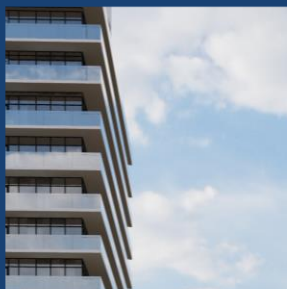
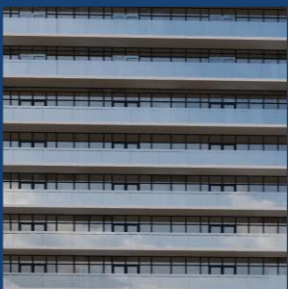


PLANNING RATIONALE REPORT

875 Kingston Road,
City of Pickering

Prepared For: Sphere Developments (Kingston) GP
Inc.

TBG File No: 21777





Engineering | Development | Project Management
THE BIGLIERI GROUP LTD.

CONCESSION 3

2008
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Executive Summary

The Biglieri Group Ltd. (“TBG”) has been retained by Sphere Developments to prepare planning applications and obtain municipal approvals required to facilitate a proposed mixed-use development for the lands municipally known as 875 Kingston Road in the City of Pickering (the “Subject Site” or “the Site”). The Subject Site is located at the south-west corner of the intersection of Kingston Road and Fairport Road and abutting Highway 401 which runs to the south.

This Planning Rationale Report has been prepared in support of the following applications:

- City of Pickering Official Plan Amendment
- Zoning By-law Amendment

These applications will happen at a later date:

- Site Plan Application
- Draft Plan of Standard Condominium

The Durham Region Official Plan (Office Consolidation, 2020) designates the Site as *Regional Corridor*, with an underlying *Living Area* designation, and the City of Pickering Official Plan (Office Consolidation, 2022) designates the Site as *Mixed-Use Area*, particularly *Mixed Corridors*. As per the City of Pickering By-law No. 3036, the Site is zoned as *RH-MU-6* and *OS-HL*. The *OS-HL* zone would remain in place on the non-developable portion of the Site, but an amendment to the Site-Specific Zoning By-law is required to permit the proposed development.

A Site Plan and Conceptual Landscape Plan have been provided to illustrate how the proposed development is intended to be laid out, however, further refinements may be made at the time of formal Site Plan and Draft Plan of Condominium submission. The Amendment to the City of Pickering Official Plan (OPA) is requested to increase the density on the Site for the proposed development. It is our Professional Opinion that the proposed density is appropriate as it is keeping in line with the Pickering’s City-initiated Council adopted Kingston Road Official Plan Amendment 38, which was developed based on the Kingston Road Intensification Plan (November 2019) and Draft Urban Design Guidelines (November 2019). This OPA was adopted on January 24, 2022, by City Council and later approved by Durham Region. The OPA decision has been appealed and is awaiting a decision at the OLT at the time of this Report. The OPA designates the Subject Site as *Mixed Use C* which allows an FSI between 0.75 and 2.5, but permits an FSI up to and including 5.0, were deemed appropriate through criteria laid out in OPA 38 and accompanied with a Site-Specific Zoning By-law Amendment.

The proposed Site Plan consists of two (2) 17-storey towers with a shared 5-storey podium, with vehicular access from Kingston Road, on the east side of this proposed mixed-use building. This access is aligned with Fairport Road and will connect to a proposed private road that will lead to a Drop Off area at the rear (south side) of the building. The road will serve as a Fire Route and provide access to the underground parking garage. Along the road, 19 of the required visitor spaces are provided as grade-level parking spaces, including three accessible parking spaces. The remainder of the required parking spaces are located in the underground parking garage, across four (4) levels. A total of 402 parking spaces are provided, 383 of which are located across four (4) levels of below

grade parking, with seven (7) accessible parking spaces provided on parking level four. A total of 212 bicycle parking spaces are provided across the four (4) levels of below grade parking.

This Planning Rationale Report has evaluated the merits of the proposed development in the context of all applicable Provincial, Regional, and City policies. It is our opinion that the proposed development complies with the relevant criteria of the Planning Act, is consistent with the policies as set out in the Provincial Policy Statement, conforms to the policies of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and the Regional Official Plan. The proposed development generally complies with the City of Pickering Official Plan designation however, an Official Plan Amendment is required to permit the proposed density. The proposed density is in line with the Council adopted Kingston Road Official Plan Amendment 38, which has been approved by the Region of Durham, however, has been appealed and is awaiting decision at the Ontario Land Tribunal (OLT). A Zoning By-law amendment (ZBLA) to the Site-Specific *RH-MU-6* designation will be required to permit the proposed development.

1.0 Subject Site and Context

1.1 Subject Site

The Subject Site is located at the south-west corner of the intersection 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) in size with approximately 241.85 metres of frontage along Kingston Road. There is currently no building on the Subject Site (**Figure 1**).

Amberlea Creek runs through the western portion of the Subject Site. Within the Pickering Official Plan, Schedule III C identifies the Creek as a Key Hydrologic Feature. Under Section 10.7 Streams Corridors, it identifies the Creek as significant and recognizes it to be an important wildlife corridor and encourages landowners adjacent to implement best management and stewardship practices.

1.2 Surrounding Uses

The Subject Site is surrounded by a mix of land uses. To the north of Kingston Road exists low density residential and a variety of commercial and institutional uses, such as: a car dealership, a tire shop, and a place of worship (**Figure 2**). East of the Site are vacant lands (**Figure 3**). South of the Subject Site is Provincial Highway 401 (**Figure 4**), and west is a place of worship and Amberlea Creek (**Figure 5**). Furthermore, the site is in proximity to public schools, various additional places of worship, community centres, public parks, and is close to Frenchman's Bay and Beachfront Park. There is a wide array of commercial uses within walking distance of the Site, including various restaurants, shopping plazas, and health services such as dental offices.

1.3 Transportation Network

1.3.1 Road Network

The Subject Site has frontage onto the south side of Kingston Road, a Type B Arterial Road that extends between the City of Toronto east towards Pickering City Centre. Highway 401 is located south of the Subject Site and is a provincial highway that provides connections west towards the City of Toronto and the GTHA, and east towards Oshawa and eastern Ontario. Highway 401 can be accessed from an interchange at Whites Road to the west (**Figure 6**).

1.3.2 Public Transportation Network

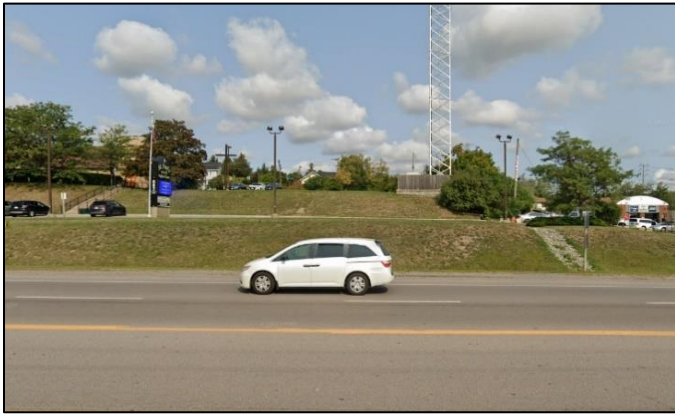
Durham Region Transit (DRT) and GO Transit operate public transit lines within proximity to the Subject Site. DRT's "Pulse" (Route 900) and Route 920 operate on Kingston Road past the Subject site (**Figure 7**). Bus stops for the DRT bus routes are located within approximately 100m or less of the Subject Site. Both of these bus routes have connections to the Pickering GO Train Station on the Lakeshore East GO Train, which is located approximately 3 kilometres to the east.

Figure 1 – Subject Site



Source: Google Maps, 2021

Figure 2 – Land Uses to the North



Source: Google Maps, 2022

Figure 4 – Land Uses to the South



Source: Google Maps, 2022

Figure 3 – Land Uses to the East



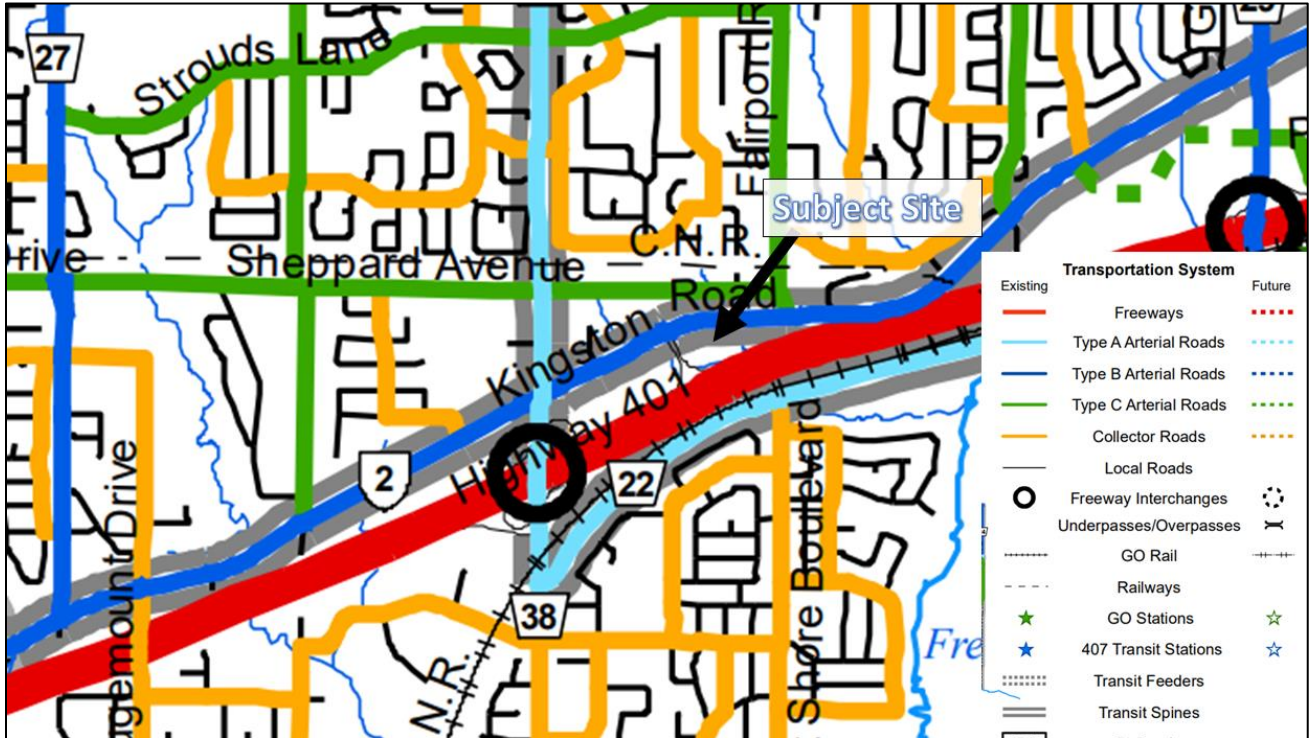
Source: Google Maps, 2022

Figure 5 – Land Uses to the West



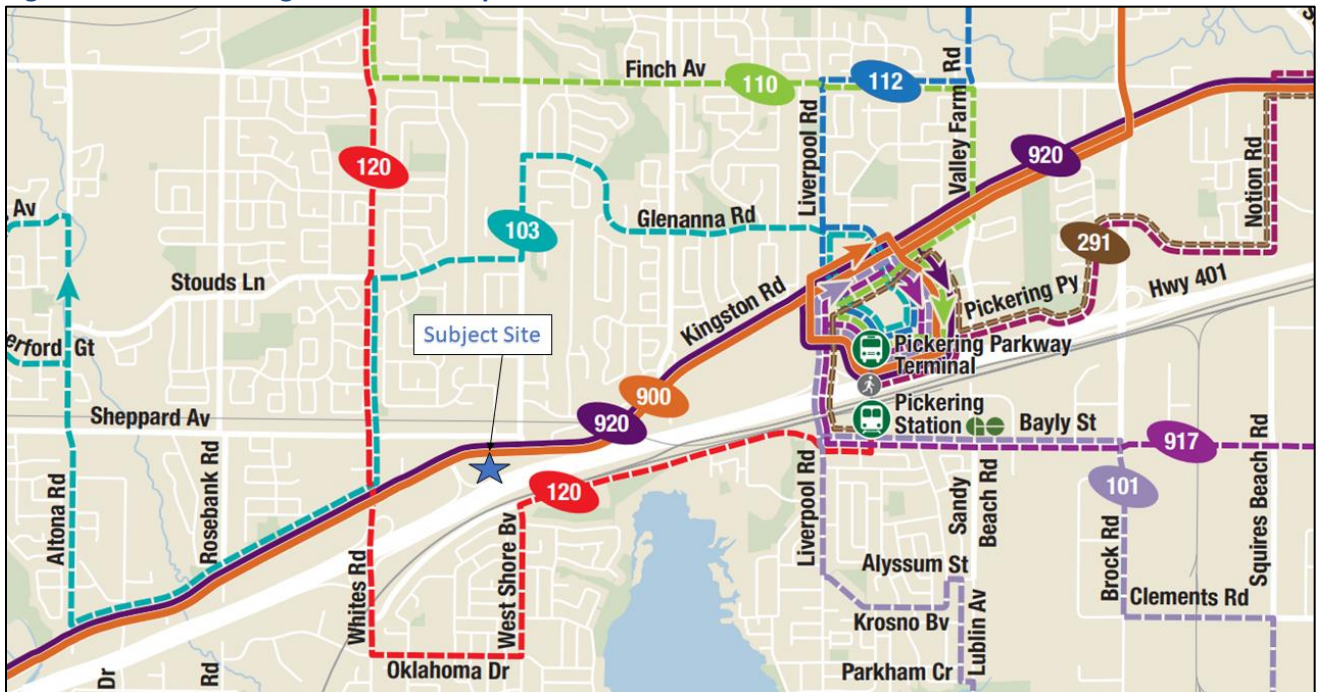
Source: Google Maps, 2022

Figure 6 – Transportation Network



Source: City of Pickering Official Plan, Schedule II, 2022.

Figure 7 – Durham Region Transit Map



Source: Durham Region Transit, 2022.

2.0 Proposed Development

2.1 Site Plan

The Site Plan proposes a mixed-use building that consists of two (2) 17-storey towers with a shared 5-storey podium, with vehicular access to Kingston Road on the east side of the proposed mixed-use building. A total of 400 residential units are proposed, with 148 in the podium, 125 in the east tower, and 127 units in the west tower. The units are proposed to be a mixture of studio, 1 bed/ 1 bed + den, and 2 bed/ 2 bed + den units. The commercial GFA is proposed to be 629.90m². Indoor amenity space is proposed to be 804.70m² and outdoor is proposed to be 801.70m². The outdoor amenity space is proposed to be located on the towers and the roof of the podium. The Site has a gross site area of 5,291.90m², a total GFA of 43,492.80m², an FSI of 5.03, and density of 755.87 units per hectare.

