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B R I E F

DIRECTOR INDUSTRIAL  
HOLDINGS LTD

603-643, 645- 699 KINGSTON ROAD

CITY OF PICKERING

APRIL 2020  
File 9737



# TABLE OF CONTENTS

1. Introduction . . . . .	4
1.1 The Proposal . . . . .	5
2. Master Plan Vision . . . . .	6
3. Existing Context Analysis . . . . .	8
3.1 Existing Site Conditions . . . . .	9
3.2 Surrounding Context . . . . .	9
3.3 Nearby Development. . . . .	11
3.3.1 Precedent Developments . . . . .	11
4. Design Analysis. . . . .	14
4.1 The Site Plan . . . . .	15
4.1.1 Site Plan Overview . . . . .	15
4.1.2 Site Access . . . . .	17
4.1.3 Site circulation . . . . .	17
4.1.4 Parking . . . . .	17
4.2 Height & Massing Rationale . . . . .	17
4.2.1 Proposed Typologies . . . . .	17
4.2.2 Height & Massing Transition . . . . .	18
4.3 The Public Realm . . . . .	18
4.3.1 Streetscape . . . . .	18
4.3.2 Parks and Plazas . . . . .	19
4.4 Urban Design & Sustainability Features . . . . .	20
5. Policy Analysis . . . . .	24
5.1 Planning Policy Context . . . . .	25
5.2 2041 Regional Transportation Plan . . . . .	25
5.3 The City of Pickering Official Plan Edition 8, Office Consolidation 2018 . . . . .	26
5.4 Kingston Road Corridor & specialty Retailing Node . . . . .	28
5.4.1 Intensification Plan . . . . .	28
5.4.2 Draft Urban Design Guidelines 2019. . . . .	30
6. Supporting Studies . . . . .	32
6.1 Transportation . . . . .	33
6.2 Sun/Shadow Study . . . . .	36
7. Summary & Conclusion . . . . .	38

# LIST OF FIGURES

Figure 1: Aerial of Proposed Development Site Location.. . . . .	5
Figure 2: Kingston Road Corridor and Specialty Retailing Node Intensification Study: Whites Precinct Overall Massing . . . . .	7
Figure 3: Local Context Map . . . . .	10
Figure 4: Simplified Key Plan: Prepared by Weston Consulting, based on the Site Plan Prepared by Graziani & Corazza Architects . . . . .	15
Figure 5: Conceptual Site Plan: Prepared by Graziani & Corazza Architects . . . . .	15
Figure 6: Ground Floor Plan: Prepared by Graziani & Corazza Architects . . . . .	16
Figure 7: Underground Plan: Prepared by Graziani & Corazza Architects . . . . .	16
Figure 8: Ground Floor Plan: Prepared by Graziani & Corazza Architects . . . . .	17
Figure 9: Precedent Images of Streetscaping and Public Realm . . . . .	18
Figure 10: Precedent Images of Urban Parks and Plazas . . . . .	18
Figure 11: Preliminary Site Grading Plan: Prepared by WSP . . . . .	22
Figure 12: In development Rapid Transit Projects: Regional. . . . .	25
Figure 13: Pickering Official Plan: Land Use Structure Schedule 1 . . . . .	27
Figure 14: Kingston Road Corridor and Specialty Retailing Node Study Area Map . . . . .	28
Figure 15: Whites Precinct intensification Plan . . . . .	29
Figure 16: Whites Precinct Massing Strategy Whites Precinct Illustrative Master Plan . . . . .	30
Figure 17: Whites Precinct Massing Strategy . . . . .	30
Figure 18: Gateway Precedent: Marine Gateway, Vancouver, Canada [photo credits: Perkins+Will; UDG] . . . . .	31
Figure 19: Whites Precinct Built Form Plan . . . . .	31
Figure 20: Existing Area Road Network: Prepared by BA Group . . . . .	33
Figure 21: Existing Area Transit Network: Prepared by BA Group . . . . .	34
Figure 22: Future Whites Road GO Station: Prepared by BA Group . . . . .	34

# LIST OF TABLES

Table 1. Precedent Developments . . . . .	12
Table 2. Key Site Statistics . . . . .	16
Table 3. Parking Statistics . . . . .	16
Table 4. Unit Statistics . . . . .	16
Table 5. Building Heights . . . . .	17
Table 6. Key Setbacks . . . . .	17
Table 7. Proposed Land Use Breakdown . . . . .	19

# 1. INTRODUCTION

## 1.1 THE PROPOSAL

This Urban Design Brief [the Brief] has been prepared by Weston Consulting on behalf of Director Industrial Holdings Limited to illustrate the proposed master plan for the construction of a mixed-use development. The development site [the Site], is located at 603-643, 645 & 699 Kingston Road, in the City of Pickering. The proposal consists of 6 high-rise and 2 mid-rise towers across 5 podiums, and 4 townhouse blocks of 4 storeys. The scheme contains a commercial and office component, alongside an extensive residential offer.

This Brief is in support of applications for an Official Plan Amendment and Zoning By-law Amendment to facilitate the delivery of the proposed master plan. This report provides an overview of key urban design considerations and priorities advocated by the proposal. The Brief should

be read in conjunction with the Planning Rationale also prepared by Weston Consulting. It is acknowledged that a Draft Plan of Condominium and Site Plan application will be required to fully implement the proposed master plan, to be submitted separately at an appropriate future date.

A number of reports, plans and drawings have been prepared in support of the proposal. These include:

- The Architectural Package prepared by Graziani and Corazza;
- A Sun/Shadow Study prepared by Weston Consulting.
- Functional Servicing & Stormwater Management Report prepared by WSP
- Traffic Impact Study prepared by BA Group.



Figure 1: Aerial of Proposed Development Site Location.

2. MASTERPLAN  
VISION

### Intensification

The proposal contributes to the City of Pickering's vision for intensification through the delivery of a higher-density scheme consisting of a compatible mix of uses.

### Public Realm

The proposal will activate the public realm, reinforcing Kingston Road as a vibrant main street in Pickering. Commercial frontages will engage the pedestrian realm, reinforcing the street wall.

### Height and Massing

The proposal advocates the height and massing rationale contained within the Intensification Plan and reflects key priorities contained within the Pickering Official Plan with regard to best practice in site planning and design.

### Land Use

The proposal supplies a range of residential unit types across a spectrum of built form typologies. These are balanced by a significant commercial and office offer, contributing to a truly mixed-use scheme.

### Architecture & Built Form

The master plan envisions a bold and striking development to occupy the currently underutilized site on the periphery of a major Highway, transforming the site into a 'gateway' which features key attributes contributing to the planned new character for the City. A significant architectural feature will frame the intersection of Whites Road and Kingston Road.

### Landscape

The proposal facilitates the development of the green network in Pickering through the provision of an interlinked system of parks and plazas, promoting active uses, supporting health and wellbeing in the area.

### Transit

The proposal delivers a compact site design which supports active transportation linkages within the vicinity, connecting with higher order transit hubs such as the nearby Pickering GO Station.



Figure 2: Kingston Road Corridor and Specialty Retailing Node Intensification Study: Whites Precinct Overall Massing

3 . E X I S T I N G  
C O N T E X T A N A L Y S I S



## 3.1 EXISTING SITE CONDITIONS

The site is located south of Kingston Road in the City of Pickering. The site lies immediately north of Highway 401 and west of Whites Road North. The Durham Region Official Plan [DROP] identifies the site as being within a *Regional Corridor*. Under the City of Pickering Official Plan [POP], the site is designated as a *Mixed Use Corridor*. Currently occupying the linear 48,841m site are a Value Village and National Sports stores, and a strip mall with a variety of retail businesses, such as 24hr Fit Club, the Brick Mattress Store, But'N'Ben Scottish Bakery amongst others. These businesses are serviced by a large surface-level parking lot and are accessed via Kingston Road. The site is of relatively flat condition. The site currently has two vehicular access points: one adjacent to Steeple Hill to the north and another located near to the west corner of the site.

## 3.2 SURROUNDING CONTEXT

The 800-meter context map [Figure 3] shows a 10-minute walking distance surrounding the site. This area is occupied by a wide variety of uses. In the immediate vicinity of the property are commercial buildings, occupied by a variety of retailers and serviced by large surface-level parking lots. Low-rise residential neighbourhoods and schools border the periphery of the study area.

The overall built form and character of the area is typically commercial and industrial in nature along Kingston Road and Whites Road North, with low rise residential neighbourhoods located north of Steeple Hill and south of Highway 401. Highway 401 acts as a major barrier within the 800-meter boundary. The area has significant parking lots to service the commercial uses.

Significant features in proximity to the site are Highway 401, located south of the site and the Canadian National operated railway, north of Sheppard Avenue.

### Existing Transit

- Multiple bus routes operated by Durham Region Transit along Kingston Road, Whites Road North, Granite Court and Oklahoma Drive and Sheppard Avenue. Bus stops include the 110A&B, 120 and 193A lines.

- PULSE BRT route line 900 runs along Kingston Road.
- Metrolinx operated Lakeshore East Line runs south of the Highway 401. Pickering GO Station located 2km east of the proposed development site.

### Planned/Future Transit

- BRT Line
- Potential Whites Road GO Railway Station
- Metrolinx's Regional Express Rail

### Cycling and Pedestrian Routes

- A prominent cycling route runs along both sides of Kingston Road.
- Steeples Hill Park offers several cycling lanes and open green space
- Main sidewalks located along Whites Road North, Sheppard Avenue and Steeple Hill

### Green Space

Conditions in the local area are predominantly urban with a few green spaces and parks within the 800-meter boundary [10-minute walk] of the proposed site. The parks contain local walking trails and pedestrian connections to the surrounding area. Local parks within a 10-minute walking distance include:

- Steeple Hill Park [North]
- Ernie L. Stroud Park [North]
- Shadybrook Tot Lot [North]
- East Woodlands [Northwest]
- Bidwell Tot Lot [South]

Significant parks beyond a 10-minute walking distance include:

- Alton Forest [Northwest]

### Retail

The lands currently occupied by the site and surrounding are primarily commercial in nature. Adjacent lands are occupied by shopping clusters, which often share parking lots. North of the site at the intersection of Kingston Road

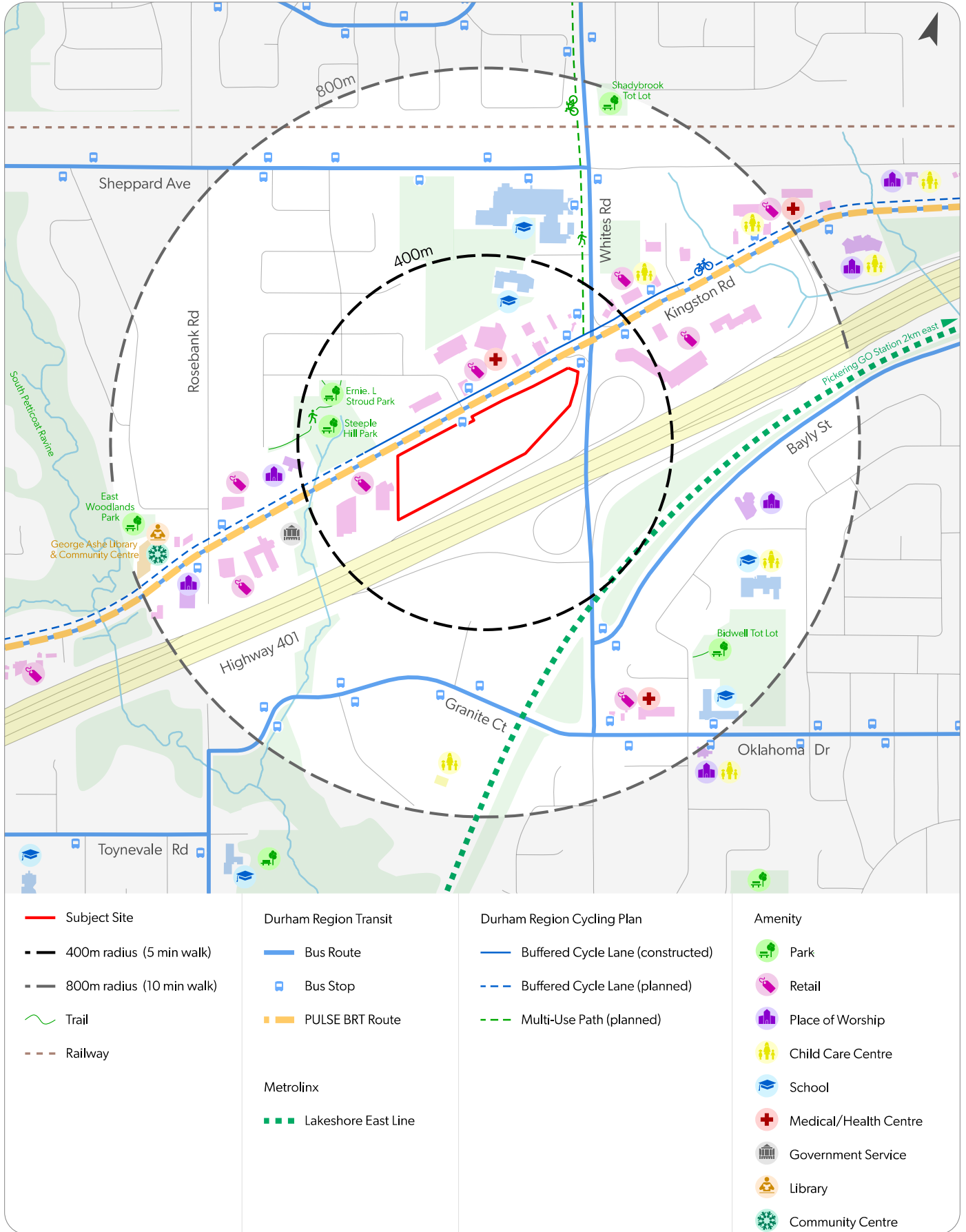


Figure 3: Local Context Map

and Whites Road North is a FreshCo grocery store and other retailers. To the west lies a large shopping area including several restaurant chains, liquor stores and automotive dealerships.

