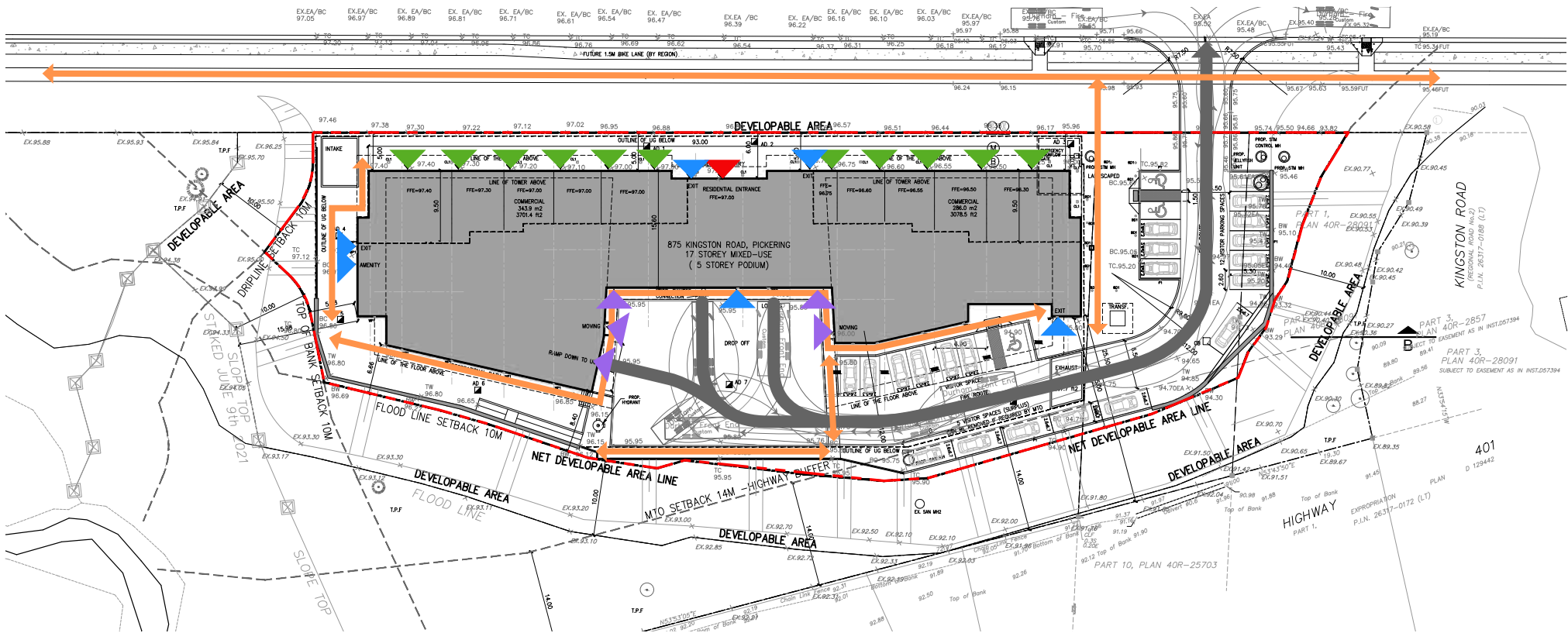
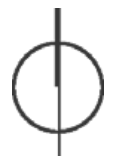
The urban design vision for the proposed development is to create pedestrian-friendly streetscapes through innovative and sustainable building and landscape designs. Contemporary building solutions will combine with contemporary architectural styles to maintain the character and image of the community while contributing to a denser more sustainable future.

### ■ SITE ORGANIZATION

The proposed building is situated on the south side of Kingston Road. The proposal is comprised of a five-storey building podium with frontage along Kingston Road. Two towers are appropriately set apart and situated at either end of the building base to enhance the privacy of the residential units and increased skyview and sunlight access.

At-grade commercial space is situated adjacent to the primary pedestrian entrance with frontage along Kingston Road. The location of these uses along the street frontage will help animate and improve the existing public realm while also providing eyes-on-the-street. The primary residential entrance is situated along Kingston Road, it is setback from the building face to provide visual entrance and break up the streetwall. Additional entrances are provided at the rear and around the perimeter of the building. The two 17-storey towers are each situated on the east and west side of the building.

Vehicular access to parking, loading and servicing is from the rear of the site. This location towards the rear is to minimize its visual appearance from Kingston Road and enhances the public realm and pedestrian experience around the site.