The Site Plan proposes access from Kingston Road, east of the building, that will connect to a proposed private road and a Drop Off area at the rear (south side) of the building. The road will serve as a Fire Route and provide access to the underground parking garage. Along the road, 19 of the required visitor spaces are provided and include three (3) accessible spaces. The remainder of the parking is in the underground parking garage, across four (4) levels. A total of 402 parking spaces are provided, 383 of which are located across four (4) levels of below grade, with seven (7) accessible parking spaces provided on UG4. 212 bicycle parking spaces are provided in the underground garage. Five (5) surplus visitor parking spaces are provided at the southern edge of the Site, within the 14m Ministry of Transportation setback (MTO), but can be removed if required by the MTO.

Podium is proposed to have:

- GFA: 10,406.30m²
- Number of studio units: 48
- Number of 1-bed/1-bed + den units: 76
- Number of 2-bedroom/2 bedroom + den units: 24

East Tower is proposed to have:

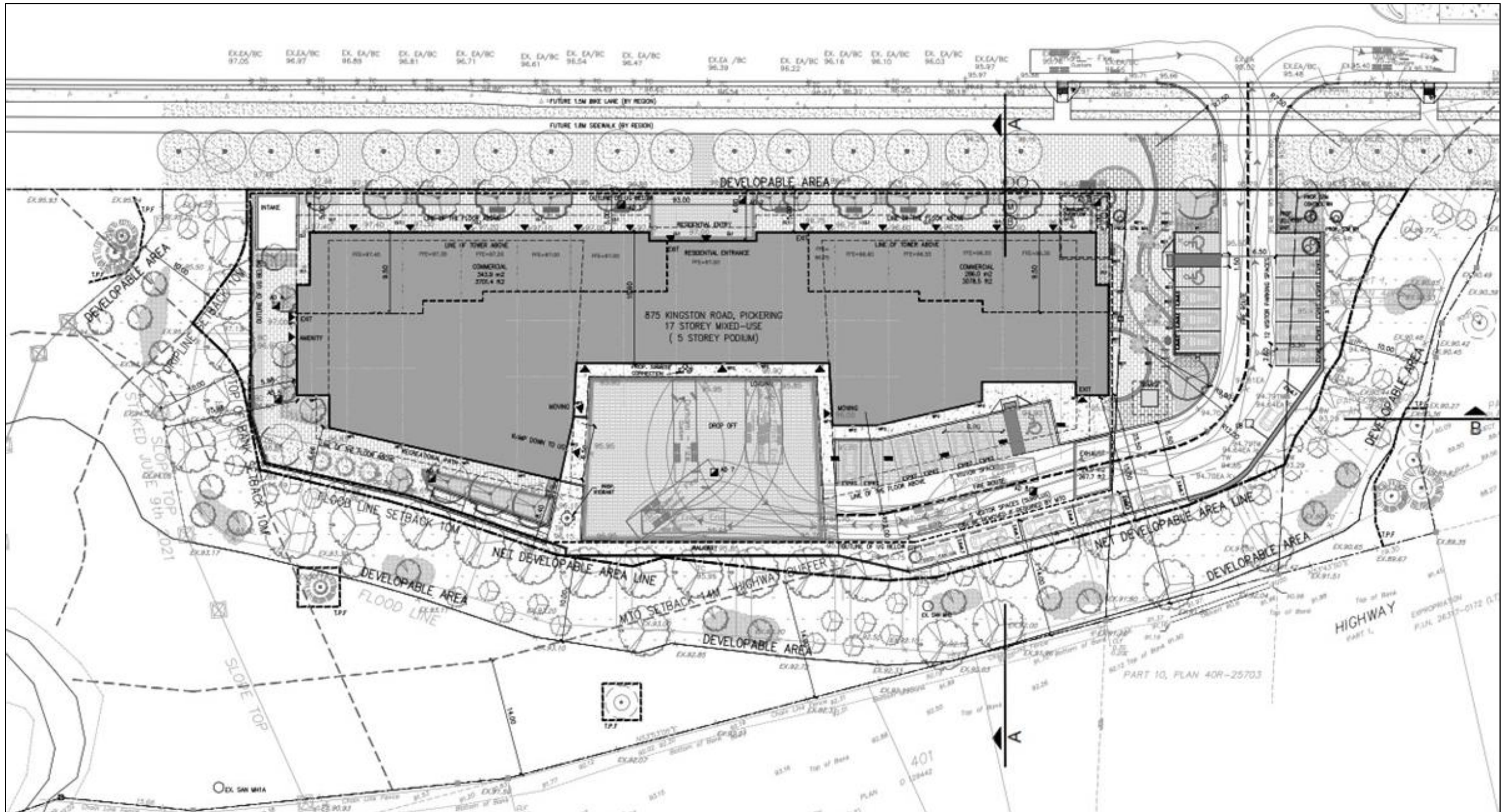
- GFA: 8,114.00m²
- Number of studio units: 15
- Number of 1-bed/1-bed + den units: 73
- Number of 2-bedroom/2-bedroom + den units: 37

West Tower is proposed to have:

- GFA: 8,110.00m²
- Number of studio units: 17
- Number of 1-bed/1-bed + den units: 75
- Number of 2-bedroom/2-bedroom + den units: 35

Please see **Figure 8** for the Site Plan and **Figure 9** for the Site Statistics, prepared by Icon Architects.

Figure 8 – Site Plan



Source: Icon Architects, 2023

Figure 9 – Site Statistics

Summary

	m2	ft2
Site Area	5,291.90	56,962
Total Units	400	
Average Unit Size	55.93	602
UPH	755.87	

Ha
0.529

	m2	ft2
Total GFA (including comm.)	43,492.80	468,156
Commercial GFA	629.90	6,780
excludable	16,860.70	181,489
FINAL GFA (including comm.)	26,632.10	286,668
Total FSI	5.03	
Coverage	1,950.00	36.85%
Building Height (Top of Roof)	54.05	

Total Amenity Required

Total Indoor Amenity	800.00	8,611
Total Outdoor Amenity	800.00	8,611

Total Amenity Provided

Total Indoor Amenity	804.70	8,662
Total Outdoor Amenity	801.70	8,629

Parking Required

Units	Units	Ratio	Spaces
Units	400	0.8	320
Visitors	400	0.15	60
	Area		
Commercial	629.9	0.035	22
Total Parking Required	N/A	N/A	402

Parking Provided

Floor	Spaces
GRADE*	19
UG1	85
UG2	99
UG3	99
UG4	100
Total Spaces Provided	402

* 5 surplus parking spaces provided as well

Bicycle Parking Required

Land Use	Minimum Bicycle Parking Rate	Unit/Density
Residential	0.5 Spaces per unit	200
Retail	Minimum 2	2
Total		202

Bicycle Parking Provided

Floor	Spaces
UG1	26
UG2	65
UG3	65
UG4	56
Total	212
Ratio per unit	0.53

TOTAL

BUILDINGS	FINAL GFA		Allowable Exclusions of GFA As Per The Definition				FINAL GFA		UNITS			
	m2	ft2	Exclusions		Required Amenity		m2	ft2	Studio	1B/1B+D	2B/2B+D	Total
			m2	ft2	m2	ft2			300-400 sf	450-700sf	750-850 sf	
PODIUM	25,301.00	272,339.96	14,597.70	157,129.64	296.00	3,186.14	10,407.30	112,024.18	48	76	24	148
EAST TOWER	9,095.90	97,908.27	731.50	7,873.87	250.00	2,691.00	8,114.40	87,343.40	15	73	37	125
WEST TOWER	9,095.90	97,908.27	731.50	7,873.87	254.00	2,734.06	8,110.40	87,300.35	17	75	35	127
Total	43,492.80	468,156.50	16,060.70	172,877.37	800.00	8,611.20	26,632.10	286,667.92	80	224	96	400
									20.00%	56.00%	24.00%	100.00%

Source: Icon Architects, 2023

2.2 Required Approvals

Based on our review of the proposed development in the context of all applicable provincial and municipal policies, and in consultation with City of Pickering Planning Staff, A Local Official Plan Amendment (OPA) and a Site-Specific Zoning By-law Amendment will be required to permit the increased density.

2.2.1 Local Official Plan Amendment

The City of Pickering Official Plan currently designates the Subject Site as *Mixed-Use Area*, particularly, *Mixed Corridors*. The current designation permits a density range of 80 to 260 units per net hectare for the Subject Site and a maximum FSI of 2.5. The proposed development has a density of 755.87 units per hectare and an FSI of 5.03. The Local Official Plan Amendment will permit the proposed density of 755.78 units per hectare and the FSI of 5.03. The requested Local Official Plan Amendment is in line with the Region approved OPA 38, that is currently under appeal and awaiting decision at the OLT. Details and rationale for the proposed Local Official Plan Amendment can be found in Section 3.4.5 of this Report. Refer to Appendix 1 of this Report for the Draft OPA.

2.2.2 Zoning By-law Amendment

A Site-Specific Zoning By-law Amendment will be required to permit the proposed density and to bring the Subject Site into conformity with the Local Official Plan Amendment. The Zoning By-law Amendment will facilitate the built form of the proposed development that will achieve the density requested in the Local Official Plan Amendment, while ensuring computability with the surrounding neighbourhood. Details of the Zoning By-law Amendment can be found in Section 3.5 of this Report and the full Draft ZBA can be found in Appendix 2 of this Report.

2.2.3 Future Applications

Following the submission of the Local Official Plan and Zoning By-law Amendment, subsequent applications for Site Plan Approval and Draft Plan of Condominium Approval will be submitted which will provide greater details on the design and functionality of the proposed development.

3.0 Policy Context and Analysis

The proposed Official Plan Amendment and By-law Amendment are supported by the policies in the Provincial Policy Statement (2020), Growth Plan (2020), and the Durham Regional Official Plan (2020).

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) provides overall direction on matters of provincial interest that must be reflected in municipal planning decisions. The PPS was issued under Section 3 of the Planning Act and provides provincial direction in terms of land use planning and development in Ontario. The current PPS document came into effect on May 1, 2020. Decisions related to planning matters, including Official Plan Amendments and Zoning By-law Amendments made under the Planning Act, shall be consistent with the PPS.

The PPS encourages efficient land use and development patterns to support healthy, livable and safe communities by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities, over the long term; accommodating an appropriate and market based range and mix of residential types and employment; promoting integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimized transit investments, and reduced land consumption and servicing costs; and preparing for the regional and local impacts of a changing climate (Policy 1.1.1). The PPS directs that planning authorities shall promote opportunities for transit-supportive development that accommodates a significant supply and range of housing options through intensification and redevelopment, where appropriate, while considering existing building stock in the surrounding areas (Policy 1.1.3.3). The PPS states that settlement areas shall be the focus of growth and development in the province (Policy 1.1.3.2). New development 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, public services facilities and infrastructure (Policy 1.1.3.6).

With respect to employment, Section 1.3 requires provisions to be made for the promotion of economic development and competitiveness by:

- *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- *ensuring the necessary infrastructure is provided to support current and projected needs.*

With respect to housing, Section 1.4 requires provisions to be made for an appropriate range and mix of housing types and densities to meet the projected requirements of future residents by:

- *permitting and facilitating all housing options and residential intensification;*
- *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available;*
- *promoting densities which efficiently use land and resources and support active transportation and transit in areas where it exists or is to be developed;*
- *requiring transit-supportive development and prioritizing intensification, and;*
- *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form.*

The proposed development is consistent with the policies of the PPS, it is a compact form and provides a mix of uses (residential and commercial) that will allow for efficient use of the land, infrastructure, and public service facilities. The proposed development will accommodate an appropriate range and mix of residential types and employment, through the different residential units provided and commercial units offered in the podium. The proposed development helps to diversify the types of residential homes in an area where the housing stock is predominantly composed of low density residential dwellings. The proposed development is located within a settlement area, which is the focus of infill and intensification. The proposal promotes intensification in the municipality, will optimize the use of existing infrastructure and transit investments, minimize land consumption, and climate change impacts. The proposed development is intended to provide market housing, but the proposed higher densities provide greater opportunity and access, in terms of affordability. Lastly, the proposal is transit supportive, there is a bus stop located in front of the Subject Site that serves DRT and GO Transit routes 900 and 920, and 41, respectively.

Section 2 of the PPS states that conserving biodiversity, protecting natural heritage, water and other resources is essential to Ontario's long-term prosperity, environmental health and social well-being. Per Policy 2.2.1.f. development and site alteration shall be restricted to protect water supplies, vulnerable areas and protect, improve, or restore vulnerable water features and their hydrologic functions. Amberlea Creek runs through the Site, however, this area will remain outside of the developable area and have appropriate setbacks to maintain the integrity of the natural heritage feature. This proposed development complies with Section 2 of the PPS.

3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2006) (the "Growth Plan") was approved under the authority of the *Places to Grow Act, 2005* by the Lieutenant Governor in Council of the Province of Ontario and came into full force and effect on June 16th, 2006. The Growth Plan was most recently updated on August 28th, 2020. The in-force Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe and carries forward many of the principles and policies of the PPS.

The Subject Site is identified as "Built Up Area" on Schedule 2 – Growth Plan for the Greater Golden Horseshoe (See **Figure 10**).

Integrated planning shall take place to manage the forecasted growth by providing direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities, through a more compact built form (Policy 2.2.1.3.c). Per Section 2.2.1.4 some key components required for the creation of complete communities include:

- a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- a diverse range and mix of housing options that accommodate people at all stages of life and accommodate the needs of all household sizes and incomes; and
- expanded access to a range of transportation options and provide for a more compact built form.