#### Places of Worship

Several places of worship lie within a 10-minute walk from the site, including the Revivaltime Tabernacle Worldwide Ministries and The Bridge Church to the west, and the Holy Redeemer Church to the southeast. Slightly outside the 10-minute walking boundary are the Bayfair Baptist Church and St Paul's on-the-hill Anglican Church to the east. All places of worship have their own parking.

#### Childcare Facilities

Two childcare facilities are located just outside of the 5-minute walk boundary from the site, including the Helping Hands Day Care and Preschool Canada.

#### Schools

The Fairport Beach Public School and Father Fénelon Catholic School are located southeast of the site on the opposite side of Highway 401. North of the site, south of Sheppard Avenue is the large Dunburton High School campus, including three separate school buildings.

#### Health Facilities

- Directly facing the site on the opposing side of Kingston Road is a Shoppers Drug Mart pharmacy. Further east, slightly out of the 10-minute walking boundary is a Denture Design Clinic.
- Community Facilities and Government Services.
- The site is serviced by Pickering Fire Station 2, slightly to the west along Kingston Road.

For a full list of local facilities and services, please see the Planning Justification Report submitted as part of these applications.

## 3.3 NEARBY DEVELOPMENT

- Directly facing the property on the north west intersection Kingston Road and Whites Road North, at 682 and 698 Kingston Road is a proposed zoning by-law amendment to construct a new Shell Gas Station with 8 gas islands, an associated convenience store and Tim Horton's with a drive-through and a 2-bay automatic car wash facility.
- A proposal for a 92 multi-unit building has been submitted, requiring a zoning by-law amendment for the properties at 550-552 Dunfair Street.
- Approximately 950m away from the subject property is a zoning by-law amendment to develop 82 stacked townhouse dwellings at 760 & 770 Kingston Road.
- 775 Kingston Road is looking to construct a car dealership with a ground floor area of 2,662 m<sup>2</sup>.

### 3.3.1 PRECEDENT DEVELOPMENTS

A number of pertinent precedent projects have been identified within Pickering and other municipalities. The precedent development detailed in Table 1 demonstrate similar characteristics to that of the proposed development in terms of proximity to a major highway, height, scale, massing and urban design quality. The development at 1294 Kingston Road, 1848 Liverpool Road & 1852 Liverpool Road indicates that development trends in the local area are leading towards high-rise intensification, with towers massed to frame major transit corridors. The tallest towers proposed in this development is 25 storeys. Of a similar scale and scope to the proposed development is the scheme located at 362 & 398 North Service Road [Fifth Wheel] in Grimsby. The multi-building development consists of 6 mixed-use towers ranging from 10 to 18 storeys in height.

Table 1. Precedent Developments

MUNICIPALITY	ADDRESS	APPLICATION TYPE	DESCRIPTION	LOT AREA [HECTARES]
1. Grimsby [Losani Homes]	362 & 398 North Service Road (Fifth Wheel)	Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision	<ul style="list-style-type: none"> <li>6 mixed-use apartment buildings comprised of 1247 residential units, and 5,334m<sup>2</sup> of employment space. These buildings are proposed to have the following heights: 18, 22, 12, 12, 10, and 14 storeys.</li> <li>38, 2.5 storey townhouse units, and 10, 3 storey back-to-back townhouse units; and,</li> <li>Approximately 1.4 hectares of parkland area</li> <li>A total of 1845 parking spaces are proposed on-site: 96 spaces for the townhouse units; 1559 for the residential apartment units, and 190 spaces for employment uses.</li> </ul>	5.929
2. Pickering [Universal City Six Developments Inc.]	1010 Sandy Beach Road	Zoning By-law Amendment	<ul style="list-style-type: none"> <li>Request to increase the maximum height permitted within Zoning By-law 7553/17 from 47m [approx. 15 storeys] to 74m [approx. 25 storeys], to facilitate the development of a 25-storey residential apartment building consisting of 286 residential units.</li> </ul>	0.4
3. Pickering [Pickering Harbour Company]	591 Liverpool Road	Official Plan Amendment and a Zoning By-law Amendment	<ul style="list-style-type: none"> <li>A mixed-use development consisting of two buildings with heights of 23 storeys containing a total of 498 apartment units with approximately 1,900m<sup>2</sup> of commercial space.</li> <li>This includes 539 parking spaces for residents, visitors and commercial uses, and 200 additional public parking spaces.</li> </ul>	2.42
4. Pickering [Altona Group]	1294 Kingston Road, 1848 Liverpool Road & 1852 Liverpool Road	Zoning By-law Amendment	<ul style="list-style-type: none"> <li>A mixed-use development consisting of two buildings with heights of 25-storeys and 12-storeys, and a row of seven 3-storey townhouses.</li> <li>A total of 391 units with approximately 850m<sup>2</sup> of commercial space.</li> </ul>	0.91



4 . D E S I G N  
A N A L Y S I S

## 4.1 THE SITE PLAN

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



Figure 4: Simplified Key Plan: Prepared by Weston Consulting, based on the Site Plan Prepared by Graziani & Corazza Architects

### 4.1.1 SITE PLAN OVERVIEW

The proposed development consists of a range of complementary built form typologies. A simplified site plan [Figure 4], provides a key plan for site orientation.

The site plan envisions the development of a 5 podium complex with 6 high-rise towers, 2 mid-rise buildings, and 4 blocks of 4-storey townhouses. The development will provide 236,128m<sup>2</sup> of residential space, supplying 2,884 units throughout the tower, podium and low-rise components of the scheme. Podium 2, 3 and 5 contain retail and commercial space, contributing to the development of a mixed-use neighbourhood. Podium 2, 3, and 5 propose retail frontage along Kingston Road. The total retail offering for the scheme is 2,232m<sup>2</sup> of floorspace.

Podium 5, located at the key intersection of Whites Road and Kingston Road, proposes retail frontage flanking both roads. Podium 5 occupies a prominent location on site, and additionally contains 4,448m<sup>2</sup> of office space. The 4 storey podium and 24 storey tower is fronted by a significant

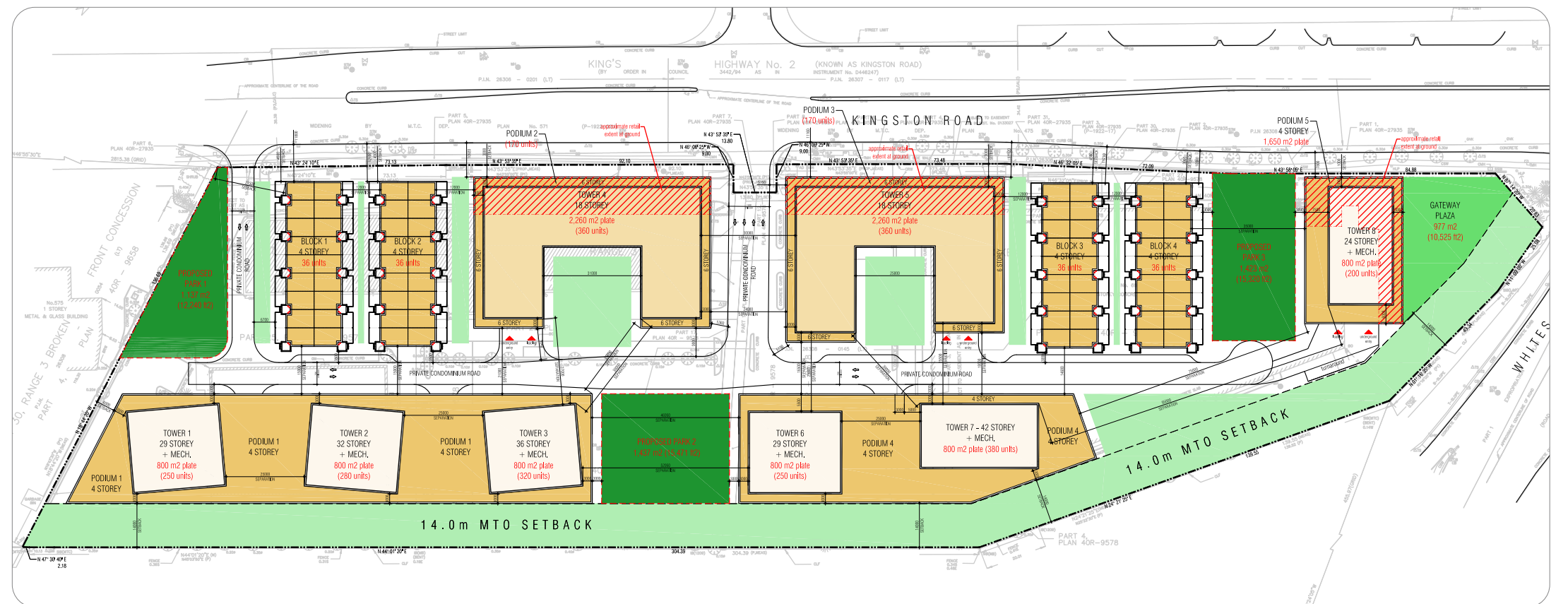


Figure 5: Conceptual Site Plan: Prepared by Graziani & Corazza Architects

continued on page 17...

Table 2. Key Site Statistics

		SITE STATISTICS
SITE AREA		48,539m <sup>2</sup>
FLOOR SPACE INDEX [FSI]		5.0
GROSS FLOOR AREA [Residential]	Podium 1-6	32,725 m <sup>2</sup>
	Tower 1-8	188,640m <sup>2</sup>
	Low Rise	14,763m <sup>2</sup>
	<b>TOTAL</b>	<b>236,128m<sup>2</sup></b>
GROSS FLOOR AREA [Retail]	<b>TOTAL [Podium 1-6]</b>	<b>2,232m<sup>2</sup></b>
GROSS FLOOR AREA [Office]	<b>TOTAL [Podium 5]</b>	<b>4,448m<sup>2</sup></b>
<b>GROSS FLOOR AREA TOTAL</b>		<b>242,808m<sup>2</sup></b>

Table 3. Parking Statistics

	PARKING FIGURES
Part 1 (Block 1&2, Podium 2, Tower 4)	586
Part 2 (Block 3&4, Podium 3&5, Tower 5&8)	804
Part 3 (Tower 1, 2 & 3)	836
Part 4 (Tower 6 & 7)	604
<b>TOTAL</b>	<b>2,830</b>