- Subject Site
- Primary Entrance
- Secondary Entrance
- Service/Underground Parking Access
- Vehicular Circulation
- Pedestrian Circulation
- Commercial Entrance

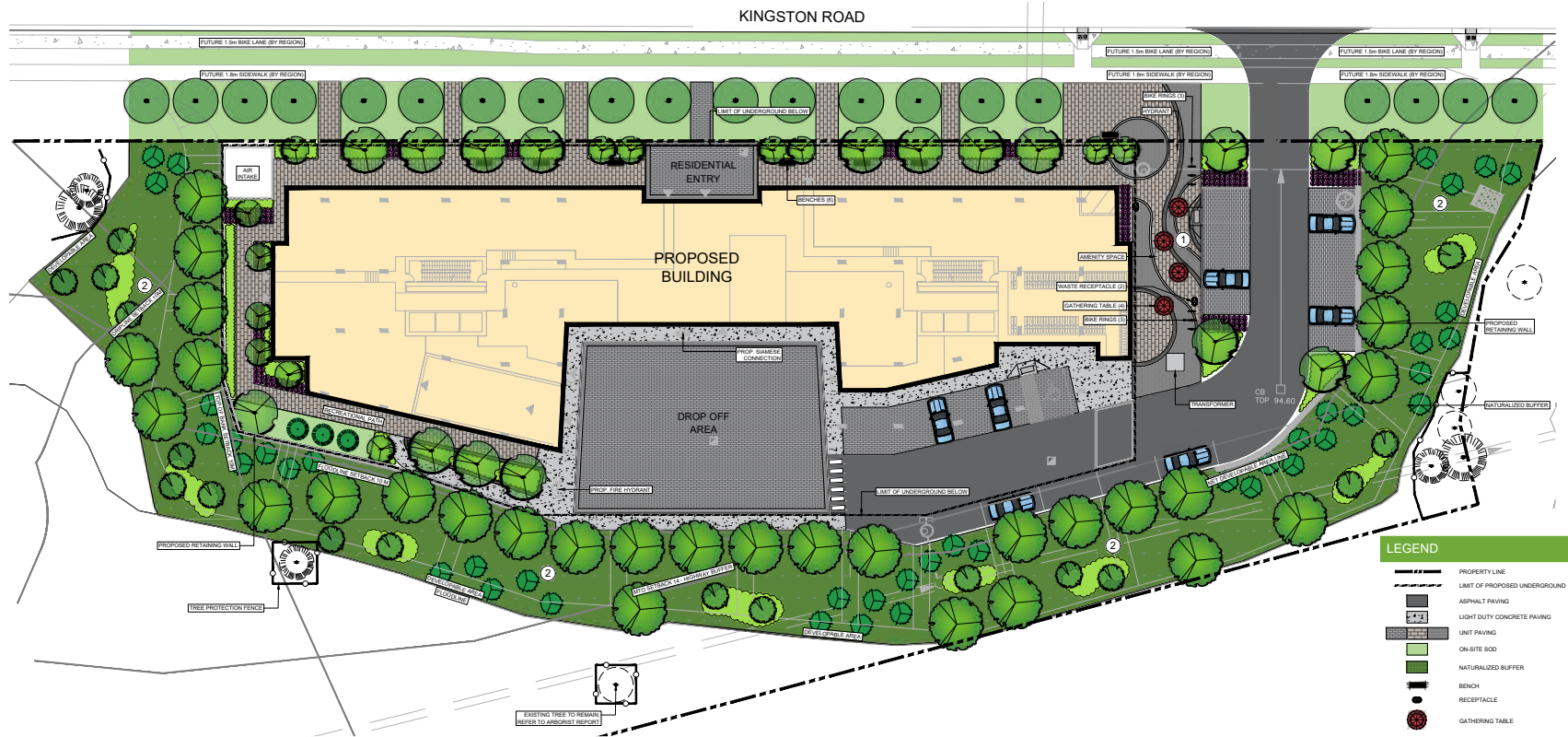
FIGURE 22. PEDESTRIAN/VEHICULAR CIRCULATION AND ACCESS



## ■ PEDESTRIAN/VEHICULAR CIRCULATION AND ACCESS

Pedestrian circulation will occur on public sidewalks that abut the Subject Site along Kingston Road. Pedestrian pathways provide access to the commercial units as well as along the rear of the property. The principle entrance is situated along the front of the building on Kingston Road, secondary entrances are situated around the perimeter of the building. A series of commercial entrances are proposed along the Kingston Road frontage.