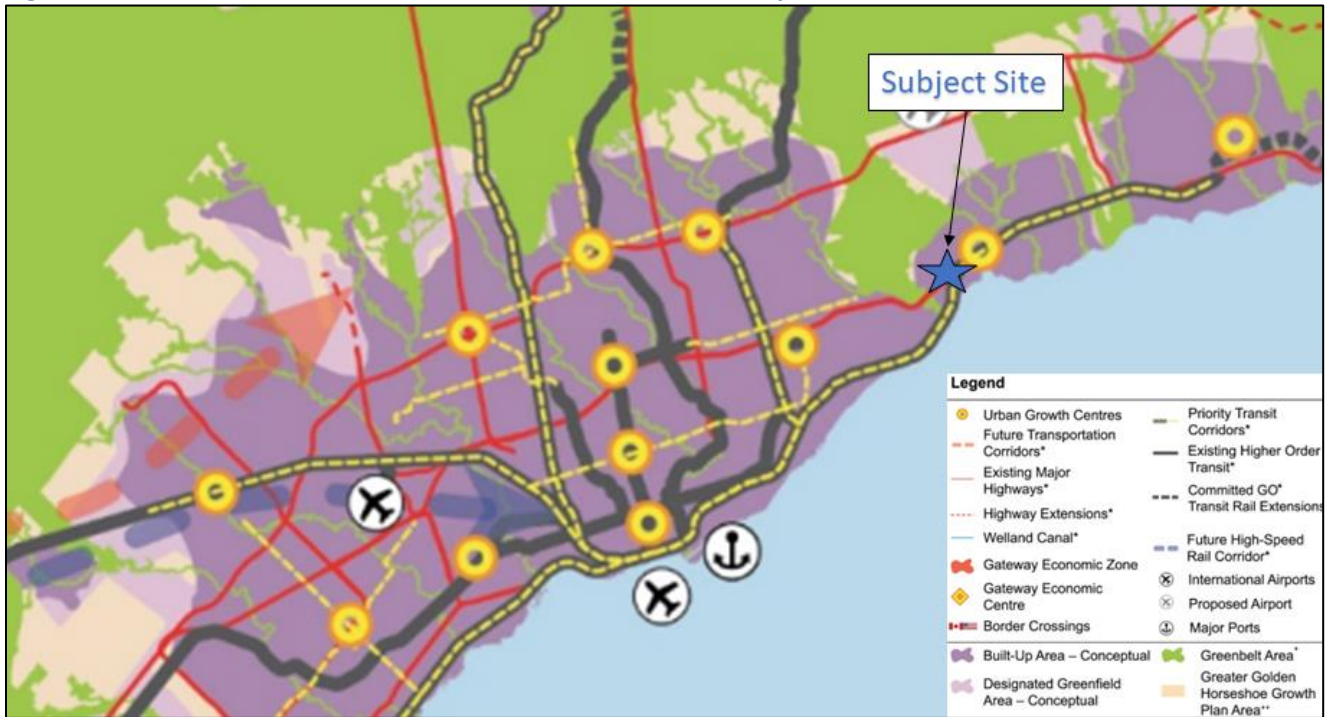
Section 2.2.5 directs municipalities to support economic development and competitiveness by increasing employment densities, ensuring availability of sufficient land for a variety of employment to accommodate the forecasted growth, and promote a transit-supportive built form. Outside of employment areas, municipalities should utilize a compact built form to support the retail sector and service uses and encouraging the integration of those uses with other land uses (Policy 2.2.5.14).

Further to this, Section 2.2.6 directs municipalities to support housing choice through the achievement of the minimum density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet the projected needs of current and future residents (Policy 2.2.6.1). Additionally, municipalities will support the creation of complete communities by planning to accommodate the forecasted growth and achieve the minimum intensification and density targets set out in the Growth Plan (Policy 2.2.6.2). Lastly, multi-unit residential developments should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (Policy 2.2.6.3).

Per Section 2.2.2.1a. of the Growth Plan, Durham Region's minimum intensification target for its cities is 50%; meaning that 50% of all annual residential development must be within the *delineated built-up area*. Building upon establishing minimum intensification targets, municipalities are directed to develop a strategy to achieve their targets that identify *strategic growth areas* that are a key focus for development, identifying the appropriate type and scale of development in *strategic growth areas*, the transition of built form to adjacent areas and generally encourage intensification (Policies 2.2.2.3a-c).

In accordance with the direction of the Growth Plan, the proposed mixed-use development will help to achieve the forecasted growth and create complete communities as a compact urban form that will optimize existing infrastructure and is located along a transit corridor. The proposed mix of residential and employment uses, and range of unit sizes helps to achieve a complete community. In terms of housing mix, the proposed development provides for a high density built form in an area where the housing stock is predominantly low-density dwellings. By providing for a range of housing options in a higher density form that also provides a sensitive transition in scale, the proposal is able to accommodate the needs of various household sizes and incomes, which is an essential component of complete communities. Lastly, the lands are identified as an intensification area through OPA 38, which will be discussed later in the report, and in accordance with the Growth Plan, the majority of intensification in the City should occur in these intensification areas.

Figure 10 – Growth Plan: Schedule 2, A Place to Grow Concept



Source: Growth Plan for the Greater Golden Horseshoe, Schedule 2, 2019

3.3 Durham Region Official Plan (Office Consolidation, 2020)

The Site is subject to the Durham Region Official Plan (the “Regional OP”) as amended. The Durham Regional Official Plan was approved by the Minister of Municipal Affairs & Housing on November 24, 1993. There have been numerous amendments to the Official Plan with the current office consolidation dated May 26, 2022.

The Durham Regional Official Plan sets a land use and planning framework for local Official Plans and decision-making. The policies of the Durham Regional Official Plan guide the physical, economic, and social development of the region to manage growth and economic development, to protect the natural environment, resources, and agricultural lands, and to provide infrastructure. The policies in the OP are meant to help co-ordinate more detailed planning by local municipalities. The Regional OP dictates regional land use policies that have been adopted at the local level by the City of Pickering.

3.3.1 Land Use Policies

The Regional OP designates the Subject Site as *Regional Corridor* with an underlying *Living Area* designation (Figure 11). Section 8 of the Regional OP, “Urban System”, 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 are comprised of mixed uses. Regional Corridors are to be the focal points of urban development in the Region. They are to be people-oriented and accessible by public transit routes (Policy 8.1.10 & 8.1.14). Per Policy 8.1.15 Living Areas should establish

suitable areas for the provision of a full range of housing, which will be developed in a cost-effective and efficient manner. Policy 8.2.1 requires urban areas to be developed based on various principles, including but not limited to: a compact urban form that is transit supportive; have a mixture of uses in appropriate locations with consideration given to Corridors; intensification; and, increased public transit usage. Commercial uses shall be concentrated in locations that are supportive of Regional Corridors (Policy 8.3.6).

Corridors form the key connections between Centres and provide for the movement of people and goods, as per policy 8A.1.5, Corridors shall be developed based on the principles in Policy 8.2.1 and the following:

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

Per Policy 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. Portions identified as appropriate for higher density mixed-use development that are Regional Corridors with an underlying Living Areas designation shall support a minimum density of 60 units per gross hectare and a floor space index (FSI) of 2.5. Greater detail regarding built form and height permitted in the Corridors is to be more clearly outlined in the local Official Plan.

Per policy 8B.1.2, areas designated *Living Areas* must develop compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads. Additionally, the Official Plan supports and encourages higher densities where appropriate and promoted by area municipal official plan. Per Policy 8B.2.3, Living Areas should have a compact urban form, which includes residential, office, retail and service, and mixed uses along arterial roads and in conjunction with present and future transit facilities.

Kingston Road is designated as a *Rapid Transit Spine*. Per Policy 11.3.19 (a) in support of existing and future transit services, development adjacent to a *Rapid Transit Spine* shall provide for complementary higher density and mixed uses at an appropriate scale and context. Additionally, per policy 11.3.19 (b), buildings shall be oriented towards the street to reduce walking distances to transit facilities. Per Policy 11.3.20, Corridors that correspond to a Rapid Transit Spine should be developed to their fullest potential in accordance with Sub-Section 8A.

The proposed development is compact, efficient, accessible, and comprised of a mix of land uses. The Site will be people oriented and have the building face the street. The Site will be accessible by public transit routes and is well served by the existing road network. A mix of unit types will be provided which will allow for a full range of housing to suit different individuals needs, achieving one of the goals of intensification as set out in the Regional OP. The commercial uses proposed are appropriate due to the site's Regional Corridor designation. The proposed development will meet the required minimum density of 60 units per gross hectare and FSI of 2.5. Due to the location of the Site being located on an arterial road, the compact dense form of the proposed development is appropriate and

meets the intent of the Region of Durham's Official Plan policies with respect to Regional Corridors and the Living Area.

3.3.2 Economic Development

Section 3 of the Regional OP sets out policies to help develop the Region to its fullest economic potential, promote the development of healthy and complete, sustainable communities, and diversify the Region's employment base. Policies in this section encourage the development of healthy and complete, sustainable communities by providing a close live-work relationship for residents, and the expansion and diversification of the economic base (Policy 3.2.2 and 3.2.3). Per Policy 3.3.8 several strategies shall be used to achieve greater diversification of the economic base, including supporting and promoting rejuvenation, redevelopment, and renewal of Regional Corridors, promoting the beautification of development along major transportation corridors, and ensuring 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 mixed-use development will provide commercial units in the podium of the building which will help to diversify the Region's economic base and provide a close live-work relationship for residents, which is an essential component of complete communities. The Site is located on a Regional Corridor and provides a mixture of residential unit types and commercial uses which in addition to diversifying the economic base, will also help to meet the needs of a diversified labour force.

3.3.3 Housing

Section 4 of the Regional OP sets out policies to achieve the goal of providing a wide diversity of residential dwellings by type, size, and tenure to satisfy the social and economic needs of residents (Policy 4.1.1). Per Policy 4.2.6 the Region shall maintain the ability to accommodate residential growth for a minimum of 10 years through intensification and redevelopment and a 3-year supply of residential units available through intensification and redevelopment and land in draft approved and registered plans of subdivision/condominium. Per Policy 4.3.1 there shall be a wide range of housing in Urban Areas, where outside of urban areas shall be largely predominated by single detached dwellings. Per Policy 4.3.2 the Region shall support opportunities to increase the supply of housing through intensification, considering the adequacy of municipal services. Housing intensification shall include, but is not limited to:

- *The conversion of single detached dwellings into multiple residential units;*
- *The conversion of industrial or commercial buildings, or portions thereof, into residential units;*
- *The creation of new residential units on vacant or underdeveloped lands through infilling; and*
- *The creation of residential units above commercial uses.*

The proposed development will diversify the housing stock in an area that predominantly consists of low density, single detached dwellings. There will be a variation of unit types within the building will help to satisfy the social and economic needs of residents. The proposed development will increase the supply of housing in the Region through intensification on a vacant parcel of land, in an area with adequate municipal services.

Figure 11 – Durham Regional Official Plan: Regional Structure



Source: Durham Regional Official Plan, Schedule A – Map 4, 2020.

3.4 City of Pickering Official Plan (Office Consolidation, 2022)

The City of Pickering Official Plan (the “City OP”) was originally adopted by Council in March 1997. The current office consolidation is dated March 2022. The Official Plan is intended to provide a foundation 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.

3.4.1 Economic Development

Chapter 5 of the City OP, Economic Development, contains the City’s economic policies and focuses on increasing the number, diversity, and quality of local jobs. Policy 5.1 and 5.2 requires the number, diversity, and quality of local jobs to increase to help balance the residential to commercial/industrial tax assessment ratio, reduce out-commuting, provide a wide range of locations for economic activities, and diversify the City’s economic base.

The proposed mixed-use development will help the City of Pickering to increase the number, diversity, and quality of local jobs, while also reducing the need for out-commuting, increasing the range of locations for economic activities, and diversifying the City’s economic base.

3.4.2 Housing

Chapter 6 of the City OP, Housing, contains the City’s strategic housing policies that promote housing forms to meet the evolving needs of residents. Per Policy 6.1 a broad range of housing by form, size, location, tenure, and cost are encouraged to meet the changing needs of residents over time. Per Policy 6.3 the City shall maintain a minimum 10-year supply of land to meet anticipated needs, and achieve 12% apartments in the total housing stock. Per Policy 6.5, the City shall maximize efficiency and minimize land consumption by encouraging:

- *major intensification in mixed use areas;*
- *infill development of vacant or under utilized blocks of land;*
- *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*
- *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 will provide a range of unit sizes and types, which will help meet the diverse needs of residents. The development will help the City of Pickering to maintain its 10-year supply and will help reach their 12% goal for apartments. The Site is located in a mixed use area and will infill a vacant lot, provide residential units in a mixed use form and provide a compact housing form.

3.4.3 Land Use

The City OP designates the Subject Site as *Mixed-Use Areas – Mixed Corridors and Open Space System – Natural Areas* (Figure 12).

Per Table 5, the permissible uses in the *Mixed Use – Mixed Corridors* designation include: residential, retailing of goods and services generally serving the needs of the surrounding neighbourhoods, offices and restaurants, community, cultural and recreational uses, community gardens, farmer’s markets, and special purpose commercial uses. Per Policy 3.6(a), *Mixed Use Areas* are lands that have or are intended to have the widest variety of uses and highest levels of activities in the City. Table 6 requires a net residential density, in dwellings per hectare, over 30 and up to 140, and a maximum FSI of 2.5. Maximum gross leasable floor space for the retailing of goods and services is determined by site-specific zoning in the Mixed Corridors designation. The Subject Site is located in the Dunbarton Neighbourhood, on the Kingston Road Corridor. As per Policy 12.9(c), the Subject Site has a permitted density range of 80 to 260 units per net hectare.

Per Table 3, the permissible uses in natural areas include, but are not limited to: conservation, environmental protection, education, and passive recreation. Per Policy 3.5(c) open space systems include key natural heritage and hydrologic features, which have minimum vegetation protection zones and areas of influence. Per Policy 16.51 identified minimum vegetation protection zones and areas of influence must be adhered to.

The proposed development will not alter and stay outside the development limit of the Natural Areas land, and therefore conforms to the City OP in that regard. The proposed density of the development does not conform with the density provisions of the City OP, and as such an Official Plan Amendment for the Subject Site is proposed which aligns with Official Plan Amendment 38, which was presented to Council and adopted on January 24, 2022. OPA 38 was later approved by the Region, however, is currently under appeal to the OLT. The purpose of OPA 38 is to add new policies and change existing policies in the City OP to enable the redevelopment and intensification of the Kingston Road Corridor. OPA 38 is still subject to final approval by the OLT, however, is representative of Council’s land use vision for lands along the corridor. As such, rather than wait for approval by the OLT, we propose an OPA that aligns with OPA 38 in order to support this proposal.

3.4.4 Official Plan Amendment 38: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas

OPA 38 is based on two Council endorsed documents, the Kingston Road Corridor and Specialty Retailing Node Intensification Plan (November 2019) and the Draft Urban Design Guidelines (November 2019). The Intensification Plan provides the vision and framework for intensification and redevelopment within the Kingston Road Corridor and Specialty Retailing Node. The intent of the Intensification Plan is to inform Official Plan policies, the Urban Design Guidelines, Zoning By-law Amendments, and other related municipal strategies. Section 3 of the Intensification Plan provides the framework for intensification by detailing planning recommendations as they related to land use, built form, place-making, connectivity, and servicing. Section 4 identifies and describes four identified precincts and associated character. The Draft Urban Design Guidelines (UDGs) is a toolkit to guide new development within the Kingston Road Corridor and Specialty Retailing Node and is intended to guide readers from the high-level principles of the Intensification Plan to specific design considerations. The UDGs will also provide direction and guide the City of Pickering’s review of site-specific applications within the Kingston Road Corridor and Specialty Retailing Node. Section 2 of the UDGs provides a toolkit of built form guidelines for intensification, Section 3 provides a toolkit of place-making guidelines for intensification and Section 4 provides a toolkit of connectivity guidelines for intensification.