Table 4. Unit Statistics

	UNIT FIGURES
PODIUM 1-6	340
TOWER 1-8	2,400
MID RISE	0

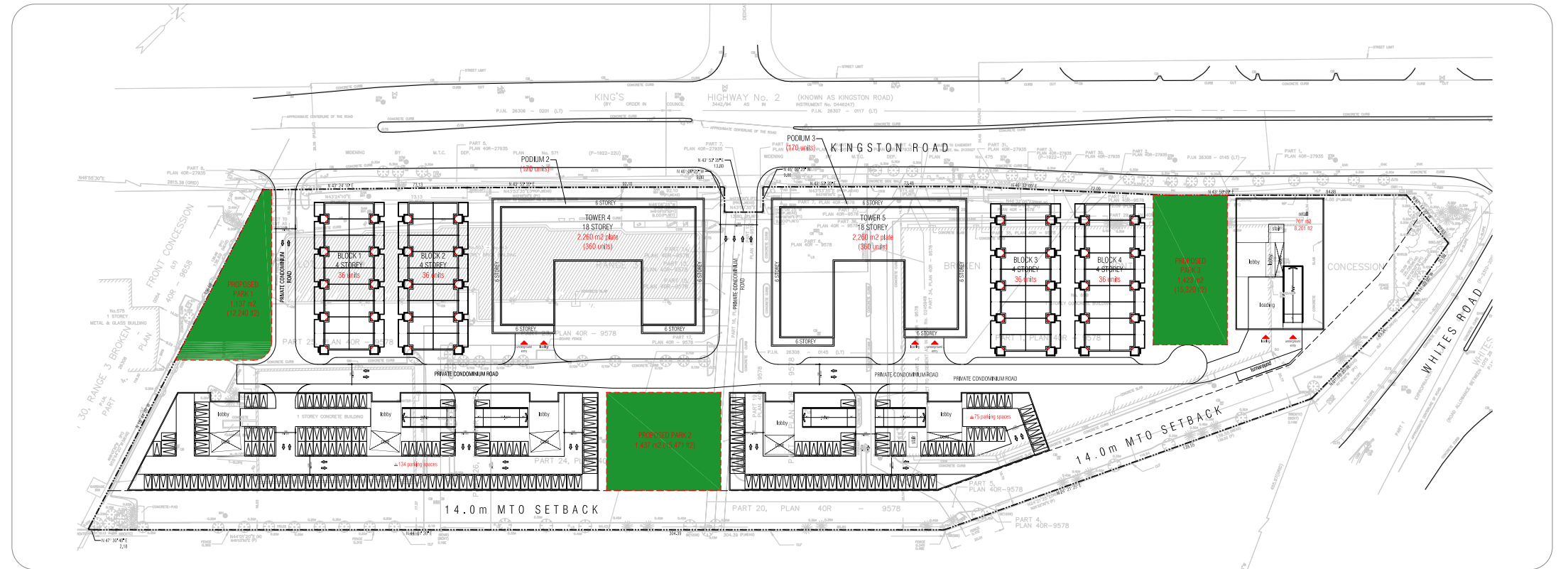


Figure 6: Ground Floor Plan: Prepared by Graziani & Corazza Architects

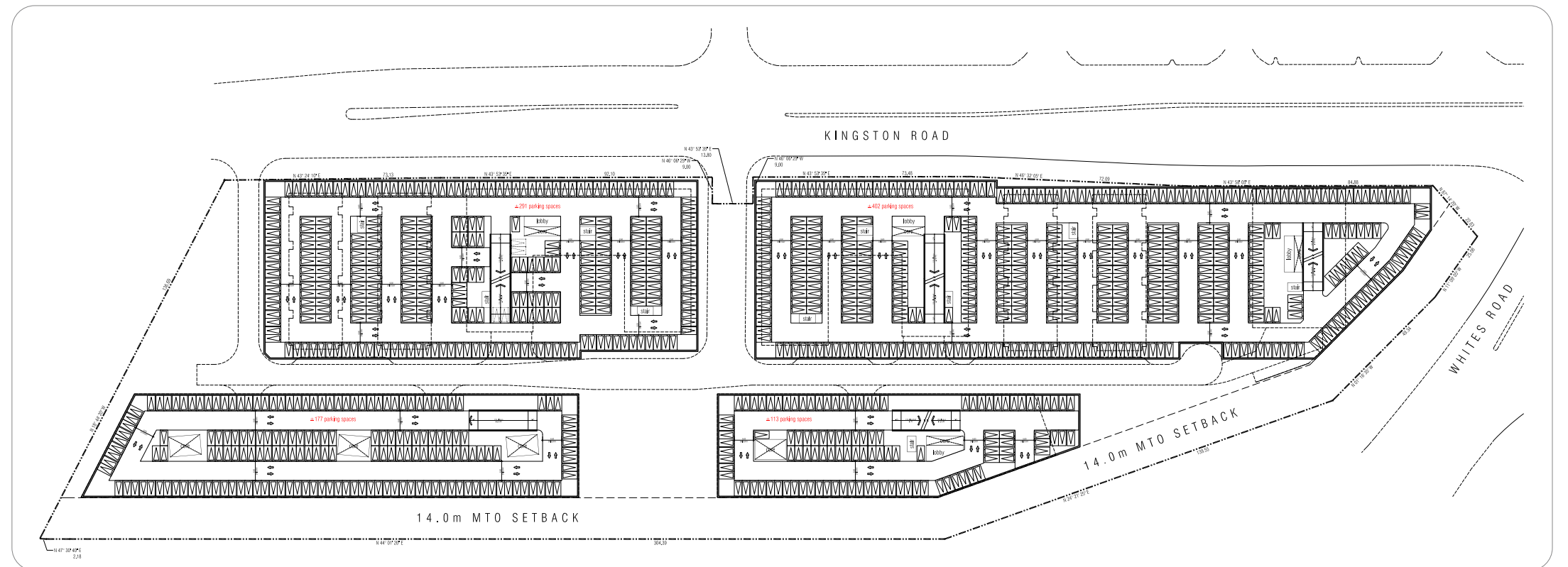


Figure 7: Underground Plan: Prepared by Graziani & Corazza Architects



pedestrian plaza, establishing a strong character for the area in line with intensification goals. The overall site plan establishes a finer urban grain than currently established on site and in the wider area. This breaks up the mass of the block, promoting new linkages and greater connectivity.

#### 4.1.2 SITE ACCESS

The scheme proposes 2 main access points to the proposed development site along Kingston Road. The main vehicular and pedestrian entrance bisects the middle of the site and provides a private condominium road east and west. The road links directly to the existing Steeple Hill Road connection, proposing a logical and efficient extension into the development block.

This connects to a secondary access point to the west along Kingston Road, terminating in a turnaround at the western edge of the site. This provides opportunities for future linkages to the site.

#### 4.1.3 SITE CIRCULATION

The proposed vehicular private condominium road enables adequate circulation throughout the site. The central road oriented east-west is flanked by proposed building frontages and lay-bys. This will be accompanied by pedestrian walkways and sidewalks connecting directly to the public realm. Services and loading will take place within the envelope of the buildings. A turnaround punctuates the north and south access roads on

the site, marking the arrival at the gateway plaza to the north east. This preempts the development of a future connection to the adjacent block to the south.

#### 4.1.4 PARKING

Substantial underground parking provision is included as part of the development proposal [see Table 3]. A projected 2,830 parking spaces is anticipated as part of this scheme. The majority of parking will be contained within underground parking structures, with some on-street parking provided flanking the road north-south. Additionally, parking structures will be contained within podium 1 and 4. Underground parking will be accessible via ramps leading from the main private

road, connecting to Kingston Road. Adequate barrier free spaces will be provided. Further details of parking facilities will be outlined at more advanced stages of the design process.

### 4.2 HEIGHT & MASSING RATIONALE

#### 4.2.1 PROPOSED TYPOLOGIES

The proposed development includes a range of building typologies which contribute towards a height and massing rationale for the scheme, ensuring a balanced and robust mixed-use scheme providing appropriate intensification along Highway 401. A significant gateway building is located at the prominent intersection of Whites Road and Kingston Road. This consists of a 24 storey tower [Tower 8] with a 4-storey

Table 5. Building Heights

	HEIGHT [STOREYS]	FLOOR PLATE
TOWNHOUSES BLOCK 1 - 4	4	n/a
PODIUM 1, 4 & 5	4	n/a
PODIUM 2 & 3	6	n/a
TOWER 1	25	800m <sup>2</sup>
TOWER 2	28	800m <sup>2</sup>
TOWER 3	32	800m <sup>2</sup>
TOWER 4	18	2,260m <sup>2</sup>
TOWER 5	18	2,260m <sup>2</sup>
TOWER 6	25	800m <sup>2</sup>
TOWER 7	38	800m <sup>2</sup>
TOWER 8	20	800m

Table 6. Key Setbacks

	APPROXIMATE SETBACK [METRES]
Block 4	3m [north]
Block 3	4.5m [north]
Podium 2 & 3	3m [north]
Block 1 & 2	4.5m [north]
Podium 5	1m [north]
Setback from Highway 401	14m [south]

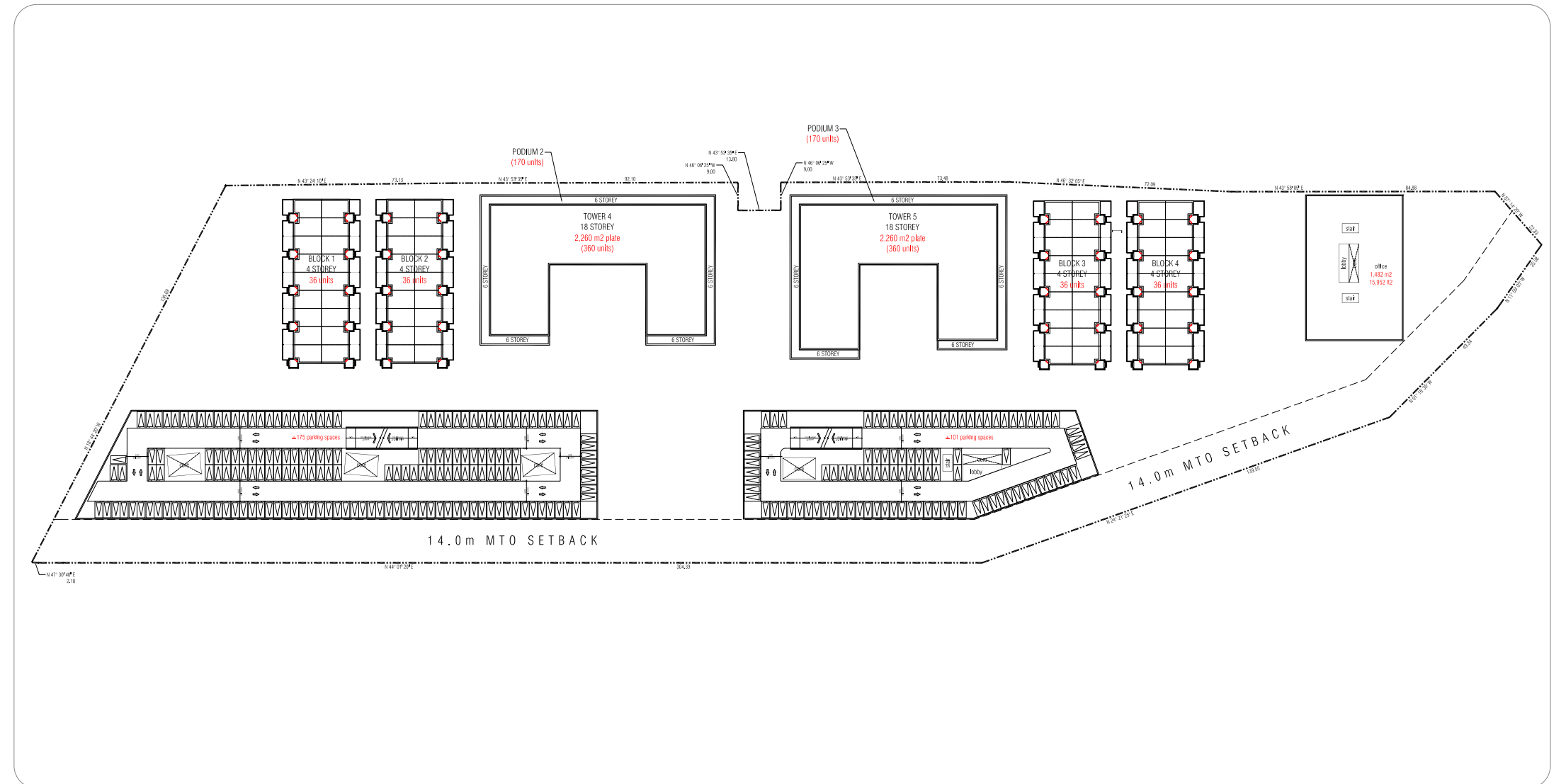


Figure 8: Ground Floor Plan: Prepared by Graziani & Corazza Architects

commercial area located within a 4-storey podium [Podium 5]. Podium 1 [4-storeys] is coupled with three high-rise towers [Towers 1, 2, and 3] ranging in height from 29 to 36 storeys, with frontage onto Highway 401 at the west side of the site. Podium 4 [4-storeys] is coupled with two high-rise tower [Towers 6 and 7], which are 29 and 42 storeys near the centre of the site. Towers 4 and 5 are “U”-shaped buildings and are located along the north property line, at the centre of the site. The two “U” shaped buildings are 18 storeys on top of 6 storey podiums [Podium 2 and 3] containing commercial frontages and represent the mid-rise core of the scheme. To either side of the mid-rise buildings lie two 4-storey townhouse blocks with stacked back-to-back units, representing the low-rise component of the proposal. The townhouses are separated by a 12 metre separation distance, occupied by a pedestrian laneway [details to be included at later stages of the design process]. The balance of typologies on site contributes to a varied residential offer in terms of type and tenure.

#### 4.2.2 HEIGHT & MASSING TRANSITION

Height and massing is concentrated along the Highway 401 frontage, measuring approximately 409.5m. Buildings along this frontage are buffered by a 14m setback from the property line at Highway 401. Massing and height is reduced towards Kingston Road. Maximum heights are focused at the intersection of Whites Road and Highway 401. The gateway building at the northern corner of the site represents a medium scale tower in the context of the scheme. This enables the main plaza to the site to remain visually accessible and within the pedestrian scale.

### 4.3 THE PUBLIC REALM

#### 4.3.1 STREETSCAPE

The proposal will significantly contribute to the activation of the public realm, reinforcing Kingston Road as a crucial mixed-use thoroughfare connecting the city to neighbouring regions. Active frontages containing retail and commercial uses will activate the pedestrian realm and reinforce the street wall through the provision of pedestrian circulation space and additional connections to the municipal sidewalk. A range of building typologies on site will contribute to the establishment of a varied and visually appealing streetscape, with pedestrian scaled podiums fronting main linkages.



Figure 9: Precedent Images of Streetscaping and Public Realm



Figure 10: Precedent Images of Urban Parks and Plazas

The concentration of height and density along Highway 401 significantly frames the road, adding legibility and a sense of place to the intensification area. The proposed towers are setback from the podium, mitigating wind impacts.

### 4.3.2 PARKS AND PLAZAS

A number of urban parks and plazas are proposed as part of the scheme. A large pedestrian plaza fronts the key gateway to the site, which may contain a variety of active uses to compliment the office and retail component of the gateway building. To the west of the gateway building, a rectilinear park [Park 3] is proposed at 1,423m<sup>2</sup> with frontage along Kingston Road. This provides connectivity from the public realm of Kingston Road to the interior of the site and provides green space for residents, workers and shoppers to enjoy. A large central park is proposed as an integral feature to the scheme. The park is proposed to be 1,437m<sup>2</sup> [Park 2], with frontage along Highway 401. A third, triangular-shaped park is proposed at the northwest edge of the site with minor frontage on Kingston Road. This abuts the proposed townhouses to the east. The network of parks and plazas established by the site plan ensures all residents and visitors have sufficient access to nearby, quality open space. This additionally contributes to urban greening and promotes the overall sustainability of the scheme.

## 4.4 URBAN DESIGN & SUSTAINABILITY FEATURES

The proposed site plan considers a range of sustainability features, responding to pertinent policy contained within the POP. Further to POP policy, the City wide Sustainable Development Guidelines [SDG] were published in 2007. The guidelines contain detailed illustrations of key sustainability measures, to be addressed at more advanced stages of the design process. In summary, the Sustainable Development Guidelines set out the sustainable development context in conjunction with the current planning framework covering neighbourhood level and site plan level. Guideline #2 [Appendix B] of the SDG contains detailed guidance as to sustainability criteria pertinent to rezoning applications. The guidelines are divided into the following categories:

- Pre-Consultation;
- Environmental Protection;
- Location of Development/Selection of Lands;
- Design of Development, Land use and Distribution;
- Design of Development, Density and Compact Built Form;
- Design of Development, Connections;
- Resource Efficiency; and,
- Evolution/Monitoring.

