

P L A N N I N G
J U S T I F I C A T I O N
R E P O R T

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

NOVEMBER 2023
FILE #9737

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1. INTRODUCTION

Weston Consulting has been retained by Director Industrial Limited to provide this professional planning opinion with respect to the properties municipally addressed as 603-643, 645 & 699 Kingston Road in the City of Pickering (herein referred to as the “Subject Lands”). Our client is seeking to redevelop the Subject Lands to accommodate a master planned mixed-use community development consisting of 7 high-rise towers across 3 podiums and 3 mid-rise towers across 3 podiums. The proposal includes retail and office components, approximately 3,460 dwelling units and landscaped open space consisting of one park and a gateway plaza.

Official Plan Amendment (OPA 20-002/P) and Zoning By-law Amendment (A 06/20) applications (the “Original Applications”) were originally submitted to the City of Pickering (the “City”) on April 30, 2020, to permit the development of six high-rise and two mid-rise towers across five podiums, and four townhouse blocks. The applications were deemed “Complete” in a letter dated May 28, 2020. The proposed development has since been revised to reflect comments received from Municipal Agencies and Departments and comments received from the public. The enclosed material is being resubmitted in accordance with communications received from the City Planning and Development Services Staff.

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2. PURPOSE OF THE REPORT

This Planning Justification Report Addendum (the “Addendum Report”) supplements the previously submitted Planning Justification Report that was provided in support of the Original Applications and provides an analysis of the changes made since the original submission. The Provincial, Regional and Municipal policies considered in the original Planning Justification Report are still relevant to the proposed development and the analysis should be read in conjunction with this Addendum Report.

This report provides planning analysis and justification for the proposal in accordance with good planning and urban design principles and provides a basis for the advancement of the planning applications through the planning process.

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3. DESCRIPTION OF SUBJECT LANDS

3.1 DESCRIPTION OF SUBJECT PROPERTY

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

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



Figure 1: Air Photo of the Subject Lands

Land uses in the vicinity of the Subject Lands include:

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

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

East: The Whites Road North right-of-way is east of the Subject Lands. Further east of the Subject Lands along Kingston Road are a range of low-density retail uses and associated surface parking areas.

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

The original Planning Justification Report provided an overview and analysis of active development applications in proximity to the Subject Lands. The development applications identified are shown in Figure 2 and are still under review by Staff. No new development applications in proximity to the Subject Lands have been submitted for review since the original applications were filed.