Per OPA 38, the Subject Site is designated as *Mixed Use C* and is located in the Whites Precinct. *Mixed Use C* areas are to be developed with mid- and high-rise buildings, containing a mix of uses including residential, retail, and commercial uses. The Subject Site is not located within a “gateway” however is adjacent to Highway 401 and proximate to the Whites Road interchange, and therefore a maximum height of 20-storeys can be considered appropriate. Per the OPA the maximum density is 2.5 FSI. However, the OPA notes that densities up to a maximum FSI of 5.0 may be permitted where appropriate and as determined through a site-specific zoning by-law amendment based on the following criteria:

- *that the site is generally located in an appropriate gateway location and/or adjacent to Highway 401;*
- *that the proposal is compatible with adjacent land uses, particularly stable residential neighbourhoods, in terms of massing, height, scale and transition;*
- *that the applicant demonstrate the proposed development would not preclude other properties within the precinct from developing or redeveloping to their planned potential; and*
- *that the proposal meets the general intent of the policies of Chapter 11A of this plan.*

Chapter 11A will be a new Chapter added to the City OP and will provide policies to guide development of the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas. Per Policy 11A.1(c) commercial uses being integrated adjacent to the public realm is a method to ensure the design of compatible and attractive built forms, streetscapes, and sites. Per Policy 11A.4 a diverse mix of uses in the Whites Precinct is supported to promote the creation of complete communities and provide residents the opportunity to live, work, and play in close proximity. Development should have an attractive concentration of vibrant active frontages at grade along Kingston Road. Per Policy 11A.9.4 *Mixed Use C* areas shall be developed predominantly as residential areas with limited retail uses, and support retail and commercial uses, which are neighbourhood-oriented and smaller in scale. Per Policy 11A.10 the built form within the intensification areas shall reflect the following principles:

- *promote higher-density residential and mixed use development which respects the character and scale of established neighbourhoods through proper transitioning, which may include, limiting building heights, implementing angular planes, applying appropriate building setbacks, landscaping, and other design elements, as appropriate, to ensure compatibility with adjacent development;*
- *through the design of buildings, enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility.*
- *taller buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where mid- rise or high-rise development is directly adjacent or in close proximity to existing low-rise neighbourhoods;*
- *new development shall be designed, located and massed in such a way that it limits shadowing on adjacent residential land uses, the public realm, parks and public spaces, and protects and buffers the pedestrian realm from prevailing winds, in order to achieve adequate sunlight and comfort in the public realm through all four seasons; and*
- *all urban design matters regarding built form should have regard for the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the applicable urban design guidelines.*

The Subject Site is adjacent to Highway 401, is compatible with the adjacent uses, and is far away from the stable neighbourhood north of Kingston Road. The proposed development will not preclude

adjacent sites from developing to their planned potential. Finally, it meets the general intent of the policies from Chapter 11A of the City OP, including, but not limited to: maintaining the maximum 20-storey height, providing a mix of uses, providing transit supportive development, maintaining setbacks, and transition to adjacent lands. The mixed-use development presents an opportunity for active grade frontages and for proximity for work, play and live for residents. The proposed development is mainly residential and features smaller-scale commercial uses at grade.

3.4.5 Proposed Official Plan Amendment

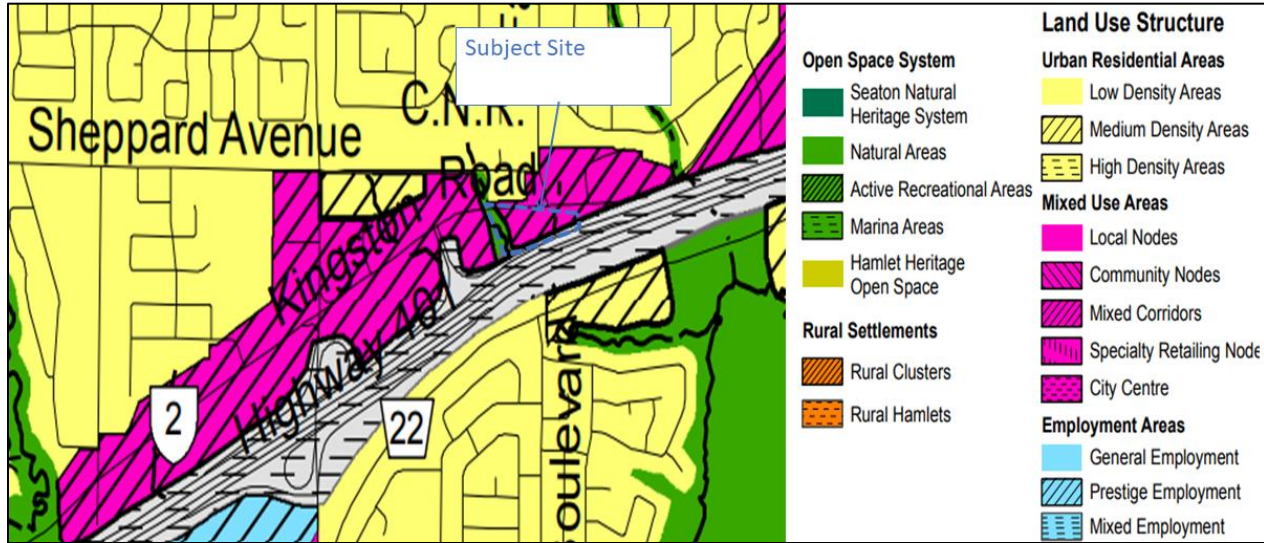
This development proposes to accommodate a residential density of approximately 775 units per hectare, with an FSI of approximately 5.0. An amendment to the Official Plan is required to permit the FSI of approximately 5.0 that is required to allow for the proposed 775.87 units per net hectare.

This proposed OPA is based on Council approved OPA 38, which designates the Subject Site as *Mixed Use C*, which are to be developed with mid- and high-rise buildings containing a mix of uses including residential, retail and commercial uses. The Subject Site is not located within a “gateway” however is adjacent to Highway 401 and proximate to the Whites Road interchange, and therefore a maximum height of 20-storeys can be considered appropriate. Additionally, OPA 38 sets out a minimum net residential density of 60, and an FSI between 0.75 and 2.5. A maximum FSI of 5.0, however, may be permitted where appropriate and as determined through a Site-Specific Zoning By-law Amendment based on the following criteria:

- That the site is generally located in an appropriate gateway location and/or adjacent to Highway 401.
- That the proposal is compatible with adjacent land uses, particularly stable residential neighbourhoods, in terms of massing, height, scale and transition;
- That the applicant demonstrate the proposed development would not preclude other properties within the precinct from developing or redeveloping to their planned potential; and,
- That the proposal meetings the general intent of the policies of Chapter 11A of this plan.

The Subject Site is less than 20-storeys in height, meets the minimum net residential density of 60. The FSI of 5.03 requires an amendment, however, is appropriate given the context of the proposed development. The Subject Site is adjacent to Highway 401, is compatible with the adjacent uses and is far away from the stable neighbourhood north of Kingston Road, it will not preclude development of adjacent sites, and meets the general intent of Chapter 11A policies, including, but not limited to, maintaining the maximum 20-storey height, providing a mix of uses, providing transit supportive development, maintaining setbacks and transition to adjacent lands. The FSI requires an amendment as approximately two-thirds of the Subject Site will be conveyed due to the natural heritage features present, this creates a smaller building envelope. However, given the context of the Subject Site, being adjacent to natural heritage features and Highway 401, the impacts of a higher FSI are lessened and appropriate for this location. Despite the FSI of 5.03, the building does not cast shadows, the proposed private road lines up with the existing Fairport Road, is located on the south side of Kingston Road where density is directed. With the OPA, the proposed development will comply with the intent of the Official Plan, and meet the criteria required for the increased density, mentioned above.

Figure 12 – City of Pickering Official Plan: Land Use Structure



Source: City of Pickering Official Plan, Schedule I, 2020.

3.5 City of Pickering Zoning By-law No. 3036

The Subject Site is zoned as RH-MU-6 and OS-HL under Zoning By-law No. 3036 (**Figure 13**). The permitted uses of the RH-MU-6 zone include:

- Art gallery
- Bakery
- Business office
- Convenience store
- Commercial club
- Day nursery
- Dry cleaning depot
- Financial institution
- Food store
- Laundromat
- Multiple dwelling-vertical
- Personal service shop
- Professional office
- Restaurant type “A”
- Retail store

Zoning Provisions:

Provision	RMH-MU-6	Proposed
Building Height	Minimum of 6 Storeys	N/A
	Maximum of 10 Storeys	17 Storeys, excluding Mechanical Penthouse
Building Location and Setbacks	Building and Structures should be located entirely in the Building Envelope	Minimum Setbacks: <ul style="list-style-type: none"> - Front Yard: 5.0m - Side Yard: 37.20m - Rear Yard: 25.50m
	No Building, part of building, or structure, shall be erected, unless a minimum of 70% of the length of the build-to-zone, contains a building, or part of a building	Same. Amending so the setback is consistent with the proposed building footprint.
	Below grade parking structures may be located outside of the building envelope, but no closer than 0.5m from the limits of the lands	No modification required
Parking Requirements	Minimum of 4.5 spaces for 100m ² of gross leasable floor area, for all uses except multiple dwelling-vertical units. Non resident parking shall be provided at grade, in a below grade structure, or both	0.035 per m ² of gross leasable floor area
	For multiple dwelling-vertical units, there shall be provided and maintained a minimum of 1 parking space per dwelling unit for residents, and 0.25 parking spaces per dwelling for visitors.	0.8 spaces per dwelling unit for residents and 0.15 spaces for visitors
	All entrances and exits to parking areas and all parking areas shall be surfaced with a brick, asphalt or concrete, or some combination thereof	No modification required

	At grade parking lots shall be no closer than 3m from the limits of the zone identified on Schedule I, or any road	No modification required
Special Regulations	The minimum aggregate gross leasable floor area for all non-residential uses shall be 1,500m ²	No modification required
	The maximum aggregate gross leasable floor area for all restaurant type A uses shall be 500m ²	No modification required

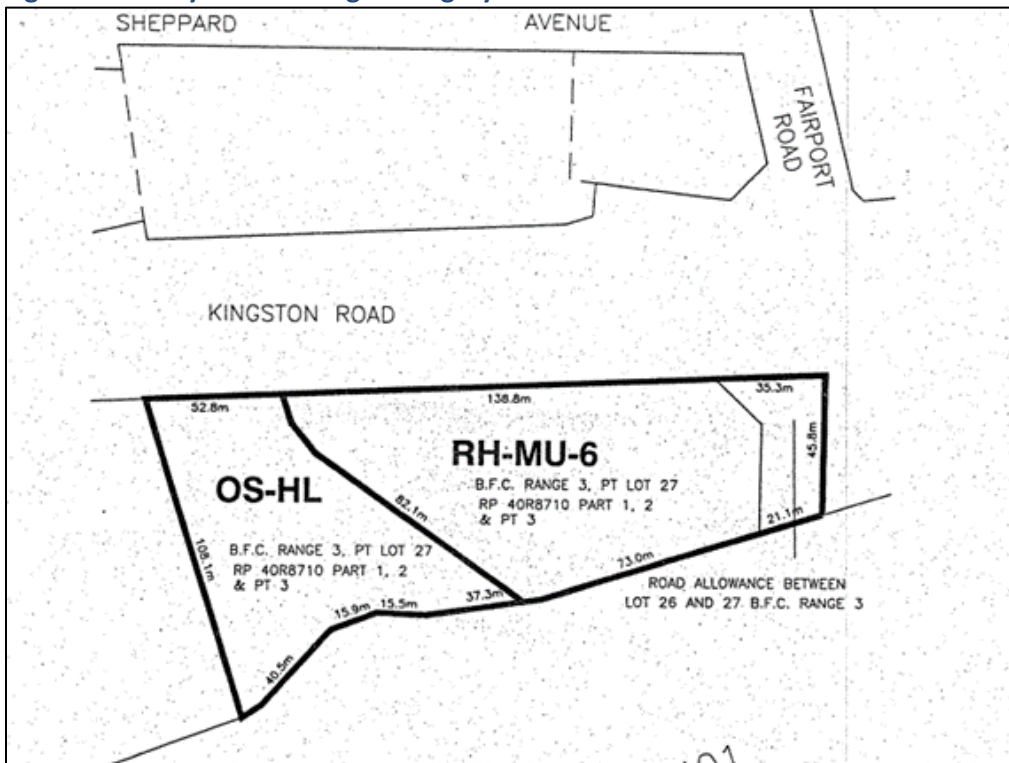
The OS-HL zoning permits the following uses:

- Preservation and conservation of the natural environment, soil and wildlife
- Resource management
- Pedestrian trails and walkways

Zoning requirements for the OS-HL zone state that no buildings or structures be erected, and buildings or structures must be used only for purposes of flood and erosion control, resource management, or pedestrian trail and walkway purposes. The OS-HL zone will stay in place on the non-developable portion of the Subject Site.

The proposed Zoning By-law Amendment will implement Pickering Council adopted OPA 38 and the proposed OPA outlined in this report. The proposed provisions in the table above will allow for the implementation of the OPA in this report and bring the site into conformity with the OP. The proposed Draft Zoning By-law provided as Appendix 2 will outline the specific by-law modifications requested.

Figure 13 – City of Pickering Zoning By-law No. 3036



Source: City of Pickering Zoning By-law No. 3036, Schedule 1, 2008.

4.0 Guidelines

4.1 City of Pickering's Sustainable Design Standards

The City of Pickering's recently adopted new Integrated Sustainable Design Standards for all new development in the city, consisting of two (2) tiers of performance criteria. Tier 1 criteria are required for new developments arising from Site Plans and Subdivision applications, that are deemed complete on or after January 1, 2023. The Pickering Integrated Sustainable Design Standards: Mid to High-Rise, Residential & Non-Residential Checklist (September 2022) applies to residential buildings four-storied and higher and all Industrial, Commercial, and Institutional Buildings. As such, the proposed development is subject to the following criteria, and as such Tier 1 performance measures are to be included as part of a complete development application. Tier 2 measures are optional but encouraged by the City of Pickering. The Guidelines are divided into the following categories:

- Education;
- Energy & Resilience;
- Neighbourhood;
- Land & Nature;
- Transportation;
- Waste Management; and
- Water.