Sustainability is forefront within the primary principles of the Pickering Official Plan. The POP states that as part of the City's vision for future development in the City, the following should be taken into consideration:

*“Urban and rural sustainability acknowledges the City’s fundamental duality as both an urban and a rural place. The City’s urban area and rural area both contribute to the well-being of the community, and both must be sustained and enhanced over the long term.”*

The POP promotes walkability, transit supportive and compact development, integration of mixed-use development, sufficient distribution and supply of parks, open space and recreational facilities, alongside a healthy balance of residential type and tenure, as inherent factors of sustainable development into the future.

As such, the proposed development contributes to both the duality of the area’s character and the furtherance of sustainable communities in the following key ways:

- Offers a substantial amount of parkland to be accommodated on-site. This consists of 3 parks totaling 3,997m<sup>2</sup> and a landscaped plaza totaling 977m<sup>2</sup>. The total lands reserved for open space provision equates to 4,974m<sup>2</sup>.
- The site plan adequately utilizes future higher order transit planned along Kingston Road. This will include a BRT line and potential new GO Station at Whites Road. This is reinforced by new pedestrian linkages and cycling provision, promoting active transportation between the site and transit stations and stops.

Table 7. Proposed Land Use Breakdown [approx].

AREA [M2]	AREA [M2]	RUNOFF COEFFICIENT [2,5,10 YEAR]	RUNOFF COEFFICIENT [50 YEAR]	RUNOFF COEFFICIENT [50 YEAR]	RUNOFF COEFFICIENT [100 YEAR]	COVERAGE %
Impervious Roof Area	19,757	0.95	1.00	1.00	1.00	41%
Soft Landscaping	14,117	0.25	0.28	0.30	0.31	29%
At-Grade Impervious	14,665	0.95	1.00	1.00	1.00	30%
Total Site Area	48,539	0.75	0.79	0.80	0.80	100%

A stormwater management report was prepared by WSP in April 2020 to demonstrate stormwater related impacts of the proposed site plan. In summary, the report concludes that:

- Water quantity on site and outflow from the system will be controlled to below the pre-development runoff from the entire site and external area. This will be directed to the 1,238.5m<sup>3</sup> Brentwood Storm Tank subsurface storage system. This is to be located in the proposed park 2.
- Water quality will be maintained through oil/grit separator treatment train, sufficient to achieve enhanced levels of water protection through an associated subsurface storage system.
- Erosion control will be maintained through a minimum water reuse volume of 191.06m<sup>3</sup> - this will be provided through a subsurface storage system.
- Water balance volume between pre and post development conditions has decreased. The 5mm erosion control requirement has also been considered.

As indicated by WSP, the proposed development meets the intent of the City of Pickering Stormwater Management Design Guidelines. For further detail, please see the full Stormwater Management Report prepared by WSP, filed as part of this submission. Table 7 contains details of post-development conditions for a variety of land uses proposed as part of the development, including the impervious roof area, soft landscaping and at grade impervious areas.

An Urban Transportation Considerations report was prepared by BA group in April 2020, setting out the implications of the proposed development upon existing and future traffic and transit systems. The report broadly concludes that:

- The proposal satisfies the City Centre technical requirements for new roads, servicing and access;
- Establishes that the scale and compact nature of the development will not unduly impact travel times or cause extreme congestion, taking future transit expansion and additional capacity into account in the design; and

- Adheres to walkability guidelines set out in the intensification study through the provision of adequate crossings, walkways and public circulation space near to mixed-use frontages.

Please see section 6.1 of this Brief for further discussion.

A Functional Servicing report was prepared by WSP in April 2020 outlining the servicing and grading context of the site proposal, and identifying how the lands may be developed. The reports provides details on phasing, site grading, stormwater management, sanitary drainage and water supply. The report provides a list of potential opportunities for grading and servicing on site, in consideration of the proposal. These consist of the following:

- *Boundary grades will generally be matched.*
- *Road grades will generally range between 0.5% and 2.5%.*
- *Storm flows from the site will be directed to on-site drains and directed to a stormwater management facility under the proposed park between Podium 1 and Podium 4. The stormwater management facility will provide quantity, quality, erosion and water balance requirements.*
- *The overland flows for up to the 4 hour 25mm storm event will be detained internally on site using the various water retention methods described in the SWM report. All overland flows over this regulated volume will continue to approximately follow the existing travelled path to the south of the site flowing and discharging adjacent to Highway 401, ultimately contributing to Petticoat Creek.*
- *There is an existing storm sewer in an easement on site that will need to be relocated to facilitate the proposed development.*
- *Sanitary Flows from the site will be discharged through a new connection into the relocated sanitary sewer which is currently located within an on-site easement.*
- *The development is located in Region of Durham pressure district Zone 1A. There is an existing 400mm watermain of the north side of Kingston Road. Domestic and Fire Lines will be extended from this existing watermain to provide water service for the site. The water system within the underground parking structure will be designed by the mechanical consultant to meet the Ontario Building Code.*

Please see the full Functional Service Report for further detail, submitted as part of these applications.

In summary, the aforementioned technical reports justify that sustainability criteria have been suitably addressed by the proposal and support the overall sustainability of the scheme. The proposal fulfills broad POP policy and Sustainability Guidelines of the City of Pickering. The following discussion provides a narrative on the overarching sustainability features of the proposed development:

Environmental Protection

Adequate environmental protection measures have been addressed with regard to section 2.0 Environmental Protection of the SDG. Objectives of the PPS and CA regulations have been duly met. A Storm Water Management Report prepared by WSP (April 2020) addresses ground water protection, water quality, stormwater runoff, and erosion and sediment control. The proposal establishes a net environmental gain through the delivery of 4 open spaces, and provides sufficient permeability through site maximization and design. The total lands reserved for open space provision equates to 4,974m<sup>2</sup>. This consists of 3 parks and a 'gateway' plaza at the strategic northeast corner of the site. The open spaces are proposed to be the following:

- Park 1: 1,137m<sup>2</sup>
- Park 2: 1,437m<sup>2</sup>
- Park 3: 1,423m<sup>2</sup>
- Gateway Plaza: 977m<sup>2</sup>

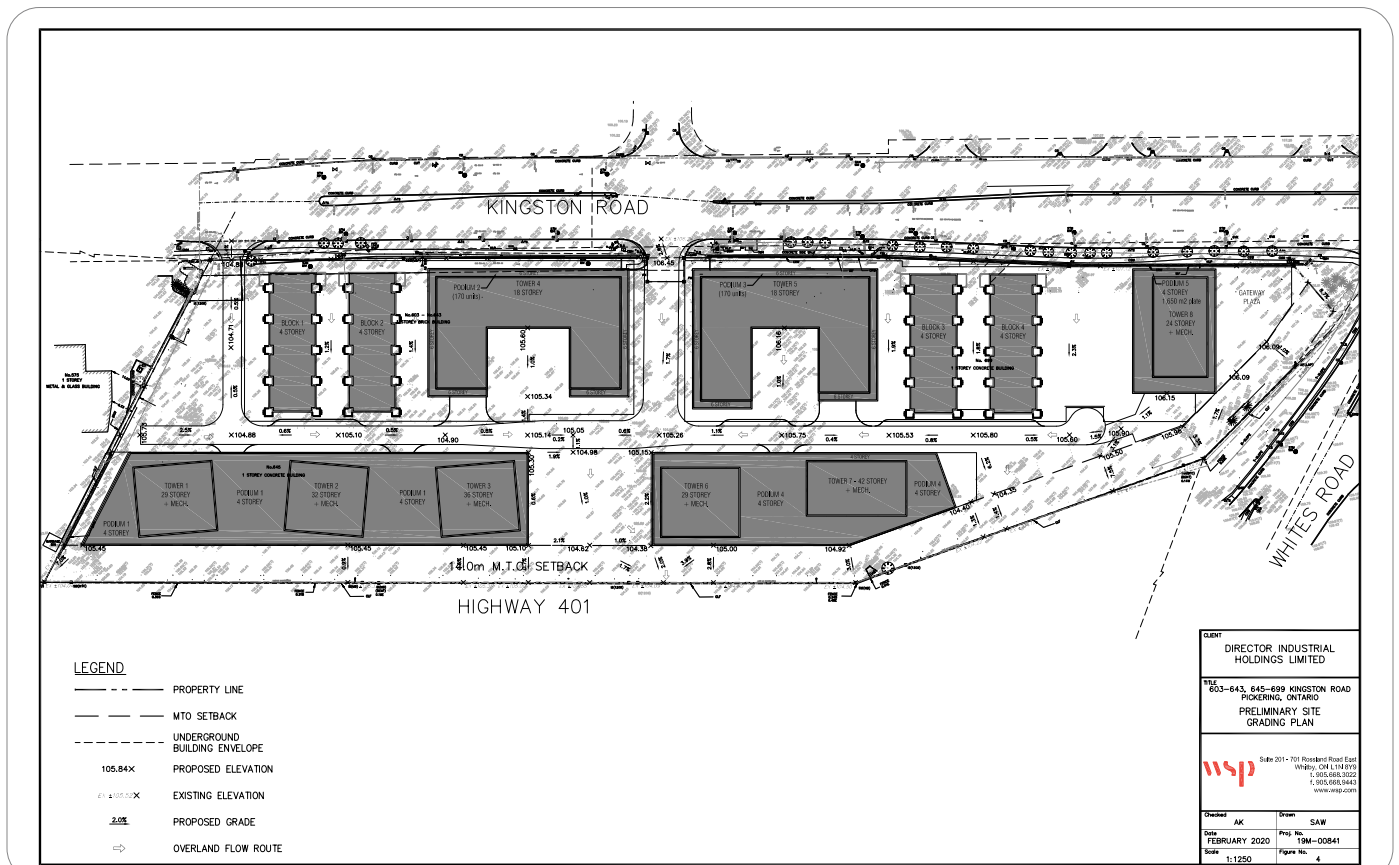


Figure 11: Preliminary Site Grading Plan: Prepared by WSP

### Location of Development/Selection of Lands

The proposal is appropriately located for the site context, maximizing an underutilized site. This responds to direction contained within section 3.0 of the SDG.

### Design of Development – Land Use and distribution

The proposal delivers a scheme containing an appropriately scaled mix of uses at the optimum concentration for the site context. The site design is compact and affords greater opportunities to connect with existing social infrastructure, while simultaneously expanding the housing offer in the area and activating commercial streetscape environments along Kingston Road. The proposal duly considers guidance contained within section 4.0 of the SDG.

### Design of Development – Density and Compact Built Form

The proposal provides a mix of new residential and commercial densities within the context of the neighborhood plan level, in accordance with guidance contained within section 5.0 of the SDG. The proposal delivers the required minimum floorspace for commercial and mixed-use new development at optimum densities within the framework for the future intensification of the area.

### Design of Development – Connections

In-line with guidance contained within section 6.0 of the SDG, the proposal establishes a finer urban grain and integrated street network on the site. This will reinforce the existing transportation network and encourage alternate modes of transportation through new walkway access and bicycle facilities. Public realm and transit facilities will be directly accessible from the interior of the site, with the vast majority of parking contained in underground parking facilities. The site plan accounts for future higher order transit services planned along Kingston Road. This will include a BRT line and potential new GO Station at Whites Road.

### Design of Development – Pedestrian Oriented Development Resource Efficiency

The proposal promotes sustainable placemaking through the provision of streetscape amenities including future street tree planting and street furniture designed to enhance safety, weather protection and maximize the pedestrian experience. Appropriate building to ROW ratios have been observed and the organization of commercial frontages located along major streets. The site will be adequately supported by both existing and planned commercial convenience services. Guidelines contained within section 7.0 of the SDG have therefore been adequately integrated into the proposed site design.

### Further criteria to be addressed at the Site Plan Application Stage:

- Sidewalk design and minimum widths of 1.5m;
- The location and design of integrated bike lane infrastructure;
- Long-term implications strategy for development impacts;
- Address strategies for the reduction in pesticide and fertilizer use; and
- The planting of native species and maintenance requirements.

The site is not subject to sustainability criteria that apply to sites located within the Oak Ridges Moraine Plan or Greenbelt Lands.