As mentioned, vehicular access to the proposed development is from Kingston Road in the eastern portion of the Subject Site. Service entrance are situated at the rear of the building and parking entrance for below-grade parking is also located at the rear of the building below the west tower.



## LEGEND

Subject Site

P.O.P.S.

Restoration  
Planting

FIGURE 23. LANDSCAPE AND AMENITY AREA



## LANDSCAPE AND AMENITY AREAS

Landscaping is proposed along the building edges to enhance the aesthetics, provide appropriate separation with the public sidewalk. A walkway is provided along the building on Kingston Road with connections to the commercial units and the periphery of the building.

A P.O.P.S. is proposed along the eastern edge of the building building and restoration planting is included around the subject site to provide a buffer to the adjacent natural heritage features.

The roof terrace outdoor amenity space on Level 6 is situated adjacent to the indoor amenity space provided in each of the towers.

## DESIGN INTENT IMAGES

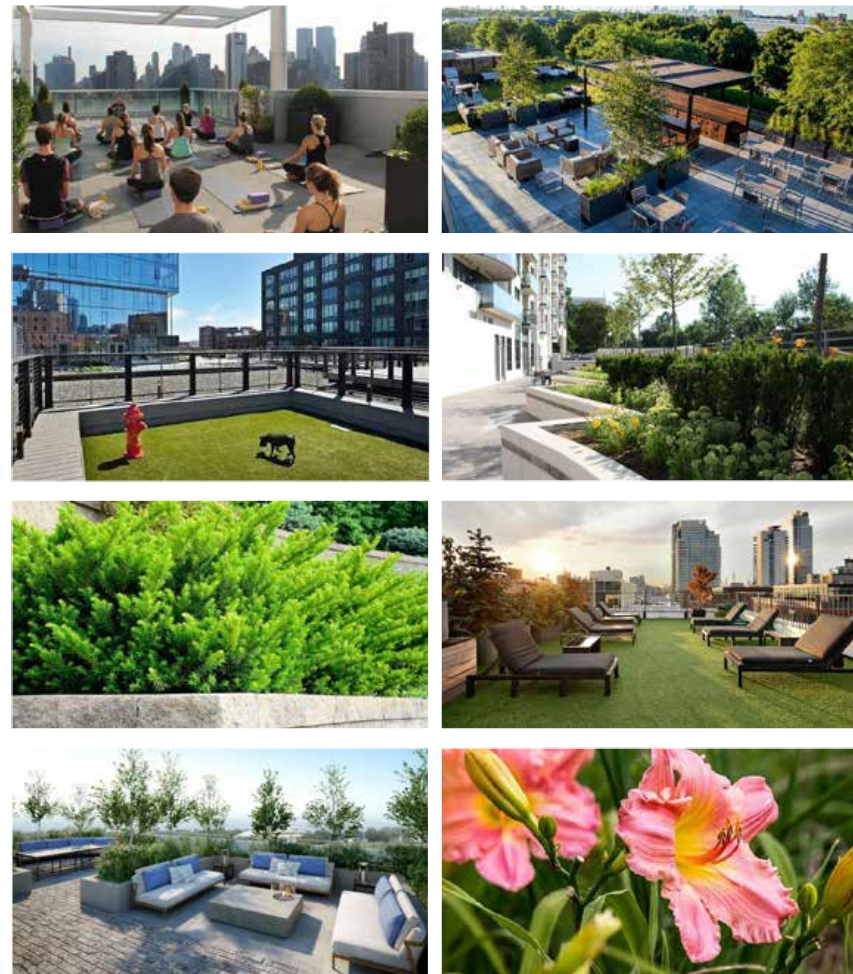
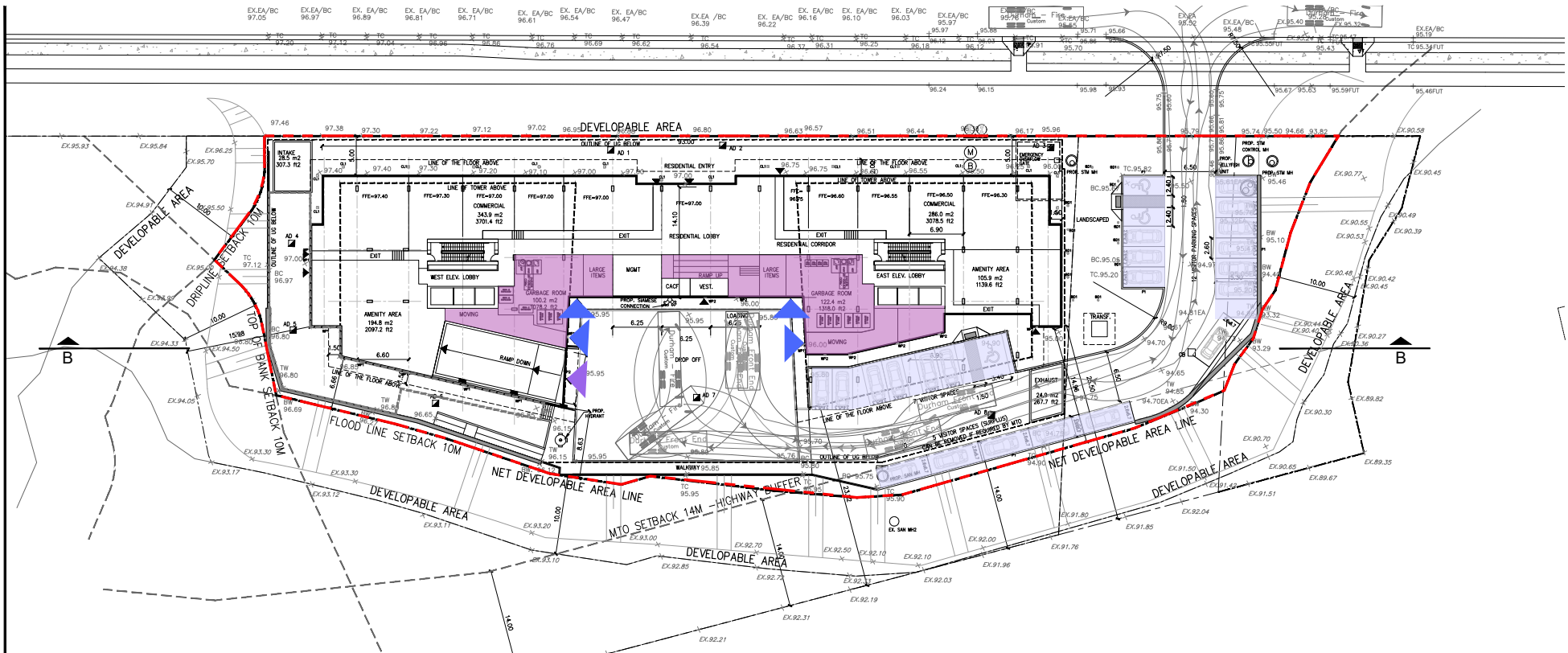