4.2 Sustainability Report

Various performance measures, including E1 – Resident Education, ER1 – Urban Heat Island Reduction, ER2 – Building Energy Performance and Emissions, will be explored during detailed design. Other performance measures, including N1 – Private Pedestrian Walkways, N3 – Building Access, have been met and are demonstrated on the Site Plan submitted with the current OPA and ZBA applications. The Land and Nature Category is largely unmet at this time as conceptual landscape plans have been submitted with the current applications, except for performance measure LN2 – Light Pollution Reduction, which has been confirmed to be met with the proposed light fixtures and specifications and measure LN8 – Natural Heritage Features and Open Space Enhancement, full buffers have been provided for the adjacent natural heritage feature. Performance measure LN7 – Common Outdoor Amenity Space will be unattainable for this proposed development, given the constraints at the Subject Site. Currently outdoor amenity space is proposed at a rate of approximately 2.0m² per unit, however discussions are on-going about green roof area which could increase this rate to 3.0 0m² per unit (given the 25% limit). The remaining performance measures in this category have been reviewed and deemed to be achievable, details will be included with a revised checklist and full landscape set at SPA. The Transportation Category is largely met at this time with respect to the required number of both vehicle and bicycle parking. Further supporting documentation will be submitted at SPA, particularly to demonstrate the EV Rough-In, EV Ready and Energized outlets will be provided. Detailed landscape plans will be provided at SPA which will demonstrate the required short-term bicycle parking for performance measure T3 – Bicycle Parking and Storage Facilities. The Waste Management Category is also largely met at this stage, a commitment letter has been provided

by the Client to confirm commitment to performance measure WM1 – Construction Waste Reduction which requires a minimum of a 50% diversion of construction, demolition, and land clearing waste from landfill. Furthermore, on-site storage requirements have been met with the provision of a tri-sorter and adequate storage area, demonstrated on the Ground Floor Plan in the Architectural Set provided. For the non-residential portion of the development, consideration is being given to providing a dedicated area for waste collection and details will be providing at SPA. Lastly, performance measure W1 – Stormwater Management in the Water Category has been met, the SWM Report and associated drawings in the appendices demonstrate the commitment to achieving level one protection for all stormwater and a runoff reduction of 5mm. Groundwater recharge and removal of 80% of Total Suspended Solids (TSS) on an annual loading basis is met. Performance measure W2 – Building Water Efficiency will be explored during detailed design when more information is available.

Refer to Appendix 3 for the checklist completed to-date with the information available for the current OPA and ZBA applications, outlining how the proposed development complies with the City of Pickering's Sustainable Development Guidelines.

5.0 Supporting Documents

The following studies have been completed in support of this application and are included under separate cover.

5.1 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report (FSR/SWM Report) was prepared by Valdor Engineering Inc., dated May 2023, in support of the proposed development and has been provided under separate cover. The purpose of this Report is to demonstrate servicing feasibility of the development and outline engineering design elements including water supply, sanitary sewers, storm sewers, stormwater management, and grading.

The water supply and applicable design standards and use parameters are all delivered through the Region of Durham. Based on the Regions water use parameters the proposed development is anticipated to have on average a daily demand of 177.5 L/min (detailed calculations are set out in the Table 2 and Table B1 in Appendix “B” of the FSR/SWM Report). The proposed development will be serviced by a 200mm fire line and 150mm domestic water service which will connect to the existing 400mm water main on Kingston Road.

Wastewater servicing and regulation is also delivered through the Region of Durham and the Subject Site drains towards the Bayly Street Sanitary Sewer Pumping Station. Based on Regionally provided criteria calculations show that the estimated population (both Residential and Commercial aspects combined) of the development equalling approximately 702.0 people will create waster water volume of 11.41 L/s.

The Subject Site is within Frenchman’s Bay which is governed by TRCA, as per standards a storm conveyance concept has been incorporated into the functional servicing design. Based on the topographic survey the west side of the Subject Site currently drains towards Amberlea Creak, while the eastern portion of the site drains towards a ditch which continues easterly. The proposed development will discharge into the existing open ditch draining into the existing culvert running southerly under Highway 401. Runoff from hardscape surfaces and landscaped areas will be captured by a series of area drains collecting the stormwater along the ceiling of the underground parking garage. This will be designed at the building permit stage. In the case of a 100-year storm event an overland flow route through the proposed ground level parking towards the ditch is designed for excess water. Accumulated groundwater will be discharged through a sump pump which will be designed at the building permit stage. A portion of the Subject Site is within the floodplain of Amberlea Creek to mitigate risks the proposed development will be located outside of the floodplain.

The City of Pickering requires that stormwater management be held to quantity control such that post-development peak flows will be controlled to pre-development rates for rainfall up to and including the 100 year storm. Calculations shown in the FSR/SWM Report indicate that the Subject Site will

reduce peak flows during every storm event if the post-development includes the mitigation tactics set out in the design. Part of those tactics is installing the following (designs are shown in report);

- a 77.4m storage for 100 year event in a detention tank on site, the design of which is shown in the FSR/SWM Report; and
- and a Jellyfish stormwater treatment unit which provides 89% TSS removal rate.

All municipally provided services have been shown through this Report to retain the existing capacity to accommodate this proposed development.

5.2 Geotechnical Report

A Geotechnical Investigation was prepared by Soil Engineers Ltd. dated July 2022, in support of the proposed development and has been provided under separate cover. The purpose of the investigation was to reveal the subsurface conditions and to determine the engineering properties of the disclosed soils for the design and construction of the proposed mixed-use development. The field work consisted of seven (7) sampled boreholes, with five (5) monitoring wells installed in selected boreholes after sampling to facilitate groundwater monitoring and hydrogeological assessment. Details can be found in the Borehole Logs provided in the report. The investigation of the soils revealed the following engineering properties of the clay and clay till:

- High frost susceptibility and low water erodibility;
- Low permeability, with an estimated coefficient of permeability of 10^{-7} cm/sec and a percolation time of 80 min/cm;
- Both clay and clay till will be relatively stable in steep excavation; however, the sides of the excavation may slough due to prolonged exposure; and
- Moderately high corrosivity to buried metal, with an estimated electrical resistivity of 3000 ohm-cm.

Groundwater was recorded in the monitoring wells on May 12 and June 14, 2022. Groundwater was recorded at a depth of 1.4m to 12.2, based on the natural water content, soil stratigraphy, and water levels, perched water exists in the sand and silt layers, within the silty clay and silty clay till deposits, and is subject to seasonal fluctuation. However, continuous groundwater is not anticipated within the depth of the investigation. Detailed groundwater conditions of the Subject Site are discussed in the Hydrogeological Report, under separate cover, also provided by Soil Engineers Ltd. Detailed records of groundwater levels are provided in Table 1 in the report.

The results of the geotechnical investigation which warrant special consideration are:

- With two levels of underground parking, the lowest floor elevation of the proposed building ranged between El. 87m and 88 m, which consist of native clay and clay till deposits, suitable to support the proposed buildings on conventional spread and strip footings;
- Perimeter drainage and dampproofing of the foundation walls will be required for the underground structure; and
- Where slope excavation is not feasible, a brace shoring will be required.

Detailed recommendations can be found in Section 6 of the report, summaries of recommendations for the proposed development are as follows:

- Foundations should meet the requirements specified in the latest Ontario Building Code and the structure should be designed to resist an earthquake force using Site Classification 'C';
- The perimeter walls of the conventional underground structure should be designed to sustain a lateral earth pressure calculated using the soil parameters given in Section 6.7 and should be dampproofed and provided with a perimeter subdrain system, as shown in Drawing No. 3;
- The subgrade for underground services should consist of sound native soils or properly compacted earth fill, free of organics. In areas where the subgrade consists of loose or wet soil, it should be subexcavated and replaced with bedding material, compacted to at least 98% SPDD;
- The on-site inorganic soils are generally suitable for use as trench backfill. They should be free of deleterious materials or oversized (over 15 cm) boulders and should be compacted to 95% SPDD;
- The recommended pavement design for on-grade access driveway is presented in Table 2 and the pavement design on the structural slab is presented in Table 3;
- Interlocking stone pavement, sidewalks and landscaping structures in open areas should be designed to tolerate the frost-induced ground movement. The final grading around structures must be such that it directs the runoff away from the structures;
- The recommended soil parameters for the project design are provided in Table 4 of the report;
- Excavation should be carried out in accordance with Ontario Regulation 213/91 and the types of material are classified in Table 5; and
- It is recommended that close monitoring of vertical and lateral movement of the shoring wall should be carried out and frequent site inspections be conducted to ensure that the excavation does not adversely affect the structural stability of the adjacent buildings and the existing underground utilities.

5.2.1 Supplementary Geotechnical Investigation

A supplementary geotechnical investigation was conducted by Soil Engineers Ltd., dated March 2023. The initial geotechnical investigation was performed for the proposed mixed-use development with two levels of underground parking. The supplementary geotechnical investigation was conducted to determine engineering properties of the subsoil bedrock for the design and construction of the mixed-use development with four levels of underground parking.

The supplementary field work was conducted on February 6 and 13, 2023, and consisted of two boreholes, extending to depths of 15.5 and 18.3 metres. The boreholes were drilled on a weed covered area, underlain with silty clay and silty clay till deposits which overlay shale bedrock.

The report concludes that with four levels of underground parking, P4 level (elevation 80.39m) will extend into the shale bedrock, which is suitable to support the proposed buildings on conventional spread and strip footings. Furthermore, perimeter drainage and dampproofing of the foundation walls will be required for the underground structure. Lastly, where slope excavation is not feasible, a brace shoring will be required. Further details relating to foundations, the underground structure and services, backfilling, and pavement design and landscaping are in Section 6.0 of the Report.

5.3 Hydrogeological Report

A Hydrogeological Report was prepared by Soil Engineers Ltd. dated May 2023, in support of the proposed development and has been provided under separate cover. The purpose of the

investigation was to provide preliminary recommendations for both temporary construction dewatering needs and long-term foundation drainage needs.

The field work was done in conjunction with the field work required to prepare the Geotechnical Report. A summary of which can be found in Section 5.2 of this report.

The findings were as follows;

- The surface elevations at borehole and monitoring sites shows that the total elevation relief across the Subject Site is about 4.5 m.
- The sub-soils underlying the Subject Site consist of silty clay till, silty clay, and shale bedrock
- The interpreted shallow groundwater flow pattern beneath the site is in a northerly direction, towards the low relief portion of the property.
- The single well response test findings suggest that low groundwater seepage rates can be anticipated into open excavations below the groundwater table.
- The estimated temporary dewatering needed for the construction of the proposed 4-level underground parking structure could reach about of 117,271.10 L/day. By applying a safety factor of three (3), it could reach a maximum of 351,813.3 L/day.
- For the construction dewatering flow rate estimates to build the four (4) level underground basement/parking structures, the accumulation of runoff volume, associated with storm events within the excavation footprint area is estimated at 422,800 L/day.
- The combined long-term seepage rate to both the Mira drainage and the under-basement slab floor drainage networks is estimated at 12,813.02 L/day. Applying a safety factor of three (3), the combined drainage flow rate is estimated at 38,439.07 L/day for the 4-levels shared underground parking structure

Detailed recommendations can be found in Section 8 of the report, summaries of recommendations for the proposed development are as follows:

- This temporary dewatering needed for the construction of the proposed 4-level underground parking structure is below the PTTW threshold limit requirement of 400,000 L/day. In accordance with the current policy of the Ministry of the Environment, Conservation and Parks (MECP), if the rate is between 50,000 L/day and 400,000 L/day the approval to facilitate the temporary groundwater taking for a construction dewatering program is by means of the filing an Environmental Activity and Sector Registry (EASR) with the MECP.
- The underlying shallow silty clay till and silty clay will limit infiltration of precipitation to the subsurface to recharge the groundwater table. In this case, passive LID measures such as; implementation of bioswales, rain gardens, the thickening topsoil within landscaped areas, the implantation of soak away pits along, with green roof, and the use of permeable fill material at the developed site, during the going stages are all recommend to be considered to' address future stormwater management planning and design for the proposed development.

5.4 Traffic Impact Study

A Traffic Impact Study was prepared by TYLin, dated September 23, 2022, in support of the proposed development and has been provided under separate cover. The purpose of the Traffic Impact Study is to anticipate how the proposed development will affect and be supported by the current road and public transportation networks.

The future traffic demands for the weekday AM and PM peak hour considered based on proximity to future bus rapid transit services an assumed modal split of 30% non-auto trips (including transit) were applied. Within those parameters and following ITE Trip Generation Handbook the following trip estimates have been calculated.

- A total of 82 (31 inbound, 51 outbound) auto site trips are predicted to be generated during the AM peak hour; and
- 113 (62 inbound, 51 outbound) trips during the PM peak hour.

Under both existing and future conditions of total traffic volumes, the study shows that the transportation network and intersections will continue to operate well within capacity.

Further, the proposed development will conform to the current parking regulations of Pickering City Centre and create 342 parking spaces for residents, visitors and retail uses which is one (1) more than required. The proposed development will implement a stacked parking system which is detailed within the TIS Report. Which further shows the benefits and viability of such systems within an Ontario context. Fronting on Kingston Road the Subject Site will be serviced by nearby GO Transit stops and the planned DSBRT (Durham-Scarborough Bus Rapid Transit) which will support residents, employees, and customers without a car. GO transit will offer connections to the GTA with less than 30 minute frequencies and the planned DSBRT will see residents travel in less than 10 minutes to Pickering City Center for daily errands.

Active transportation will be supported within the proposed development by twenty (20) more bicycle parking spaces than is required, through the Zoning By-law which is applied to the Pickering City Centre, totalling 190 spaces, allowing for growth in demand of this mode of transportation. The spaces will be distributed on ground level for commercial use as well as on underground level one (1) and two (2).

The TIS shows that there are no issues with the site proposed access or internal layout based on vehicle designs and relevant standards and it has been determined that a secondary site access is not required. Further Transportation Demand Management plan has been developed for consideration by the Owner, City and Region to reduce the single occupant vehicle trips.

5.5 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment was prepared by Fortis Environmental Inc. dated May 11, 2022, in support of the proposed development and has provided under separate cover. The Phase I ESA has been prepared in accordance with CSA Standards Z768-01 (R2016) and in Accordance with O.Reg 153/04 as well as all applicable amendments.

Based on findings from the site reconnaissance, historical record review, and interviews with knowledgeable individuals, the Phase One ESA determined that the Subject Site is presently, and has always been vacant and therefore has not undergone its first developed use. Additionally, five (5) non-contributing PCAs (Potentially Contaminating Activities) were identified to exist within the study area:

- present and historical retail fuel outlet north of the Subject Site;
- historical furnace Oil UST, located at 816 Kingston Road;
- historical furnace Oil UST, located at 962 Kingston Road;
- rail line, located 186m north of the Subject Site; and
- rail line, located 145m south of the Subject Site.

These PCAs were determined to have resulted in zero (0) APECs (Areas of Potential Environmental Concern). The report concludes that there is a low potential for adverse environmental impact to exist at the Subject Site and therefore the Subject Site is suitable for its intended residential land use. The report determines that no further investigation is recommended at this time.