5 . P O L I C Y  
A N A L Y S I S



## 5.1 PLANNING POLICY CONTEXT

The following discussion outlines key planning policy documents pertinent to the proposed master plan, prepared by the Durham Region and the City of Pickering. This includes supplementary guidance contained within transportation and urban design guidelines. This discussion includes:

- 2041 Regional Transportation Plan For the Greater Toronto and Hamilton Area [Metrolinx 2018]
- The City of Pickering Official Plan [2018 - currently under review]
- Kingston Road Corridor and Specialty Retailing Node Study [2019]:
  - Intensification Plan
  - Draft Urban Design Guidelines

## 5.2 2041 REGIONAL TRANSPORTATION PLAN

The 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area was developed in 2018 to establish the vision for the ongoing growth of the transportation network. The central goals of the 2041 RTP are to help guide the development of “*strong connections, complete travel experiences, and sustainable and healthy communities.*” The 2041 RTP takes its initiative from goals contained within *The Big Move* for the region. To facilitate this vision, the RTP contains recommendations to achieve these goals, chiefly by:

- “*providing even more people with fast, frequent and reliable transit;*
- *integrating fares and services to allow people to move seamlessly across the region;*
- *designing communities, transit stations and Mobility Hubs to support transit use and active transportation; anticipating and preparing for integrated mobility systems that use emerging transportation technologies and business models;*
- *using parking demand strategies to encourage car-sharing and other modes besides the car;*

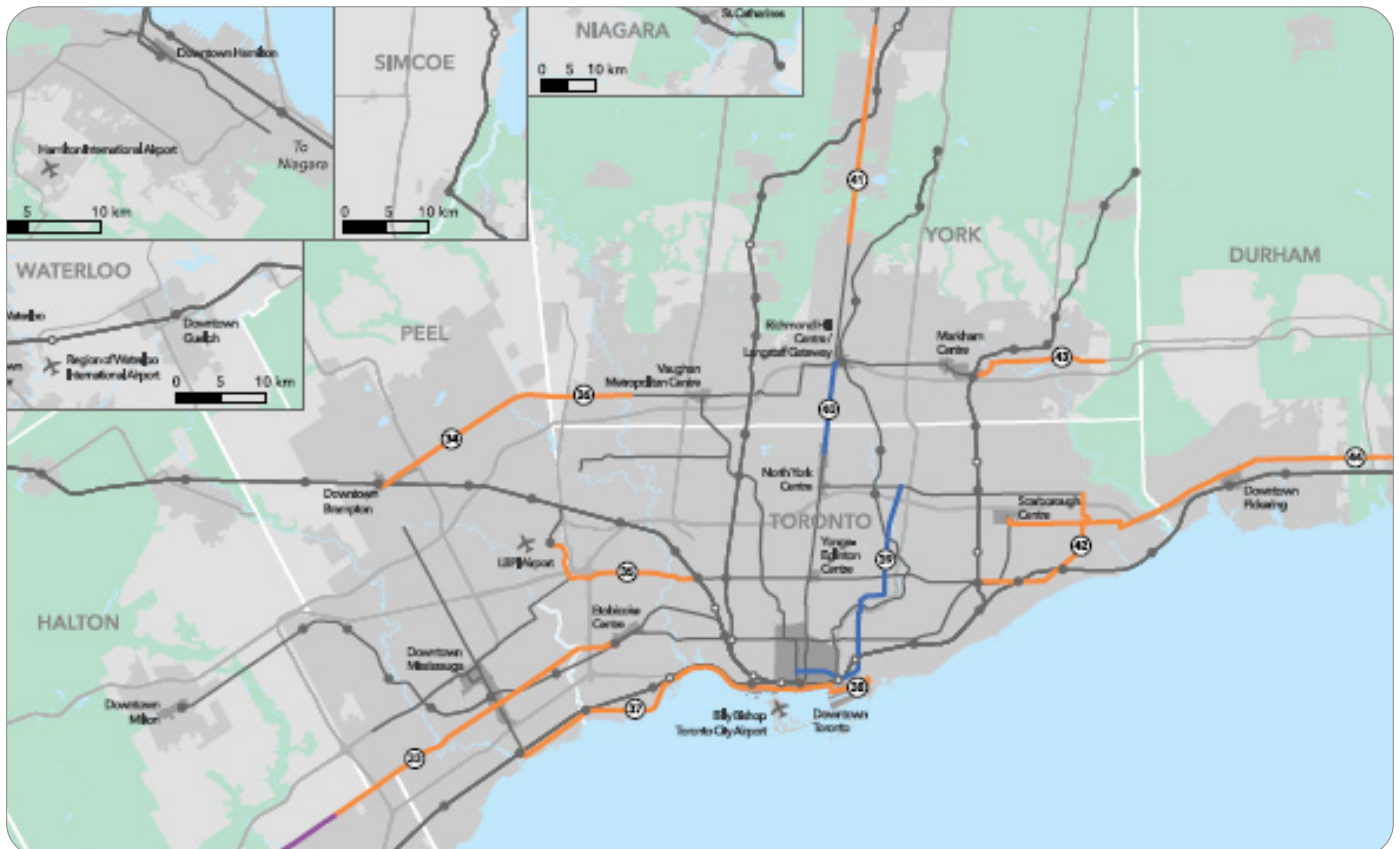


Figure 12: In development Rapid Transit Projects: Regional

## 5.3 THE CITY OF PICKERING OFFICIAL PLAN EDITION 8, OFFICE CONSOLIDATION 2018

- *addressing the beginning and end of a traveller's journey—the first- and last-mile;*
- *optimizing the use of roads and highways to support transit and goods movement; and*
- *embedding design excellence, sustainability and universal access in transit planning."*

Pickering lies at a crucial location for transportation infrastructure improvement. Alongside the existing Pickering GO Station, a number of network and servicing improvements are planned for the area, including:

- Whites Rd. Priority Bus (Highway 407 – Pickering GO)
- Bayly Priority Bus (Pickering GO – Whitby GO)
- Construction of a fully enclosed pedestrian bridge across a 14-lane section of Highway 401, connecting pedestrians to the Pickering GO station and to new City Centre office development.

The proposed master plan supports the objectives outlined in the master plan in the following key ways:

The master plan proposes to strengthen the relationship between land use planning and transportation. The relationship between intensity of development and transport infrastructure provision should develop incrementally and in tandem. As such, the proposal seeks to provide intensification through the delivery of a robust massing strategy which offers a balanced mixed-use scheme. The site is well supported by nearby transit linkages such as the Pickering GO station and bus networks. To facilitate and strengthen the transit network in the area, the proposal envisions a pedestrian-friendly design. The proposal promotes healthy communities through the provision of interconnected open spaces that front the public realm along Kingston Road, connecting to nearby transit facilities. Pedestrian and cycle linkages will maintain a focus on accessible design support the efficient and safe mobility of residents, workers, and facilitate the flow of goods. The scheme aims to support a range of travel options, including active transportation such as cycling and walking. This will build on the existing cycling network such as the buffered lane running along Kingston Avenue [Figure 3]. Overall, the density and permeability of the proposed master plan will support strategic future investment in the transportation system, including the wider City of Pickering and Durham Region.

The City of Pickering Official Plan [Edition 8, October 2018, 'POP'] is reflective of the overarching goals of the Region of Durham to support sustainable methods of growth in the City. The chief aims of the Official Plan relate to:

- evolving needs
- healthy settings
- urban and rural sustainability
- unique community
- global connectivity

In addition, the POP establishes the principle purposes of the Official Plan as: "...promot[ing] a complete community by sustaining healthy urban, rural and ecological systems, and facilitating beneficial and supportive interactions amongst these systems."

The subject lands are within a Mixed Use Areas - Mixed Corridor designation, in accordance with Schedule I – Land Use Structure - of the POP, which reflects its designation as a Regional Corridor in the Durham Region Official Plan. The POP, 'Land Use Structure' Schedule designates the proposed development site as a specialty retailing node within the Kingston Road Corridor and Specialty Retailing Node Study Area, subject to intensification guidelines. It is located within the Whites Precinct. Part 4 of the POP contains detailed design considerations. The following discussion outlines key elements of the proposed master plan with regard to best practice in urban design:

### Community Image

The proposal will support the development of a new, sustainable neighbourhood which reinforces the future planned context of the area and makes efficient use of the large site. The master plan seeks to develop strong linkages throughout the site which connect to existing neighborhoods and provide new retail and office space. The bold design will establish new community design measures for the gateway.

### Design with Nature

The proposal seeks to maintain and enhance links to surrounding greenspace through the extension of green space throughout the master plan. Extensive park provision on site establishes a network of parks, including a significant gateway plaza. These will satisfy functional requirements such as screening, shading,

sound attenuation and wind buffering for the comfort of pedestrians and cyclists. Key open areas such as the central park will serve as placemaking focus.

#### Views and Vistas

The master plan builds on opportunities to establish new views and vistas, The hierarchy of built forms establishes a visually appealing skyline which will bring architectural definition to the intensification node. Open and green spaces will be well defined by the built forms, providing a sense of arrival while maintaining privacy.

#### Streetscapes

The master plan proposes an accessible scheme which prioritizes pedestrian circulation on and around the site. The municipal sidewalk will be enhanced by commercial frontages and will be directly accessible from the proposed new private road. Where sidewalks abut buildings and near to main building entrances, awnings and overhangs will be considered at more detailed stages of the design process, enhancing the streetscape and providing weather protection. Appropriate signage and lighting will be provided throughout, particularly illuminating key buildings such as the gateway feature.

#### Human Scale

The massing of the buildings retain the human scale through the provision of 4 and 6 storey podiums in conjunction with higher-rise elements. The massing rationale responds to neighboring future development, creating a transition in height which corresponds to the Highway and proposed street widths, providing an appropriate sense of enclosure. Retail frontages will further animate the pedestrian realm.

#### Design of Buildings

The proposed buildings form a comprehensive strategy creating a balanced master plan which provides a range of housing and building types. Continuous building facades and articulated podiums will frame streets and sidewalks. Gateway buildings and main entrances to the site reflect the significance of their siting on the street through appropriate design and orientation.

#### Personal Security

An important part of community design is to foster a high level of personal security. The master plan supports security measures through the design of open space which is visible and open to informal surveillance by users of the space and occupants of neighbouring buildings. Unobstructed views are encouraged throughout the site design.

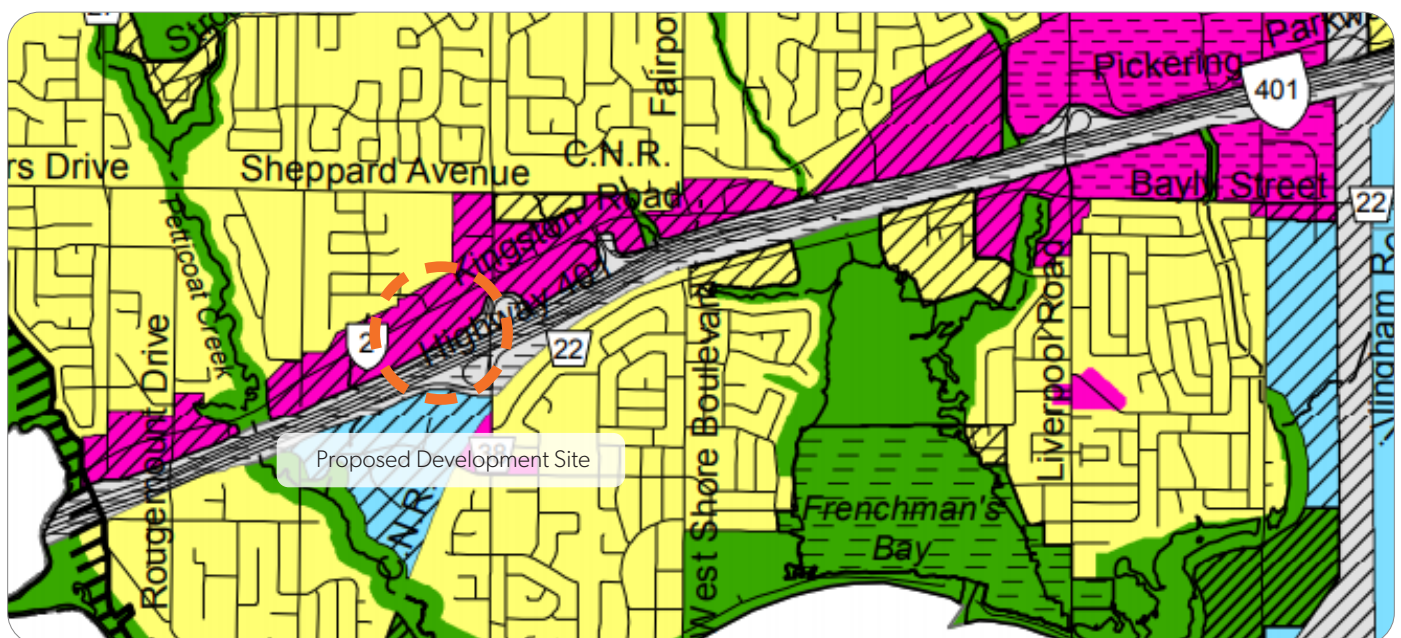


Figure 13: Pickering Official Plan: Land Use Structure Schedule 1

## 5.4 KINGSTON ROAD CORRIDOR & SPECIALTY RETAILING NODE

The proposed development is located within the Kingston Road Corridor and Specialty Retailing Node Study. It is located within the Whites Precinct, and subject to intensification and urban design guidelines. The study was conducted in phases. Phase 3 included the publication of the Intensification Plan and Urban Design Guidelines.

### 5.4.1 INTENSIFICATION PLAN

The Intensification Plan contains strategies and goals to guide the future development of the intensification node. The Durham Regional Official Plan designates Kingston Road as a *Regional Corridor*. It is also designated as a *Mixed Use Area – Mixed Corridor* in the POP, as does the Specialty Retailing Node [Mixed Use A – Residential/Retail/Office, with a Preferred Office Location overlay identified in the east portion of the subject lands]. As such, Kingston Road was identified as a primary location for intensification. In summary, the vision for the intensification of Kingston Corridor includes:

- The creation of sustainable placemaking, linking the green network and building communities centered on public open space;
- Supporting walkability through an integrated street network;
- Promoting livable communities which are urban and transit supportive. Buildings will be pedestrian orientated and respect the human scale;
- Supporting the character of the node as a destination for shopping and a place of employment, with a mix of retail and commercial services; and
- Intensification which support the node as a regional and local multi-nodal connector. With particular relevance to the proposal is the gateway plaza at Whites Road and Kingston Road.