FIGURE 24. LEVEL 6 AMENITY - DESIGN INTENT IMAGES





### LEGEND

- Subject Site
- Interalized Waste Storage and Loading
- Underground Parking Access
- Service Access
- Surface Parking

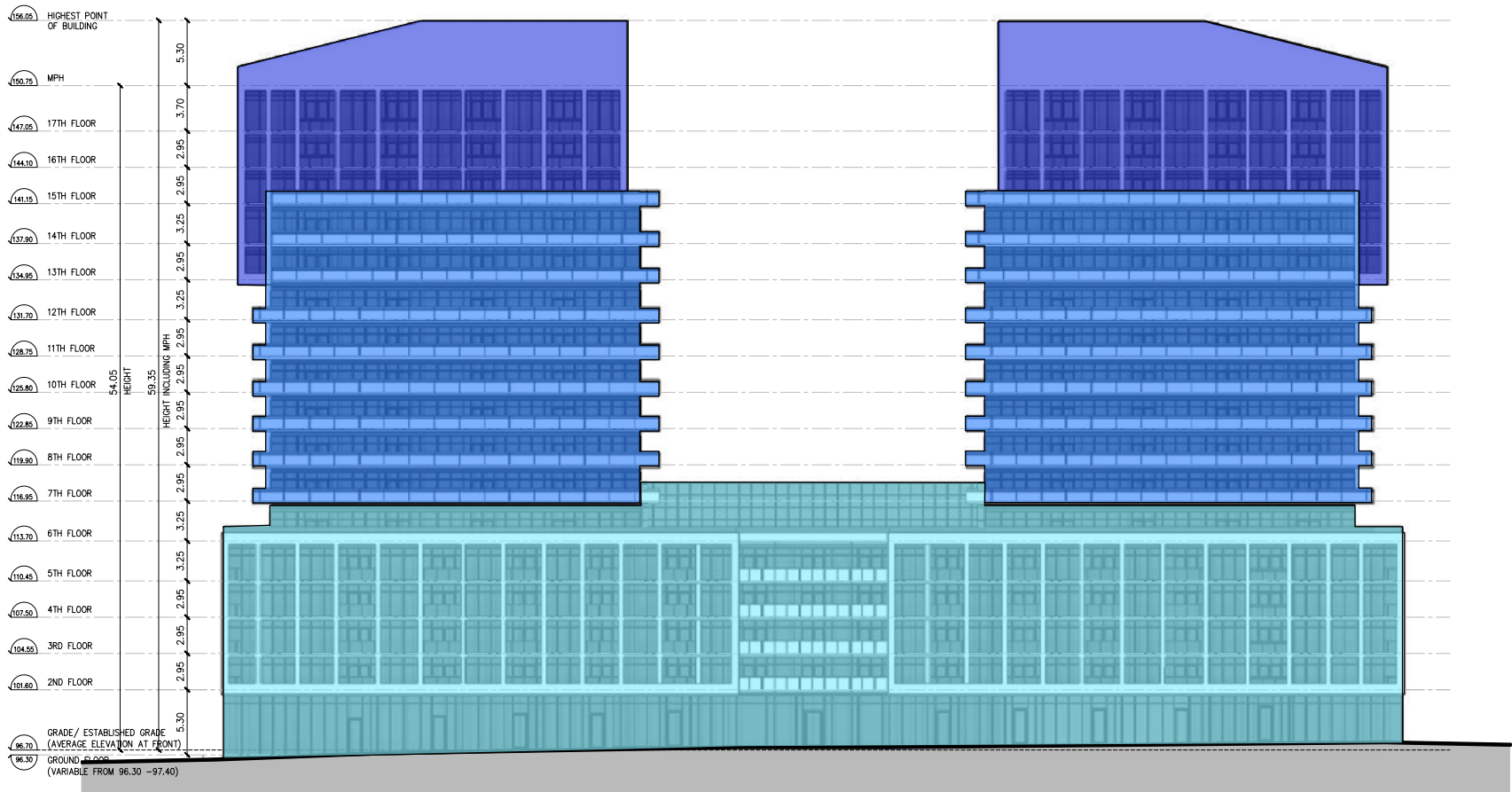
FIGURE 25. PARKING, LOADING AND SERVICING





## ■ PARKING, LOADING AND SERVICING

“Back-of-house” activities including parking, loading, servicing and drop-off are located at the rear of the proposed building – away from Kingston Road– resulting in a safer, more comfortable and attractive public realm and pedestrian environment. Vehicular parking is provided on four underground levels as well as on the surface on the east side of the building. Bicycle parking is provided in a secured room on Level P2, P1 and 1. Access to below-grade parking is provided via a ramp situated at the south east edge of the west tower. Loading bays at the rear of the building and two separate garbage/waste areas are provided, one below each of the respective towers.



## LEGEND

- Podium
- Tower
- Tower Top

FIGURE 26. PODIUM, TOWER AND TOWER TOP



## ■ BUILT FORM

### HEIGHT, MASSING AND SETBACKS

The proposed tower heights of 17-storeys correspond with taller/denser buildings being constructed east of the Subject Site. The proposed development includes setbacks of 5.0 metres at grade, while the podium above Level 1 has a front yard setback of 3.0 metres. Tower setbacks of 3.0 metres are provided from the podium. The separation distance between the two towers is 28.18 metres ensuring access to natural light, views to the sky and privacy between adjacent units. This will also preserve views to the sky from the street level, reduce shadowing and create an elegant profile in the skyline.

### BUILDING PODIUM, TOWER AND TOP

Urban Design best practices encourage towers to be comprised of three components; podium, tower and tower top. The proposed 5-storey building base (podium) will create an appropriate streetwall along Kingston Road.

The building podium is appropriately setback from the property line. An overhang above Level 1 will create a natural protection from the elements for the commercial entrances at grade. The primary entrance along Kingston Road is setback to help identify it as an entrance as well as to break up the long facade along the street.



FIGURE 27. PERSPECTIVE VIEW (ICON ARCHITECTS)

# CONCLUSION

The proposed development conforms with urban design best practices as well as the relevant criteria within Provincial, Regional and Municipal policies. Urban design and architectural strategies will be incorporated in order to promote a safe, pedestrian-friendly and comfortable built environment. Additional attention and enhancements will be made to the ground floor to activate the street level. The established community character will be expanded through complementary building designs and landscape design strategies.