5.6 Arborist Report and Tree Protection Plan

An Arborist Report and Tree Protection Plan has been prepared by Canopy Consulting, and is dated August 23, 2022.

The purpose of the report is to identify all trees greater than 10cm diameter at breast height (BDH), provide a preservation strategy with recommendations, and a tree protection plan showing tree locations, existing conditions, and any proposed work. Field work was conducted on May 9, 2022, which identified 34 trees greater than 10cm DBH, one of which is located within the road allowance, which is recommended for removal and requires authorization from the City. One tree greater than 10cm DBH is located within 6.0m of the Subject Site, on the adjacent property. This tree is clear of the proposed development and will not be disturbed during construction. There are 32 trees greater than 10cm DBH that are located on the Subject Site. Of these 32 trees on private property, 8 are clear of the proposed development and will not be disturbed during construction, the remaining 24 trees are in conflict with or heavily encroached upon by the proposed development, and as such as to be removed. The removal of the 24 trees will require authorization from the City.

The report further outlines measures to protect each tree that is scheduled for preservation from potential construction disturbance and are recommended to be implemented. Detailed explanations for the following recommendations can be found in the report:

- Establish a tree protection zone (TPZ) to prevent root damage, soil compaction, and soil contamination;
- Root pruning when working in the TPZ by hand digging and removing roots that are greater than 2.5cm, or are injured or diseased;
- Establish a maintenance program from pre- to post-construction; and
- Landscaping in the TPZ after construction cannot cause damage to the trees or their roots.

The report concludes that if the above tree preservation recommendations are implemented, construction of the proposed development will not adversely affect the long-term health, safety, and/or existing conditions of the preserved trees.

5.7 Archaeological Assessment

A Stage 1-2 Archaeological Assessment has been prepared by AMICK Consultants Ltd., and is dated August 29, 2022.

The purpose of the assessment is to determine the archaeological potential on the Subject Site and recover potential archaeological resources. Portions of the Subject Site were identified as having archaeological potential for Pre-Contact and Post-Contact archaeological resources. The entire

Subject Site was inspected and documented with photographs, while the high intensity test pit method was used for the Stage 2 Area, on May 4, 2022. Areas determined to be exempt from the Stage 2 Assessment included areas under gravel and areas not accessible due to steep slopes. Approximately 0.7 hectares of the Subject Site could not be strip ploughed and was subject to test pit survey, at 5-metre intervals. During the test pit survey in the Stage 2 Assessment, no archaeological resources were encountered. Additionally, the study utilized test pit survey at 10 metre intervals to confirm disturbance over approximately 0.6 hectares of the Subject Site. Disturbed areas consisted of an area identified as probably disturbed due to the construction of a gravel driveway. The test pit survey demonstrated that the entire area consisted of fill within a deeply disturbed context and confirmed that there is no archaeological potential within this area.

The report concludes that as a result of the Stage 2 Assessment where no archaeological resources were encountered, no further archaeological assessment is warranted. Furthermore, the Provincial interest in archaeological resources has been addressed and the undertaking is clear of any archaeological concern.

5.8 Environmental Impact Assessment

A Scoped Environmental Impact Assessment has been prepared by Palmer and is dated March 29, 2023.

The report evaluates the sensitivity and significance of the existing natural heritage features and ecological functions associated with the Subject Site and assess the impacts of the proposed development. The report recommends protection, avoidance, and mitigation measures where appropriate to address any potential impacts resulting from the proposed development. The study consisted of policy review, background review, agency consultation, and ecological surveys. The Top of Slope and Dripline delineation were staked in collaboration with the TRCA on June 9, 2021 and the terms of reference (TOR) was accepted by the TRCA on June 27, 2022. Existing conditions at the Subject Site were assessed on June 13, and July 15, 2022. Field investigations included Ecological Land Classification, Aquatic Habitat Assessment, and Incidental Wildlife observations.

While no significant wildlife habitat were identified as having the potential to occur within and adjacent to the Subject Site, the study identified five species at risk (SAR) as having potential within the Subject Site:

- Eastern Wood-pewee;
- Little Brown Myotis;
- Northern Myotis;
- Eastern Small-footed Myotis; and
- Tri-colored Bat.

A tributary of Amberlea Creek, part of the Frenchman's Bay watershed, is found on the Subject Site. The section traversing the site provides potential fish habitat, riparian habitat, and facilitates drainage from adjacent lands. Six species of fish were found down stream of the Subject Site in surveys completed between 2003 and 2011, however there are no aquatic SAR within the Tributary. However, the Tributary and its associated corridor are considered local significant features as they are components of the Region's and City's Key Natural Heritage Features. The watercourse and its associated valleyland are proposed to be avoided and protected from development, with a 10-metre setback from the top of slope. The setback area will be temporarily impacted by grading required to

level the development area. The impacted area is 0.0017 hectares in size and will be restored to a better condition, with native species that will improve erosion conditions on site. During construction there is potential for erosion and sediment deposited into the watercourse, best practice erosion and sediment control measures are recommended avoid potential impacts. Furthermore, a spill kit and plan is recommended to address any release of hydrocarbons to the surrounding environment and prevent downstream travel.

A 0.45 hectare deciduous forest is located on the western portion of the Subject Site along the Amberlea Creek Tributary. During the field investigations, the woodland feature was noted as highly disturbed due to invasive species, noise pollution, and extension erosion. While the feature is identified as a low-quality wooded area and is not mapped as a Significant Woodland, it likely provides stability to the riparian corridor and thermal mitigation to the watercourse, and as such its ecological functions are protected. The woodlot is proposed to be retained and protected with a 10-metre setback, which will be subject to restoration and enhancement. The need for grading will temporarily impact an area 0.004 hectares in size within the setback. The area is classified as a low-quality community and included in the enhancement measures, resulting in a better future condition and therefore not considered a loss from the woodland setback. Temporary tree protection fences are proposed to protect the trees along the edge of the feature.

The report notes that while there are no SWH within the Subject Site, the proposed development as the potential to impact urban wildlife through tree removal. The report recommends that removal be completed outside of breeding season to avoid impacts to breeding birds. The report concludes that the proposed development meets the requirements of the applicable natural heritage policies and with the implementation of the mitigation measures provided in the report, no negative impacts to the natural heritage features, nor their ecological functions, are predicted.

5.9 Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by SS Wilson Associates and is dated September 23, 2022.

The report identifies four major surface transportation noises of concern to the development. These are Highway 401, Kingston Road/Highway 2, CN Railway Line, and Metrolinx Railway Line. Additionally, three major stationary noise sources of concern are identified. These are the air conditioning units associated with the church to the west, the auto repair shop to the north, and the automobile dealership to the north-east. Aircraft noise is not considered an issue due to the location of the Subject Site. The report defines the minimum noise attenuation requirements for the control of outdoor and indoor environmental sound levels.

The report concludes that the unattenuated daytime sound levels in the Common Outdoor Living Area will exceed the recommended objective sound level. For this area, outdoor noise control measures are required along with relevant warning clauses. Additionally, the unattenuated sound levels at the outside walls of the proposed buildings will exceed the recommended objective sound levels. Indoor noise controls are required for these buildings, along with relevant warning clauses. Despite these exceeded sound levels, the report notes that it is feasible to control sound levels within the outdoor and indoor areas of the proposed development to meet the stated criteria. The report states that the

unattenuated sound levels due to external stationary sources of noise at the worst-case Points of Reception within the nearby future residential buildings will not exceed the recommended objective sound levels, and therefore noise controls are not required. The report notes that the internal stationary sources of noise that are likely to be required as part of the proposal indicate that the unattenuated sound levels at the Points of Reception of concern are predicted to exceed the applicable sound level criteria. Therefore, noise control measures are warranted for these Points of Reception, recommended measures are listed in detail in the report.

5.10 Pedestrian Wind Comfort Assessment

A Pedestrian Wind Assessment was completed by Rowan Williams Davies & Irwin Inc. (RWDI) and is dated May 17, 2023.

The Study evaluated the potential wind impact of the proposed mixed-use development. The Subject Site is surrounded by low-rise buildings, roadways, and open fields. Key areas of interest for the wind study include the nearby sidewalks and properties, as well as the main entrance to the buildings and the above-grade amenities. The study utilized Computational Fluid Dynamics (CFD) modelling for two scenarios, existing site and surroundings, and the proposed development with the existing surroundings.

The report states that wind generally flows without disruption over buildings of uniform height, whereas buildings that are taller than their surroundings will intercept and redirect winds towards them. The podium and tower setbacks will help moderate the winds close to ground level, however the towers will intercept prevailing winds and cause downwashing, channelling and corner acceleration. The results of the study determined that wind conditions on and around the existing site are suitable for the intended pedestrian use throughout the year. Further, the study determined that the pedestrian wind safety criterion is met in all areas that were assessed. With the proposed development, wind conditions at grade level are expected to be comfortable for the intended pedestrian use throughout the year. At grade level, the wind safety criterion is expected to be met at all locations assessed at the grade level. The terrace amenity space and rooftop wind speeds are predicted to be higher than desired for passive pedestrian use and safety criterion is expected to be exceeded in the amenity areas in the colder months. Section 4.5 outlines wind control measures to reduce wind speeds.

6.0 Conclusion

The proposed mixed development consists of two (2) 17-storey condominium towers with a shared 5-storey mixed use podium, with vehicular access from Kingston Road. A total of 400 residential units are proposed, with 148 in the podium, 125 in the east tower, and 127 in the west tower. The units are proposed to be a mixture of studio, 1 bed/ 1 bed + den, and 2 bed/ 2 bed + den units. The GFA for the commercial space is proposed to be 629.90m². Indoor amenity space is proposed to be 804.70m² and outdoor is proposed to be 801.70m². The outdoor amenity space is proposed to be located on the roof of the two towers and on the roof terrace on the podium. The Site has an overall gross site area of 5,291.90m², a total GFA of 43,492.80m² (16,860.70m² are excludable GFA, resulting in a final

GFA of 26,632.10m²), an FSI of 5.03, and a density of 755.87 units per hectare. A total of 402 parking spaces are provided, 19 of which are located at grade, while the remainder are spread across four (4) levels of underground parking.

The Subject Site will use municipal servicing, as demonstrated in the Functional Servicing and Stormwater Management Report. The Traffic Impact Study concludes that there are no issues with the proposed site access and that the future traffic conditions will operate well within capacity. Design considerations are provided in the Geotechnical, Noise, and Wind Reports.

The Durham Regional Official Plan designates that Subject Site as *Regional Corridor* with an underlying *Living Area* designation, and the City of Pickering designates the Subject Site as *Mixed-Use Areas – Mixed Corridors* and *Open Space System – Natural Areas*. The City of Pickering Zoning By-law No. 3036 zones the Subject Site as *RH-MU-6* and *OS-HL*.

This Planning Rationale Report has evaluated the merits of the proposed development in the context of all applicable Provincial, Regional, and Municipal policies. We conclude that the proposed development conforms with the relevant criteria of the Planning Act; is consistent with the policies as set out in the Provincial Policy Statement and conforms to the policies of the Growth Plan for the Greater Golden Horseshoe, and the Durham Regional Official Plan. The proposed development requires an amendment to the City of Pickering Official Plan and City of Pickering Zoning By-law No. 3036 to permit the proposed FSI of 5.03 and various zoning provisions to implement the increased density on the smaller portion of the site, given that a significant portion is not developable.

The request for a Local Official Plan Amendment, and subsequent Site Plan Approval and Draft Plan of Condominium Approval will facilitate the proposed development as outlined in this report. Various technical reports have been prepared and provided under a separate cover in support of this application.

For all of the foregoing reasons, it is our professional opinion that the proposed development is an appropriate and desirable development, represents good planning, and warrants the support of Durham Region and the City of Pickering.

Respectfully submitted,
THE BIGLIERI GROUP LTD.



Anthony Biglieri, RPP, MCIP
Principal Planner



Rachelle Larocque, BES, M.Sc., MCIP, RPP
Senior Associate



Morgan Baker, B.U.R.Pl., B.Sc
Planner



Engineering | Development | Project Management
THE BIGLIERI GROUP LTD.

CONCESSION 3

The background of the image shows a wooden table covered with various architectural documents. There are several large rolls of paper, some partially unrolled, and several sheets of paper with technical drawings and text. One prominent sheet in the upper center features a logo for 'THE BIGLIERI GROUP LTD.' with a grid pattern and the words 'Planning | Development | Project Management'. Another sheet in the lower right has the word 'CONFESSION' written vertically. The overall scene is a professional workspace for architectural or engineering work.

APPENDIX 1:

**DRAFT OFFICIAL PLAN
AMENDMENT**

Amendment XX to the Pickering Official Plan

The Corporation of the City of Pickering

By-law No. XXXX/23

Being a By-law to adopt Amendment X to the
Official plan for the City of Pickering (OPA #)

Whereas pursuant to the *Planning Act*, RSO 1990, c.p. 13, subsections 17(22) and 21(1), the Council of The Corporation of the City of Pickering may, by by-law adopt amendments to the Official Plan for the City of Pickering;

And whereas pursuant to Section 17(10) of the *Planning Act*, the Minister of Municipal Affairs and Housing has by order authorized Regional Council to pass a by-law to exempt proposed area municipal official plan amendments from its approval;

And whereas on February 23, 2000, Regional Council passed By-law 11/2000 which allows the Region to exempt proposed area municipal official plan amendments from its approval;

And whereas the Region has advised that Amendment X to the City of Pickering Official Plan is exempt from Regional approval'

Now therefore the Council of The Corporation of the City of Pickering hereby enacts as follows;

1. That Amendment X to the Official Plan for the City of Pickering, attached hereto as Exhibit "A", is hereby adopted;
2. That the City Clerk is hereby authorized and directed to forward to the Regional Municipality of Durham the documentation required by Procedure: Area Municipal Official Plans and Amendments.
3. This By-law shall come into force and take effect on the day of the final passing hereof.

By-law passed this DATE day of MONTH, 2023.

Kevin Ashe, Mayor

Susan Cassel, City Clerk

Amendment XX to the Pickering Official Plan

Purpose: The purpose of this amendment is to redesignate a portion of the land located on the south side of Kingston Road, municipally known as 875 Kingston Road from “Mixed-Use Area - Mixed Use Corridors” to “Mixed-Use Area - Mixed-Use Corridors” with an exception to permit an increase to the maximum permissible density and maximum permissible floor space index for the portion of the property with the “Mixed-Use Area – Mixed Use Corridors” designation establishing a maximum residential density of 776 units per net hectare and a maximum floorspace index of 5.03, for lands located on the south side of Kingston Road, municipally known as 875 Kingston Road.

Location: The site specific amendment affects the lands located on the south side of Kingston Road, east of Whites Road, north of Highway 401, municipally known as 875 Kingston Road and legally described as Part of Lots 26 and 27, Broken Front Concession, City of Pickering.