With regard to the mixed use designation for the Whites Precinct, the area is envisioned to provide an array of uses and densities with a projected generation of 2,536 jobs and 7,622 residents. The priority for Whites Precinct is to reinforce identity of the corridor as a major 'high street' that incorporates employment, business

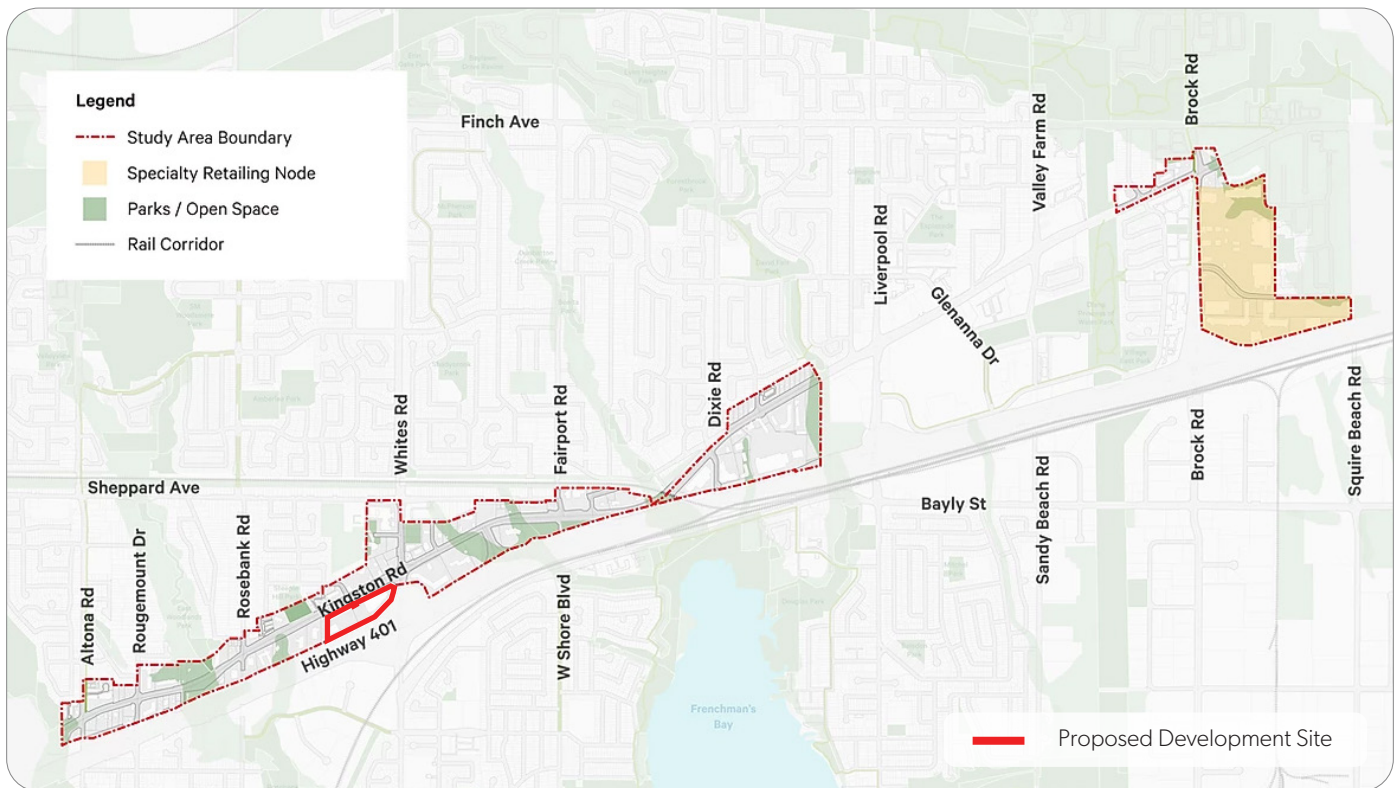


Figure 14: Kingston Road Corridor and Specialty Retailing Node Study Area Map

and retail activity. A varied mix of uses will support a concentration of opportunities for residents to “live-work-play in close proximity”. This will be achieved through the establishment of retail storefronts, enhanced boulevard treatments and an improved quality of public realm.

The proposed development responds to the goals and objectives contained within the Intensification Plan for the Whites Precinct in the following key ways:

Land Use and Built Form

The master plan proposes a scheme aligning with the massing and intensification rationale for the area. Density is concentrated along Highway 401. A significant gateway building and plaza is imaged at the key intersection of Whites Road and Kingston Road. The circulation rationale will link residents and workers to nearby office hubs including to local transit links connecting with the Pickering GO Station. This will help support a robust local economy establishing the precinct as a secondary higher density node.

Placemaking

The master plan is designed to promote and accommodate future intensification in a manner which supports both transit infrastructure expansion and an increased residential population. A network of parks and publicly accessible private spaces defines the scheme and contributes to the permeability of the site. These will link pedestrians on and around Kingston Road with existing green space such as Steeple Park, Ernie L. Stroud Park and the South Pickering Ravine network. Primary active frontages are concentrated along Kingston Road and at the gateway plaza.

Connectivity

The proposed master plan integrates future linkages to connect to neighbouring development blocks. The overall circulation on site promotes accessibility throughout the block, breaking up the large scale of the parcel. The main access road to the site acts as an extension of the exiting connection at Kingston Road leading from Steeple Hill Road.

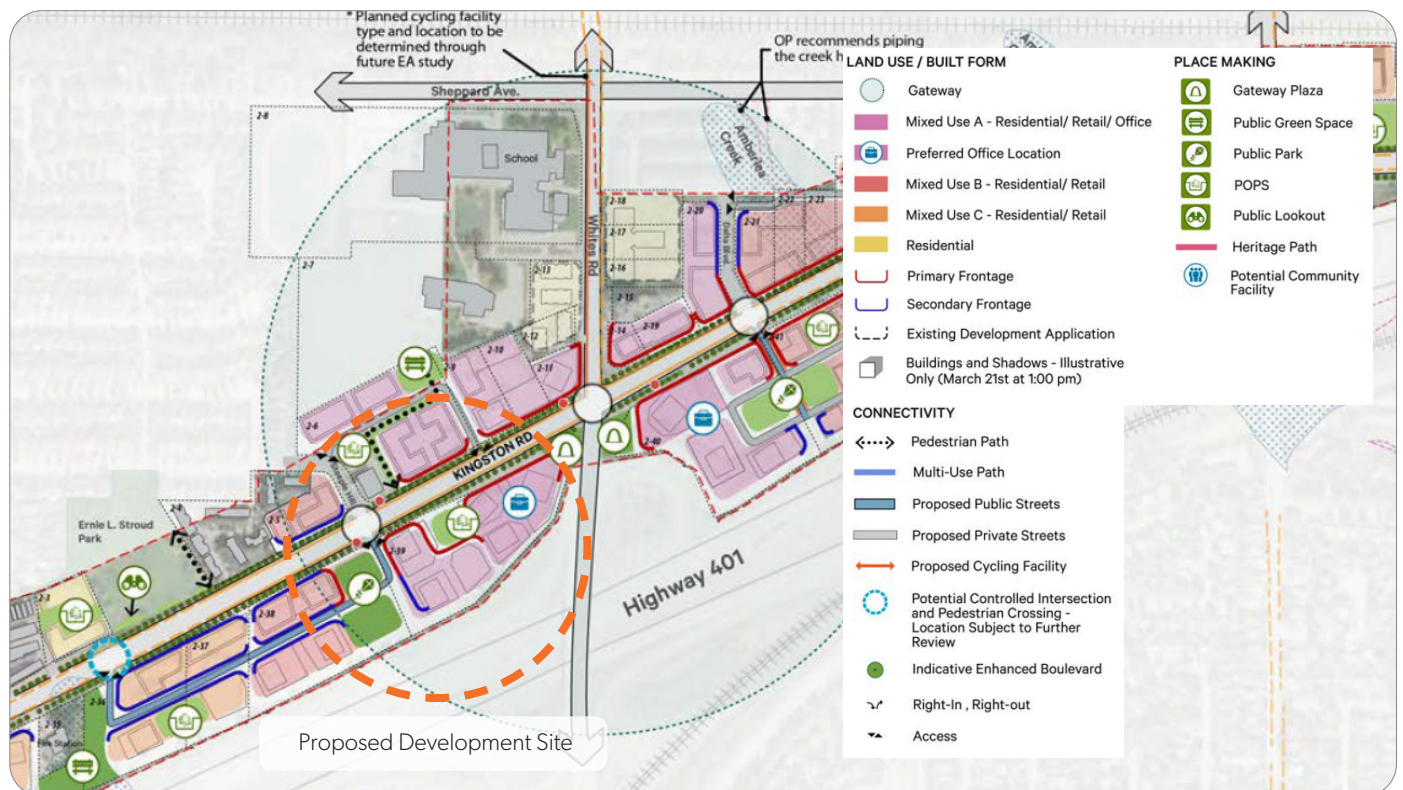


Figure 15: Whites Precinct intensification Plan

## 5.4.2 DRAFT URBAN DESIGN GUIDELINES 2019

The Urban Design Guidelines [UDG] supplement the Intensification Plan framework, containing site specific guidance on best practice with regard to the future development of the Intensification area.

The Whites precinct is centred around the prominent gateway feature at the intersection of Kingston Road and Whites Road. The UDB envisions that the greatest height and density will be concentrated here. Density will cascade east and west of the intersection, leading

to lower rise built forms at the northern perimeter near to existing community facilities and adjacent to low-rise residential neighbourhoods. As the Whites Precinct typically consists of large blocks, primary retail frontage concentrated along the northern and southern sides of Kingston Road and gateway area will help to retain the pedestrian scale of blocks. A key access point is imagined at the intersection of Kingston Road and Steeple Hill Road. The Illustrative master plan envisions that: *“coupled with increased heights and densities, this*

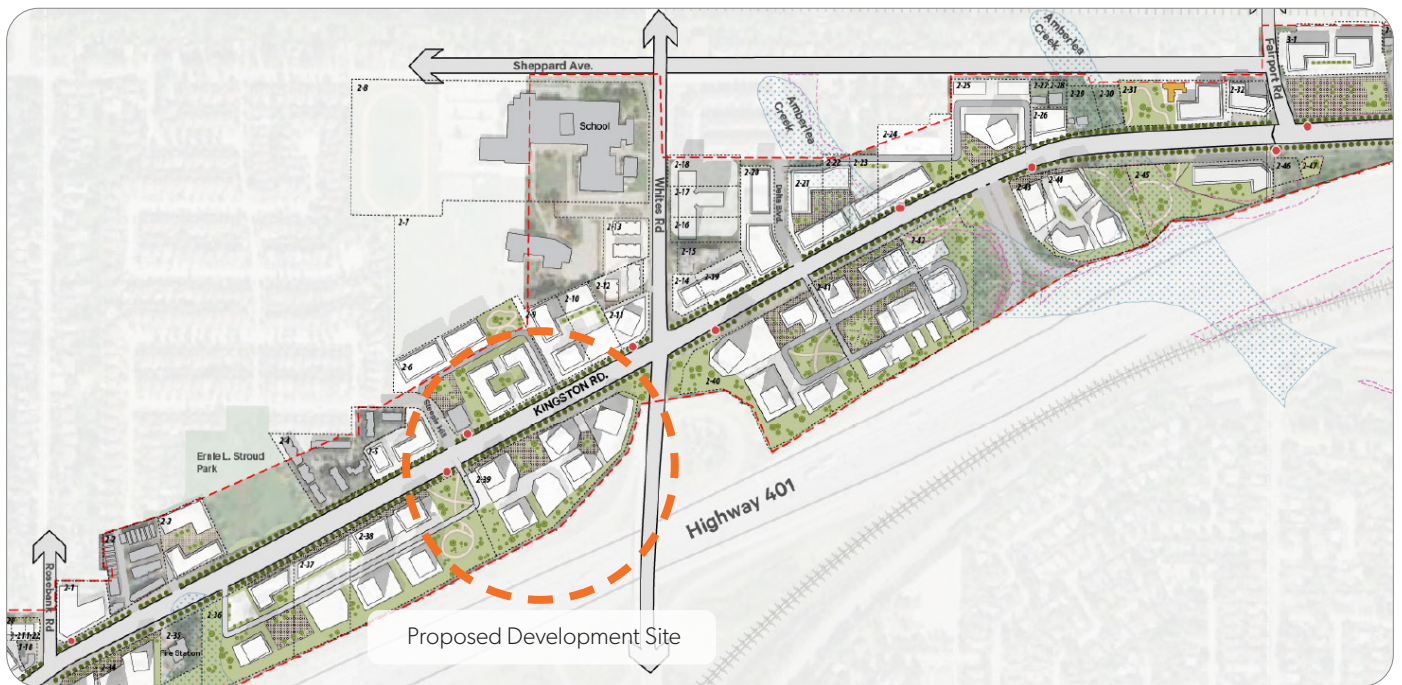


Figure 16: Whites Precinct Massing Strategy Whites Precinct Illustrative Master Plan



Figure 17: Whites Precinct Massing Strategy

will help to create an vibrant commercial district which attracts a significant amount of pedestrian foot traffic.”

The proposed master plan responds to the design guidance contained within the UDG in the following key ways:

The site plan is structured in manner which breaks up the block; a central east-west private road bisects the site. Buildings are orientated to frame major streets, with

human-scaled, active podium frontages integrated with the pedestrian realm. Buildings are adequately setback from one-another and from the property line, maintaining a 14m buffer from Highway 401. Surface parking will be minimized by containing the majority of parking in underground parking levels and within the building envelope of podiums 1 and 4. Loading and utilities will be contained within the buildings themselves, maintaining access to the primary private road while being adequately screened from the public realm. Landscape design will serve to promote sustainability and to integrate the buildings within the site.

The scheme additionally provides a range of compatible building types at a variety of scales to frame open space. The proposal contributes to place-making in the area through the provision of a substantial gateway plaza as a key feature of the scheme for visitors arriving from the south. This will enhance the incidence of POP’s within the Whites Precinct area. This will be designed using striking architectural features to help establish a contemporary and bold character for the precinct. The network of parks and open spaces established in the master plan aims to provide a green link with nearby natural heritage features and existing parks.



Figure 18: Gateway Precedent: Marine Gateway, Vancouver, Canada [photo credits: Perkins+Will: UDG]

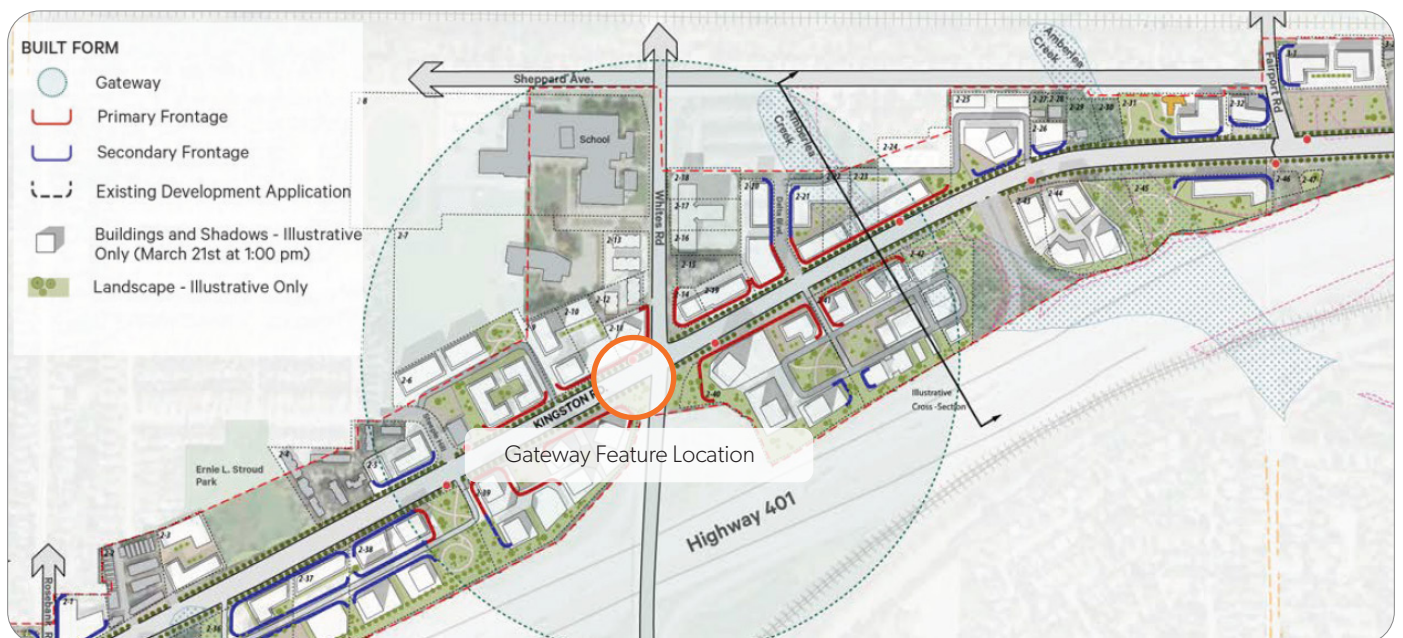


Figure 19: Whites Precinct Built Form Plan

6.SUPPORTING  
S T U D I E S



## 6.1 TRANSPORTATION

An Urban Transportation Considerations [UTC] report was prepared by BA Group in April 2020 to highlight key transportation impacts of the proposed development on the surrounding context. This includes an analysis of impacts upon vehicular, public transit, pedestrians and cycle infrastructure and capacity. In addition, the Transportation Demand Management Strategy for the site plan has been addressed to outline measures taken through design and management to reduce the number of private automobile based trips and promote more active, sustainable modes of transportation. Trip generation forecasts were based on intensification figures associated with the delivery of the proposed development, as follows:

- 7,622 residents
- 2,536 additional jobs
- Approximately 2,077 residential units; and
- 7,933 m2 of additional retail floorspace GFA on-site.

These figures are based on the increase in density within the Whites Precinct area that is recommended in the

Kingston Road Corridor and Specialty Retailing Node Intensification Study.

The proposed development has transit supportive attributes which will benefit the wider area. The density proposed is considered to be sufficient to support a new potential GO Station on Whites Road [see Figure 21], as discussed in the report below:

*“While Metrolinx’s 2016 initial business case concluded that a new GO Transit station should not be constructed at Whites Road, a review of the potential density for the area based on the City of Pickering’s intensification study and proposed site plan concluded that the forecast densities for the area would satisfy the Metrolinx Mobility Hub Guidelines’ density target of 50 – 200 P+J/ha for areas served by Regional Rail. Therefore, the potential Whites Road station should be reconsidered, which would provide enhanced regional service for the Site and complement the BRT.”*