Basis: Through the review of Official Plan Amendment Application X and Zoning By-law Amendment Application Y, City Council determined that the Amendment facilitates a development that is compatible with the surrounding community, minimizes adverse impacts on the existing low density residential neighbourhood to the north, and is an appropriate intensification project along the Kingston Road corridor. The subject lands are located on Kingston Road, which is designated as an arterial road and a Rapid Transit Spine under the Durham Regional Official Plan, which are intended to provide for higher density development. The Amendment is consistent with the policies of the Provincial Policy Statement 2020, and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the Durham Region Official Plan.

Actual

Amendment: The City of Pickering Official Plan is hereby amended by:

1. Revising Policy 12.9 – Dunbarton Neighbourhood Policies, by adding a new subsection 12.9 (d):
 - (d) despite Table 6 of Chapter 3, establish a maximum residential density of 776 units per net hectare and maximum floor space index of 5.03 for lands located on the south side of Kingston Road, described as Part of Lots 26 and 27, Broken Front Concession, City of Pickering, municipally known as 875 Kingston Road.

Implementation: The provisions set forth in the City of Pickering Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Amendment.

Interpretation: The provision set forth in the City of Pickering Official Plan, as amendment, regarding the interpretation of this Plan shall apply in regard to this Amendment.

Amendment XX to the Pickering Official Plan

**Amendment XX
to the City of Pickering Official Plan**

The background of the page is a high-angle, top-down photograph of a wooden table covered with architectural blueprints and several large rolls of paper. The blueprints are spread out, showing various technical drawings and text. One prominent blueprint in the upper center features a grid logo and the text 'THE BIGLIERI GROUP LTD.' with 'Planning | Development | Project Management' written below it. Another blueprint in the lower right corner has the word 'CONFESSION' visible. The rolls of paper are stacked and partially unrolled, creating a sense of depth and activity. The lighting is soft and even, highlighting the textures of the wood and paper.

APPENDIX 2:

DRAFT ZONING BY-LAW AMENDMENT

The Corporation of the City of Pickering

By-law No. XXXX/23

Being a By-law to amend Restricted Area (Zoning) By-law 3036, as amended, and By-law 6718/07 which amendment By-law 3036, to implement the Official Plan of the City of Pickering, Region of Durham, being Part Lots 26 and 27, Range 3, Broken Front Concession, Parts 1, 2, & Part of 3 40R-8710, and “West Shore Boulevard (aka Fairport Road) between Kings Highway No. 2 and Kings Highway No. 401 being road allowance between Lots 26 and 27, Concession Broken Front”, in the City of Pickering

Whereas the council of The Corporation of the City of Pickering received an application to rezone the subject lands being Part Lots 26 and 27, Range 3, Broken Front Concession, Parts 1, 2, & Part of 3 40R-8710, and “West Shore Boulevard (aka Fairport Road) between Kings Highway No. 2 and Kings Highway No. 401 being road allowance between Lots 26 and 27, Concession Broken Front”, in the City of Pickering to permit a condominium apartment building;

And whereas an amendment to Zoning By-law 3036 and By-law 6718/07, is therefore deemed necessary;

Now therefore the Council of the Corporation of the City of Pickering hereby enacts as follows:

1. **Schedules I and II**

Schedules I and II attached hereto with notations and references shown thereon are hereby declared to be part of this By-law.

2. **Area Restricted**

The provisions of this By-law shall only apply to those lands being Part Lots 26 and 27, Range 3, Broken Front Concession, Parts 1, 2, & Part of 3 40R-8710, and “West Shore Boulevard (aka Fairport Road) between Kings Highway No. 2 and Kings Highway No. 401 being road allowance between Lots 26 and 27, Concession Broken Front”, in the City of Pickering, designated “RH/MU-6” and “OS-HL” on Schedule I attached hereto.

3. **Provisions (RH/MU-6” Zone)**

(1) That the Provisions section of By-law 6718/07 is hereby amended as follows:

(a) BUILDING HEIGHT:

Minimum	6 storeys
Maximum	40 storeys 17 storeys

(c) PARKING REQUIREMENTS:

(i) There shall be provided and maintained a minimum of 0.035 parking spaces~~4.5 parking spaces~~ per 100 square metres of gross leasable

floor area for all permitted uses listed in Section 4(1) of this by-law, except for multiple dwelling-vertical uses. Non-resident parking shall be provided at grade, in a below grade structure, or both;

- (ii) For multiple dwelling-vertical uses, there shall be provided and maintained a minimum of 0.8 parking space ~~1.0 parking space~~ per dwelling unit for residents, and 0.15 parking space ~~0.25 of a parking space~~ per dwelling unit for visitors. Parking spaces for residents shall be provided at grade, in a below grade structure, or both.

- 4. By-laws 3036 and 6718/07, as amended, are hereby further amended only to the extent necessary to give effect to the provisions of this by-law as it applies to the area set out in Schedule I attached hereto. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provision of by-laws 3036 and 6718/07, as amended.

- 5. EFFECTIVE DATE

This By-law shall come into force and in accordance with the provisions of the *Planning Act*.

BY-LAW read a first, second, and third time and finally passed this DATE day of MONTH, 2023.

Kevin Ashe, Mayor

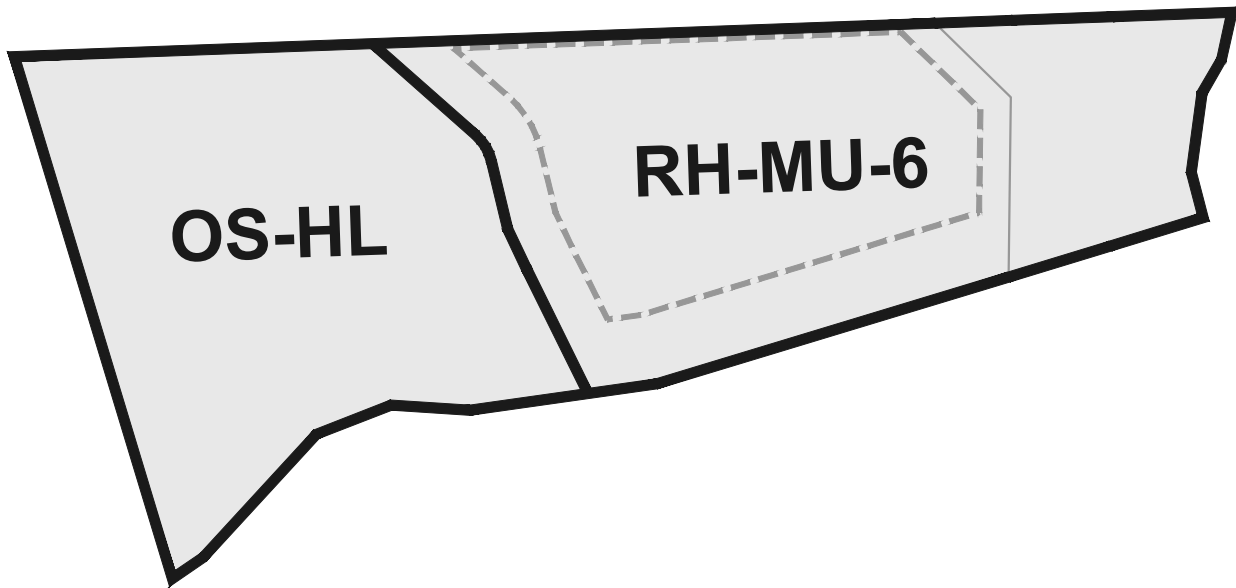
Clerk

THE CORPORATION OF THE CITY OF
PICKERING

THIS IS SCHEDULE 'A' TO BY-LAW _____ PASSED

THIS _____ DAY OF _____ 2023.

MAYOR _____ CLERK _____



The background of the page is a high-angle, top-down view of a wooden table covered with various architectural documents. There are several large rolls of white paper, some partially unrolled, and several sheets of paper with technical drawings and text. One prominent sheet in the upper center features a grid logo and the text 'THE BIGLIERI GROUP LTD.' with 'Planning | Development | Project Management' written below it. Another sheet in the lower right corner has the text 'CONCRESSION 3' visible. The lighting is soft and even, highlighting the textures of the wood and paper.

APPENDIX 3:

INTEGRATED SUSTAINABLE DESIGN STANDARDS

Pickering Integrated Sustainable Design Standards

Mid to High-Rise

Residential & Non-Residential Checklist



Instructions

The Pickering Integrated Sustainable Design Standards (ISDS) for Mid to High-Rise Residential & Non-Residential development, applies to residential buildings 4 storeys and higher, and all Industrial, Commercial and Institutional (ICI) buildings.

Tier 1 performance measures are required by the City of Pickering and must be included as part of your complete development application.

Tier 2 performance is encouraged, but optional.

Words and terms identified in **bold** in the Performance Criteria and Documentation cells are defined further in the Glossary of the User Guide. Performance criteria apply to all building types except where specified.

Applicant Information:

Applicant/Agent: The Biglieri Group Ltd

Name (First, Last Name): Rachelle Larocque

Telephone Number: 289-241-0039

Email: rlarocque@thebigliergroup.com

Address of Subject Land (Street Number and Name): 875 Kingston Road

Registered Owner (First, Last Name): Sphere Developments (Kingston) GP Inc,
Rohan Gawri

Project Information:

Project Name: 875 Kingston Road

Date Checklist Completed (yyyy-mm-dd): 2023-05-23

Is this checklist revised from an earlier submission (Yes/No): No

Gross Floor Area (square metres): 26,632.10

Number of Storeys: 17

Non Residential Gross Floor Area (square metres): 629.90

Proposal Description (narrative of your project):

17-storey development, with 5-storey podium and two towers, FSI of 5.03, total of 400 units. The site is 0.529 hectares in size, resulting in a density of 755.87 units per net hectare. 148 units located in the podium, 125 units in the east tower, and 127 units in the west tower. 402 parking spaces provided, with an additional 5 surplus spaces. 212 bicycle spaces are provided, across four levels of underground parking.

Education

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
E1	Resident Education	For residential buildings, provide a Resident Education Information Package (hardcopy or digital through website link) to residents that explains the use and maintenance of sustainable building features as well as sustainable lifestyle practices.	<input type="checkbox"/>	Meet Tier 1 and post signage and other education materials onsite to educate residents and visitors of sustainability features.	<input type="checkbox"/>	<input type="checkbox"/> Educational package or other educational materials demonstrating compliance.	Will provide Resident Information Package at SPA stage.

Energy & Resilience

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
ER1	Urban Heat Island Reduction	<p>Roof: For flat roofs (low slope $\leq 2:12$) over 500 m², buildings must provide.</p> <ol style="list-style-type: none"> Green roof for at least 50% of available roof space; <ul style="list-style-type: none"> Where possible, green roof area should be incorporated into visible or accessible locations such as podiums. Where the green roof is accessible, the common outdoor amenity space may be reduced by no more than 25%. Where green roof is edible landscaping, the whole garden area including pathways and adjacent terraces, may be counted as common outdoor amenity space. <p>or</p> <ol style="list-style-type: none"> Cool roof installed for 90% of available roof space and if the roof is over 2,500 m² a minimum of 1,000 m² will be designated solar ready. 	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/> Roof plan indicating heat island reduction measures, including the SRI values(s) of roof materials.	Will determine Green/Cool Roof details during SPA.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
		<p>or</p> <p>3. A combination of a green roof, cool roof and solar PV installed for at least 75% of available roof space.</p>					
		<p>Non-Roof: Treat 50% of the hardscapes (i.e., roads, sidewalks, and driveways) with heat island reduction measures such as:</p> <ul style="list-style-type: none"> • High-albedo paving materials with an initial solar reflectance of at least 0.33 or Solar Reflectance Index (SRI) of 29; • Open grid pavement with at least 50% perviousness; • Shade from existing tree canopy or new tree canopy within 10 years of landscape installation; • Shade from architectural structures that are vegetated or have an initial solar reflectance of at least 0.33 at installation or an SRI of 29; and • Shade from structures with energy generation. 	<input type="checkbox"/>	<p>Non-Roof: Treat 75% of the hardscapes (i.e., roads, sidewalks, and driveways) with heat island reduction measures.</p>	<input type="checkbox"/>	<p>Plan(s), drawing(s), or other documentation indicating heat island reduction measures measure(s).</p>	<p>Will complete this at SPA stage when detailed landscape plans are available.</p>

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
ER2	Building Energy Performance and Emissions	Design and construct all buildings to meet or exceed the Energy Performance Emissions' Total Energy Use Intensity (TEUI), Thermal Energy Demand Intensity (TEDI) and GHG Emission Intensity (GHGI) targets.	<input type="checkbox"/>	Design and construct all buildings to meet or exceed the Energy Performance Emissions' Total Energy Use Intensity (TEUI), Thermal Energy Demand Intensity (TEDI) and GHG Emission Intensity (GHGI) targets.	<input type="checkbox"/>	<input type="checkbox"/> Energy Modelling Report or other documentation demonstrating compliance with the target standard and a Commissioning Closeout Report.	Will provide these details at SPA.
ER3	Energy			Incorporate on-site renewable energy of power generation to meet 5% or more of the building energy needs. or Incorporate peak shaving devices like battery storage.	<input type="checkbox"/>	<input type="checkbox"/> Drawings, plans, or other documentation demonstrating compliance.	N/A

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
ER4	Building Resilience			For high-rise residential buildings greater than 12 storeys, provide: <ul style="list-style-type: none"> • A 72 hour minimum back-up power system, preferably using a non-fossil fuel source, to ensure power is provided to the refuge area, and to the ground floor or the first two floors as applicable to the building use, to supply power to: building security systems, domestic water pumps, sump pumps, at least one elevator, boilers and hot water pumps to enable access and egress and essential building functions during a prolonged power outage. 	<input type="checkbox"/>	<input type="checkbox"/> Drawings, plans, or other documentation demonstrating that the project incorporates resilient measures.	N/A

Neighbourhood

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
N1	Private Pedestrian Walkways	Provide on-site private pedestrian walkways from buildings to features outside of the development site, such as public sidewalks, multi-use trails, transit stops and adjacent buildings. All connections must be AODA compliant.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> Site plan(s) highlighting on-site walkways.	Recreational path provided around the building, with multiple connections to the public sidewalk, future bike lane. Path will be AODA compliant. Landscape plan clearly shows recreational path, also indicated on the site plan.
N2	Private Play Area & Structures	All private play areas and play structures must be AODA compliant.	<input type="checkbox"/> N/A			<input type="checkbox"/> Site plan(s) highlighting play areas with accessibility features.	No play areas/structures proposed
N3	Building Access	Provide the same means of entrance for all users to public entrances of buildings on site, or provide equivalent access when access by the same means is not possible.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> Plan(s), drawing(s), or other documentation indicating building entrance(s).	Building Entrances are indicated on the site plan. Same access to each area of building is provided for all users.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
N4	Wayfinding Signage	Install AODA compliant wayfinding signage (e.g., braille and/or tactile signage) in all buildings and public spaces.	<input type="checkbox"/>			<input type="checkbox"/> Plan(s), drawing(s), or other documentation indicating implemented measure(s).	Will provide signage details at SPA.
N5	Community Safety	Design the project using CPTED principles to create a safe space.	<input type="checkbox"/>			<input type="checkbox"/> Report demonstrating community safety techniques.	Project is being designed with CPTED principles. Report to demonstrate techniques will be provided at SPA stage.

Land & Nature

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN1	Topsoil	The topsoil layer should have a minimum depth of 30 cm for all turf areas, and a minimum depth of 45 cm of high quality topsoil for all planting beds and scarify hard packed subsoil in all soft landscape areas prior to placement of topsoil.	<input type="checkbox"/>	Meet Tier 1 and a minimum depth of 60 cm of high-quality topsoil for all planting beds.	<input type="checkbox"/>	<input type="checkbox"/> Landscape Plan(s) and/or other documentation indicating applicable soil characteristics (depth, pH, organic matter content) and planting depth.	Will provide at SPA when detailed lanscape plans are available.
LN2	Light Pollution Reduction	Require all exterior lighting to be Dark Sky Compliant with the exemption of street lighting which is governed by the City's Street Lighting Requirements If a Dark Sky Fixture Seal of Approval is not available, fixtures must be full-cutoff and with a colour temperature rating of 3000K or less.	<input checked="" type="checkbox"/>	Meet Tier 1 and use motion sensors or timers for outdoor lights to maintain security without excessively lighting the building's exterior.	<input type="checkbox"/>	<input checked="" type="checkbox"/> Exterior Lighting Plan, Schedule(s), or other documentation indicating lighting type, orientation and location.	Exterior Lighting will be dark sky compliant (D-Series).
LN3	Native and Non-Invasive Species	Plant 50% native plant species , including trees, shrubs and herbaceous plants preferably drought-tolerant and pollinator-friendly outside of the buffer area and within the development limit. Remaining non-native species must be non-invasive.	<input type="checkbox"/>	Plant 75% or greater with native plant species .	<input type="checkbox"/>	<input type="checkbox"/> Landscape Plan(s), drawings or other documentation demonstrating the percentage of native plant species, preferably are drought-tolerant and pollinator-friendly.	Will meet this criteria. Details will be provided at SPA Stage when detailed landscape plans are available.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN4	Vegetated Buffers	The disturbed buffer area between the development limit and a key natural heritage feature shall be restored with 100% native plant species , including trees, shrubs and herbaceous plants, preferably drought-tolerant.	<input type="checkbox"/>			<input type="checkbox"/> Landscape Plan(s), drawings or other documentation demonstrating that plant species are 100% native, drought-tolerant.	Will meet this criteria. Details will be provided at SPA Stage when detailed landscape plans are available.
LN5	Tree Preservation and Removal Compensation	Plant 60 mm caliper deciduous trees and 1.8 m high coniferous trees in accordance with the tree compensation requirements to ensure no net loss. This applies to the removal of any existing trees that are 15 cm or more in diameter at breast height.	<input type="checkbox"/>	Provide a site design solution that includes the preservation and protection of existing mature trees and a net gain of tree canopy through additional tree plantings in accordance with the tree compensation requirements .	<input type="checkbox"/>	<input type="checkbox"/> A Tree Inventory Report and Preservation Plan that includes all trees on the development site and those on adjoining lands that may be affected by the proposed construction activities.	Will meet this criteria. Details will be provided at SPA Stage when detailed landscape plans are available.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN6	Healthy Street Trees	Plant 60 mm caliper deciduous trees on both sides of private streets and in public boulevards at an interval rate of 1 tree per 8 m of street frontage or spaced appropriately having regard to site conditions; and Design, implement, and pay for a watering and fertilizing program for at least the first 2 years of planting.	<input type="checkbox"/>	Meet Tier 1 and provide 30 m ³ high quality soil for street trees with a minimum top soil depth of 75 cm.	<input type="checkbox"/>	<input type="checkbox"/> Tree Planting Plan(s), drawings or other documentation demonstrating species, and quantity for each planting area. <input type="checkbox"/> Watering program methods and watering schedule.	Criteria is achievable. Details will be provided at SPA Stage when detailed landscape plans are available.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN7	Common Outdoor Amenity Space	<p>For residential buildings with 20 or more dwelling units, provide 4.0 square metres of common outdoor amenity space per dwelling unit (a minimum contiguous area of 40.0 square metres must be provided in a common location). Where lot areas are constrained in some cases, flexibility on providing the common outdoor amenity space requirement may be provided at the discretion of the Director, City Development.</p> <p>and</p> <p>Where a green roof functions as an amenity space, no more than 25% of the outdoor component may be on the green roof.</p>	<input type="checkbox"/>	<p>For residential buildings with 20 or more dwelling units, provide 6.0 square metres of common outdoor amenity space per dwelling unit (a minimum contiguous area of 40.0 square metres must be provided in a common location).</p>	<input type="checkbox"/>	<p><input type="checkbox"/> Site Plan(s), drawing(s), or other documentation indicating size and location of outdoor amenity area.</p>	<p>655.9 square metres provided on roof terrace, and 72.9 square metres provided on each tower (refer to 6th floor & MPH Floor Plans, in the Architectural set).</p> <p>Due to environmental features and noise considerations the Subject Site is constrained, and unable to provide the 4.0 square metres/dwelling unit.</p> <p>We have complied with zoning minimums at this time.</p> <p>Further, 2.0sq/m is in line with other applications in the City Centre.</p>

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN8	Natural Heritage Features and Open Space Enhancement	<p>Protect key natural heritage features and key hydrologic features on site.</p> <p>or</p> <p>Where all alternatives to protect and enhance key natural heritage features and open spaces on site have been evaluated and determined to not be feasible, provide compensation for the loss of ecosystem functions due to development impacts.</p>	<input checked="" type="checkbox"/>	<p>Maintain and enhance key natural heritage features and key natural hydrologic features on site and</p> <ul style="list-style-type: none"> • Create new natural heritage features on or off-site. <p>or</p> <ul style="list-style-type: none"> • Restore and enhance connectivity among natural heritage features on or off-site. 	<input type="checkbox"/>	<p><input checked="" type="checkbox"/> Landscape Plan(s), drawing(s), or other documentation highlighting implemented feature(s) and/or an Ecosystem Compensation Report where required.</p>	Natural heritage features and hydrologic features on site are protected by providing a 10m setback from the flood line (see Site Plan, and scoped EIS)
LN9	Bird-Friendly Design	<p>For residential and non residential buildings, use a combination of bird-friendly design treatments for a minimum of 90% of all exterior glazing within the first 16 m of the building above grade or the height of the mature tree canopy (including all balcony railings, clear glass corners, parallel glass and glazing surrounding interior courtyards and other glass surfaces).</p>	<input type="checkbox"/>		<input type="checkbox"/>	<p><input type="checkbox"/> Elevations indicating bird-friendly glazing measures implemented, including treated area, type of treatment, density of visual markers, etc.</p> <p>Summary table of treated glazing areas for each elevation.</p>	Will meet this criteria. Details will be provided on elevations at SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
		Where green roof is constructed with adjacent glass surfaces, glass is to be treated within 12 metres above green roof surface.	<input type="checkbox"/>			<input type="checkbox"/> Elevations indicating bird-friendly glazing measures implemented, including treated area, type of treatment, density of visual markers, etc.	

Transportation

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
T1	Electric Vehicles including plug in hybrid vehicles	For multi residential buildings, require 40% EV Rough-in & 10% EV Ready charging infrastructure or equivalent electric vehicle energy management systems (load sharing/circuit sharing) capable of providing Level 2 or higher charging for the resident parking spaces; or Require EV Ready charging infrastructure capable of providing Level 2 charging or higher for 50% of the resident parking spaces.	<input type="checkbox"/>	For multi-residential buildings, require EV Ready charging infrastructure capable of providing Level 2 charging or higher for 100% of the parking spaces excluding visitor parking.	<input type="checkbox"/>	<input type="checkbox"/> Parking plan(s) indicating the location of EV Rough-in or EV Ready parking spaces. <input type="checkbox"/> Electric Vehicle (EV) Charging Infrastructure Plan, drawings or other documentation.	Will provide EV Rough-In and EV Ready infrastructure. Details will be provided on an electrical plan during SPA stage.
T2		For non-residential buildings, require EV Rough-in charging infrastructure for 20% of the parking spaces.	N/A	For non-residential buildings, require EV Ready charging infrastructure for 20% of the parking spaces.	<input type="checkbox"/>	<input type="checkbox"/> Parking plan(s) indicating the location of EV Rough-in or EV Ready parking spaces.	Residential/mixed-use building.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
T3	Bicycle Parking and Storage Facilities	For residential buildings, provide 0.5 long-term bicycle parking spaces (includes adaptive bikes, trikes, and scooters for people with disabilities) in weather protected areas located within a secure area of the building or common garage for each dwelling unit. and At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.	<input checked="" type="checkbox"/>	For residential buildings, provide 0.75 long-term bicycle parking spaces (includes adaptive bikes, trikes, and scooters for people with disabilities) in weather protected areas located within a secure area of the building or common garage for each dwelling unit. and At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.	<input type="checkbox"/>	<input checked="" type="checkbox"/> Plan(s) indicating location, number and type (long-term) of bicycle parking spaces.	400 units = 200 bicycle spaces 212 spaces provided across four levels of underground parking levels (refer to UG Level 1-4 plans, in the Architectural set) Energized outlets will be included on plans for SPA Submission
		For residential buildings, provide 0.1 short-term bicycle parking spaces per dwelling unit in locations that are highly visible and in close proximity to primary entrances.	<input checked="" type="checkbox"/>		<input type="checkbox"/> Plan(s) indicating location, number and type (short-term) of bicycle parking spaces.	Bike rings are indicated on conceptual landscape plan. Will meet this criteria and demonstrate on detailed plans at SPA stage.	

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
		For non-residential buildings and mixed use buildings, provide long-term bicycle parking spaces at a rate of 1.0 bicycle parking space for each 1,000 square metres of gross leasable floor area and at least one bicycle rack shall be installed for short-term bicycle parking.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> Plan(s) indicating location, number and type (long-term) of bicycle parking spaces.	Providing 212 parking spaces (Refer to Site Plan). Providing more spaces than required. Bike rings are indicated on conceptual landscape plan. Details will be provided at SPA.
		For non-residential buildings and mixed use buildings, provide two trip-end facilities (i.e., showers and a change room) for every 60 long term bicycle parking spaces (minimum of 1 facility when more than 5 bicycle parking spaces are provided).	<input type="checkbox"/> N/A			<input type="checkbox"/> Plan(s) indicating trip-end facilities.	Only 1 space required, therefore no trip-end facilities are required

Waste Management

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
WM1	Construction Waste Reduction	Divert 50% or more of all non-hazardous construction, demolition, and land clearing waste from landfill.	<input checked="" type="checkbox"/>	Divert 75% or more of all non-hazardous construction, demolition, and land clearing waste from landfill.	<input type="checkbox"/>	<input type="checkbox"/> Commitment letter to divert waste through a third-party hauler.	Letter provided in submission package.
WM2	On-Site Storage	For multi-storey residential buildings, provide a tri-sorter or separate chutes to direct and separate materials into either recyclables, organics or waste. Ensure there is adequate storage space for accumulated recyclables, waste and organics generated between collection days and be designed to minimize litter and pests.	<input checked="" type="checkbox"/>	Meet Tier 1 and include a dedicated space for materials such as textiles, batteries and electronics is provided.	<input type="checkbox"/>	<input checked="" type="checkbox"/> Drawing(s) demonstrating compliance.	Tri-sorter and storage area provided, can be found on Ground Floor Plan, in Architectural Set.
		For non-residential development, provide a dedicated area or area attached to the building for the separate collection and storage for accumulated recyclables, waste and organics.	<input type="checkbox"/>			<input type="checkbox"/> Site plan(s) or Drawing(s) indicating location of waste storage area.	Consideration of this criteria is on-going, details will be provided at SPA.

Water

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory Requirement	Met	Tier 2 Optional Requirement	Met	Documentation	Comments
W1	Stormwater Management	<p>Achieve a level one/enhanced stormwater treatment for all stormwater, and achieve runoff reduction of a minimum 5 mm of rainfall depth;</p> <p>and</p> <p>Demonstrate that the applicable groundwater recharge targets are met based on site-specific water balance/budget studies, in accordance with the CTC Source Protection Plan;</p> <p>and</p> <p>Provide an enhanced level of protection for water quality through the long-term average removal of 80% of Total Suspended Solids (TSS) on an annual loading basis from all runoff leaving the site, in accordance with the City of Pickering Stormwater Management Design Guidelines.</p>	<input checked="" type="checkbox"/>	<p>In a manner best replicating natural site hydrology processes, manage on-site runoff using at least two of the following low-impact development (LID) and green infrastructure:</p> <ul style="list-style-type: none"> • permeable pavement • bioswales • soakaways • rain gardens • filtered strips • infiltration trenches <p>or</p> <p>Achieve post-development runoff reductions to no more than 50% of annual precipitation (approx. 10 mm of rainfall event retention from all site surfaces) through infiltration, evapotranspiration, water harvesting and reuse.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Stormwater Management Report, Plan(s), and drawing(s) to verify compliance.	<p>Enhanced Level 1 Protection is met (P. 13, S.5.2 of FSR/SWM Report). 5mm retention is retained (FSR/SWM)</p> <p>Refer to Appendix B of the FSR/SWM Report for Water Calculation System details.</p>

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory Requirement	Met	Tier 2 Optional Requirement	Met	Documentation	Comments
W2	Building Water Efficiency	Install WaterSense® labeled water fixtures.	<input type="checkbox"/>	All buildings reduce indoor aggregate potable water consumption (not including irrigation) by 30% better than the Ontario Building Code baseline.	<input type="checkbox"/>	<input type="checkbox"/> Plumbing fixture specifications or other documentation demonstrating WaterSense® labelling and flush/flow rates. <input type="checkbox"/> Calculations demonstrating water use reduction. or Third party verification of water reductions with systems like Home Energy Rating System H2O or WaterSense® labeling. Hand calculations could be done according to LEED version 4.1 approach.	Commit to exploring these fixtures during detailed design.
W3	Rainwater Harvesting	N/A		For mid to high-rise residential development, each building includes a separate, non-potable subsurface watering system for irrigation and outdoor-reuse purposes.	<input type="checkbox"/>	Plan(s), drawing(s), or other documentation indicating non-potable water system.	N/A

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