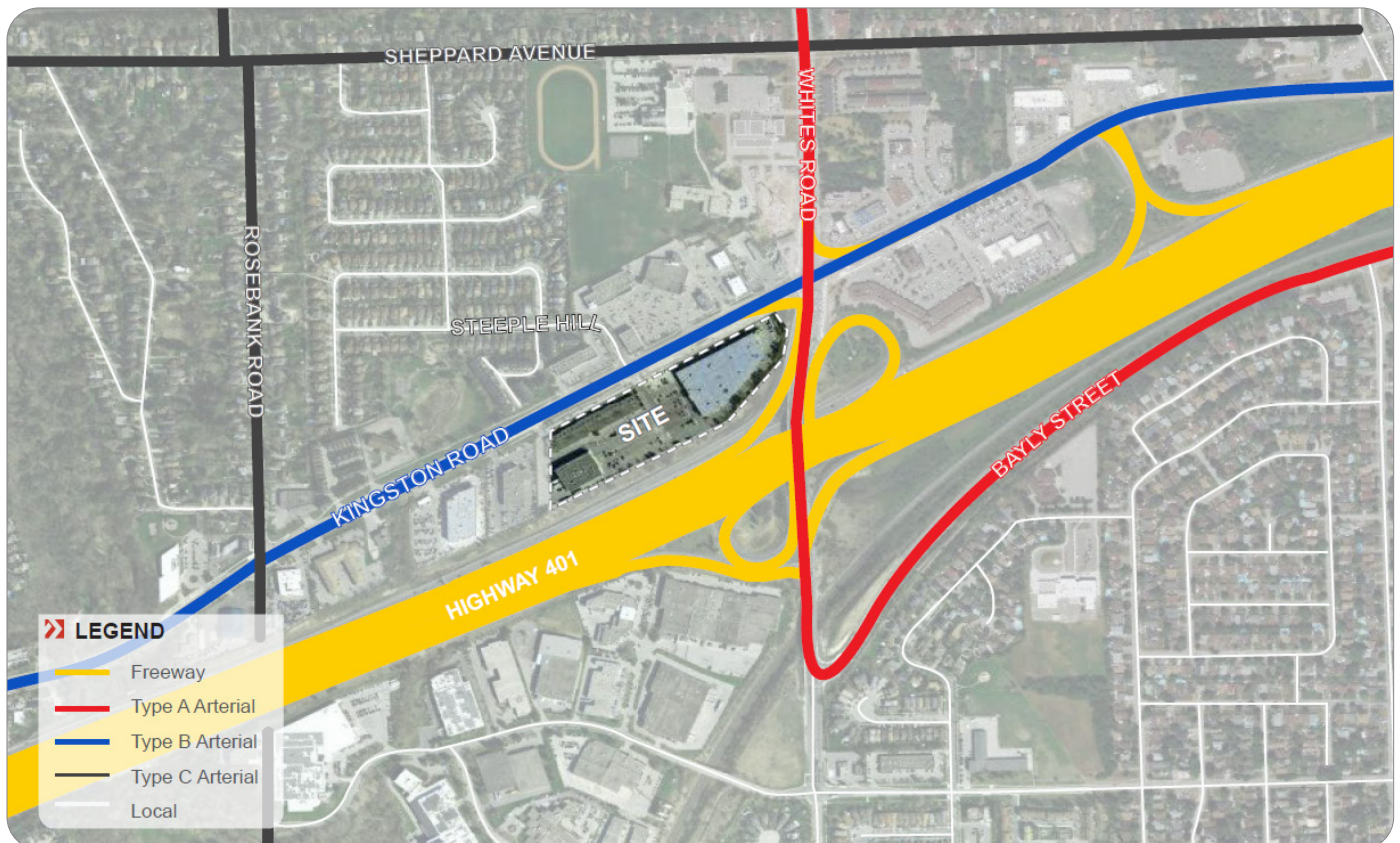


Figure 20: Existing Area Road Network: Prepared by BA Group

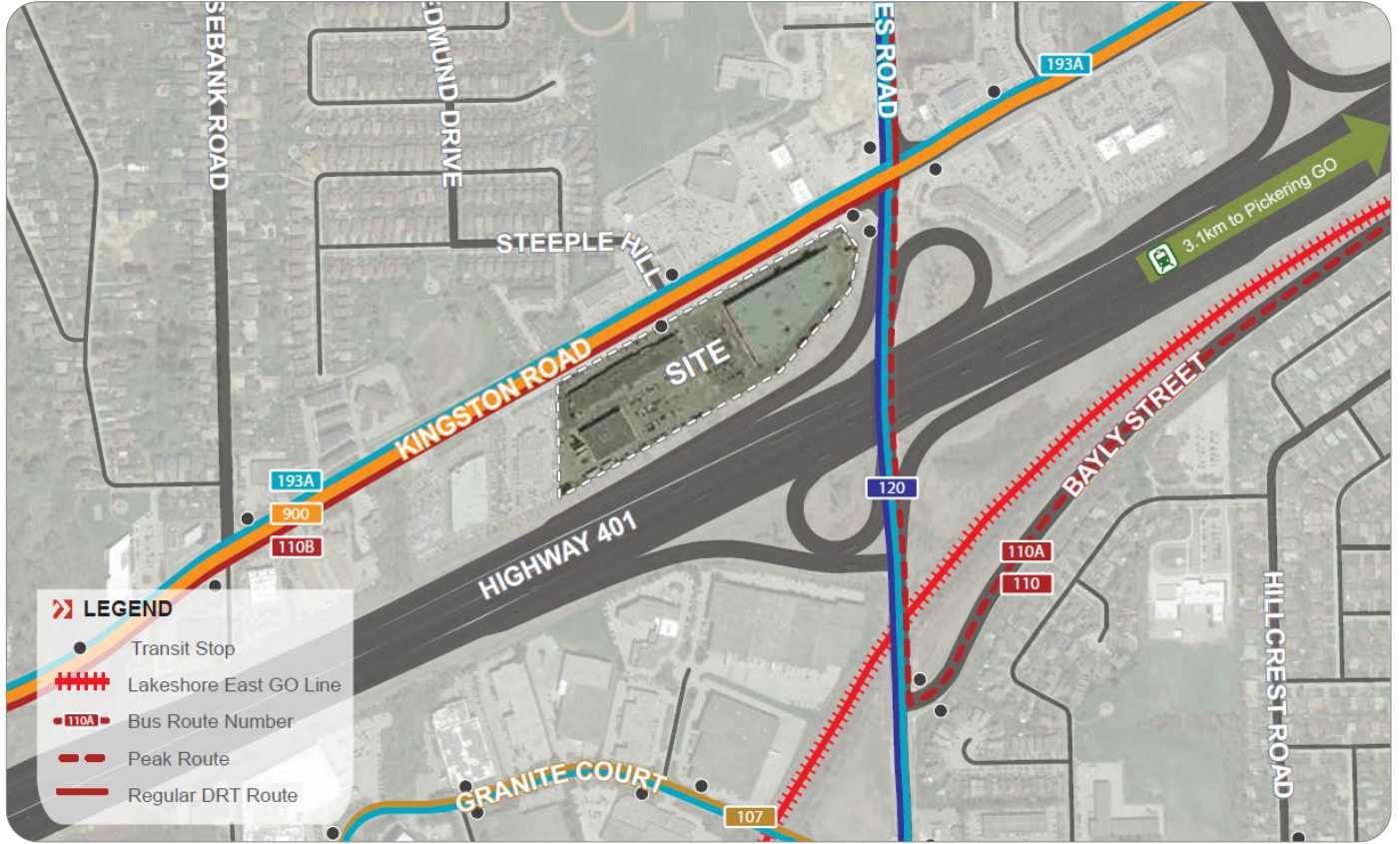


Figure 21: Existing Area Transit Network: Prepared by BA Group

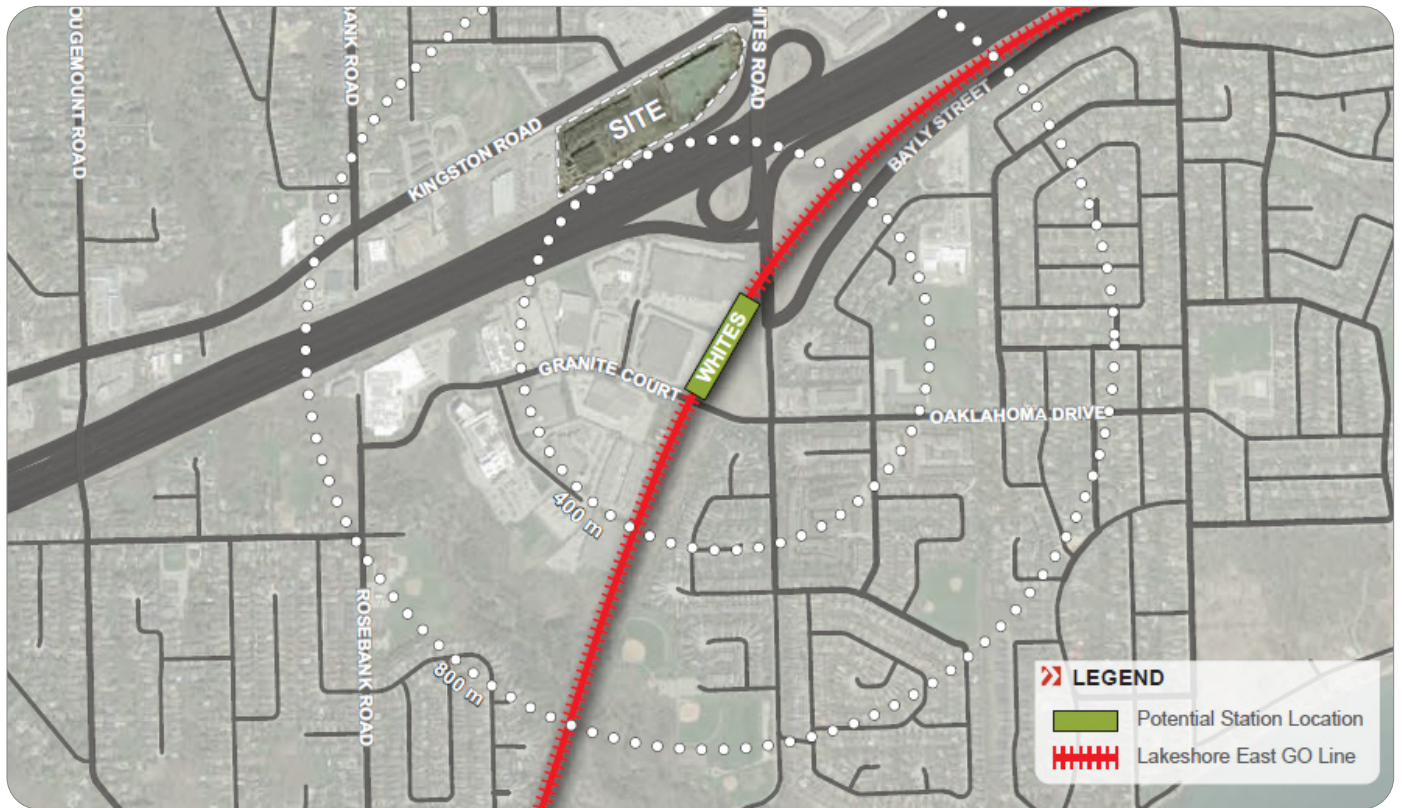


Figure 22: Future Whites Road GO Station: Prepared by BA Group

In summary, the UTC report deems that the site plan:

- Satisfies the City Centre requirements for loading spaces;
- Establishes that automotive travel times will not increase significantly along Kingston Road and Whites Road during peak hours are suitable supported by the existing road network;
- Responds to future potential ridership of the BRT, resulting in acceptable operational conditions for the intersections along Kingston Road;
- Satisfies acceptable levels of operational capacity for the proposed site driveway access points. The existing area street network is considered able to accommodate the proposed development;
- Supported by strategies contained within the Metrolinx 2041 Regional Transportation Plan for the future Durham-Scarborough Bus Rapid Transit [BRT], enabling the proposal sufficient access to transit services; and
- Reinforces planned pedestrian crossing opportunities and connections outlined in the intensification study.

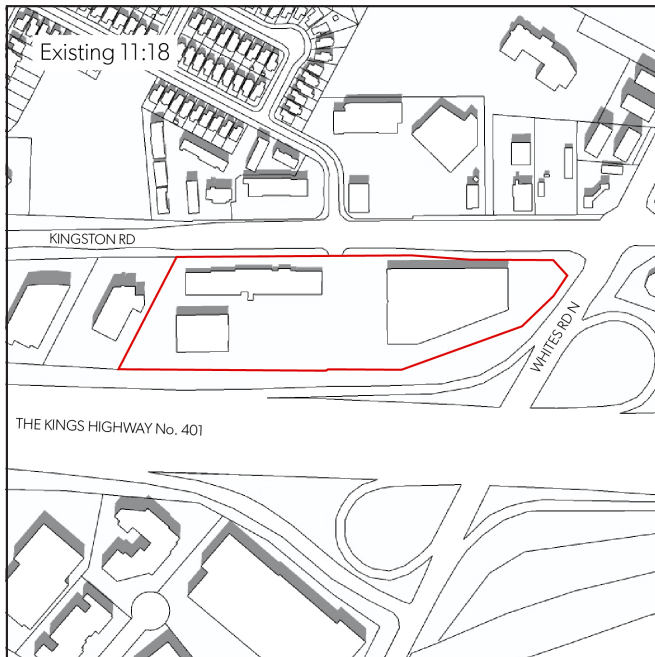
For the full report and a detailed statistical breakdown of traffic considerations, impacts and mitigation measures, please see the UTC report filed as part of this submission.

## 6.2 SUN/SHADOW STUDY

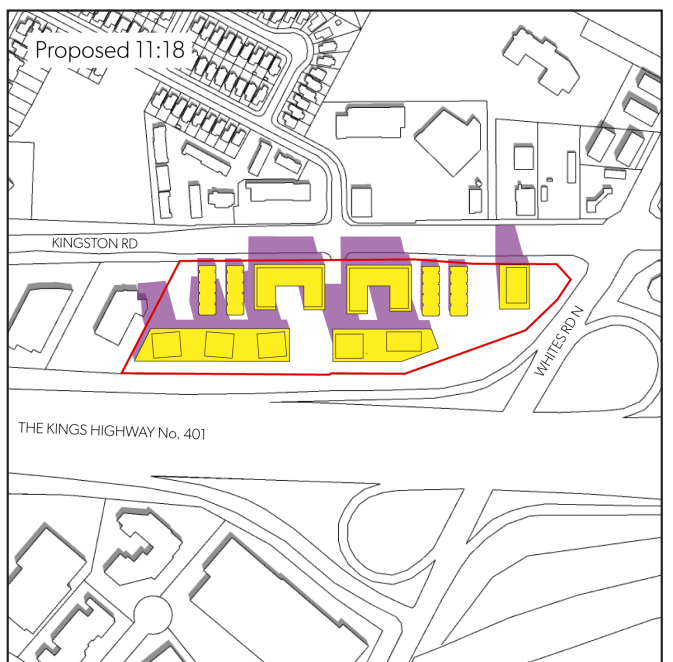
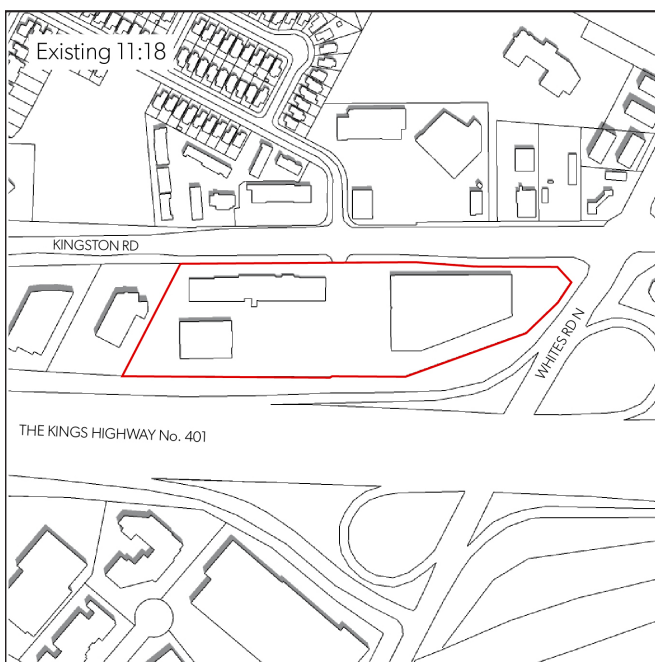
A Sun/Shadow Study has been prepared by Weston Consulting to illustrate the shadow impacts of the proposed mixed-use development. A Shadow Study is required for applications consisting of development over 13 metres [4 storeys] in height. This Study has been prepared in accordance to the terms of reference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

In summary, it is our opinion that the shadow impacts from the proposed development upon the neighbouring residential properties and the public realm are acceptable and short in duration. The shadows have an acceptable level of impact for the following key reasons:

### March 21st



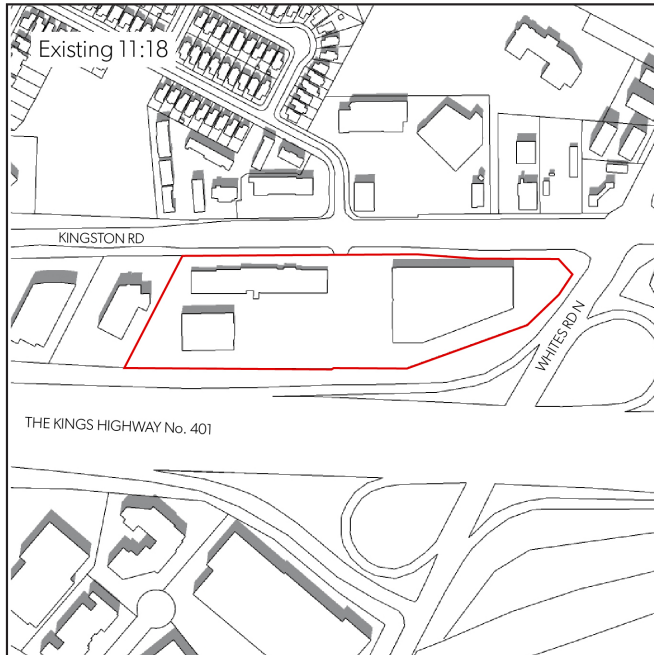
### June 21st



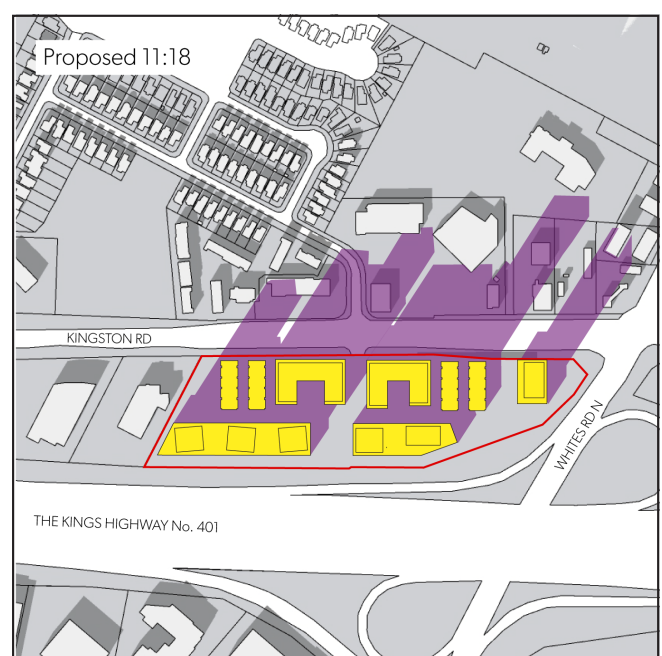
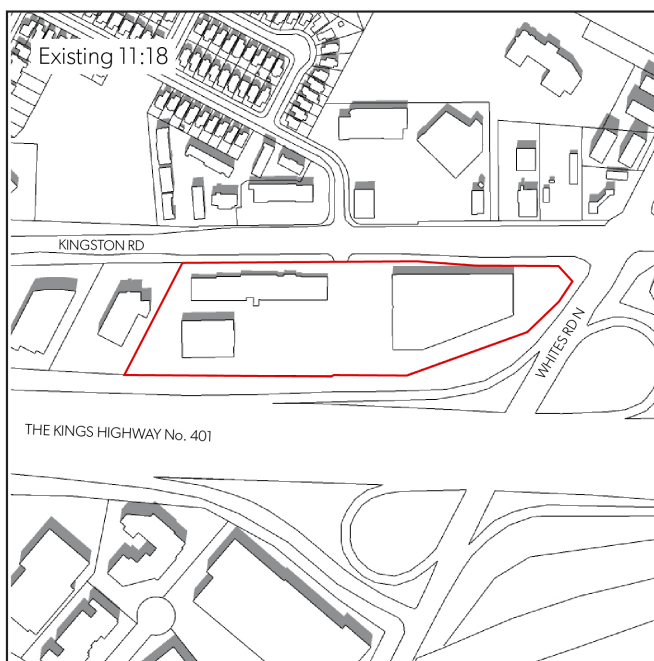
- The majority of cumulative shadowing impacts are moderate, with shadow impact falling primarily away from residential properties.
- Public space is minimally impacted, receiving shadowing for a short period.

A sample of the study times shown in the full shadow study, submitted as part of this application, has been included below to demonstrate the impacts of the proposed development.

### September 21st



### December 21st



7. SUMMARY &  
CONCLUSION

It is our opinion that the proposed development fulfills a number of key goals and strategies contained within pertinent Official Plan Policy, and responds to fundamental built form and urban design guidance set out within the Intensification Plan, particularly focusing on the Whites Road Precinct area.

The proposed density and compatible mix of uses considered in the scheme will deliver key urban design components envisioned for the precinct. This will supply a distinctive urban gateway feature at the crucial intersection of Whites Road and Kingston Road, further activated by an extensive plaza, a fundamental component of the overall place-making strategy for the site. The proposal seeks to promote sustainability throughout.

The site plan offers a balanced height and massing rationale, concentrating density and height along a major highway, and locating active uses along the Kingston Road frontage. The proposed towers have been articulated in a manner that mitigates impacts on the surrounding area and maximizes visual interest. In addition, the proposed access and linkage configuration satisfies the existing capacity of the local road network. The site plan reinforces future planned public realm and transit improvements by providing compact and well-connected pedestrian circulation within the site interior. This is further supported by ample outdoor space, contained within 3 proposed parks and a landscaped plaza. The proposed buildings offer a range of built form typologies, contributing to a varied supply of residential types and tenures. To conclude, the proposal represents an appropriate form of intensification through the redevelopment of underutilized lands in an urbanized area.



WESTON  
CONSULTING

planning + urban design