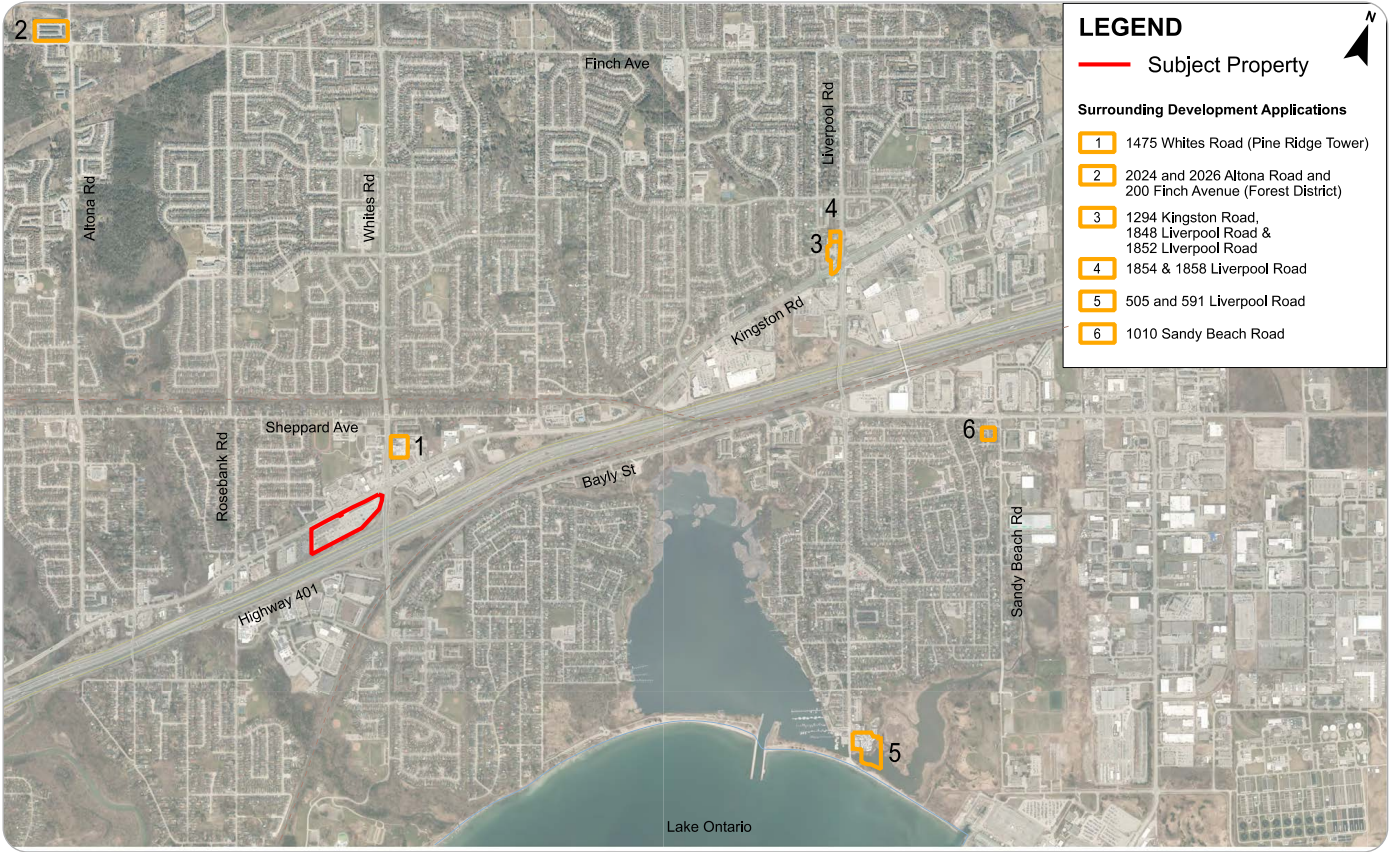


Figure 2: Nearby Development Applications

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4. PROPOSED DEVELOPMENT

Description of the Proposed Development

The proposed development contemplates a mixed-use master planned community comprised of office, retail and residential uses. The revised conceptual site plan prepared by Graziani + Corazza dated July 24, 2023 envisions the development of three mid-rise buildings, one tall mid-rise building, and six towers deployed across two podiums.

Towers 1-5 are proposed to be 36 storeys (116.32 metres) in height and Tower 6 is proposed to be 42 storeys (135.9 metres) in height. Towers 1-3 are situated on Podium 1 and Towers 4-6 are situated on Podium 2. Both podiums are 4 storeys with varying heights; Podium 1 has a height of 14.05 metres and Podium 2 has a height of 13.92 metres. Podiums 1 and 2 are located along the southern edge of the Subject Lands adjacent to Highway 401 with frontage along the new public and private road that runs east-west through the Subject Lands.

Tower 7, located in the northeast corner of the Subject Lands, is 24 storeys (79.15 metres) in height situated on a four storey (13.80 metre) podium.

Midrise Towers 8-10 are each 14 storeys with slightly varying heights of 48.02 metres (Tower 8), 48.67 metres (Tower 9), and 48.55 meters (Tower 10). The mid-rise Towers are situated on 6 storey podiums that also have slight variation in heights of 19.22 metres, 19.87 metres, and 19.75 metres. This slight variation in height is to accommodate a grade change. The mid-rise towers are located along Kingston Road and back onto the new public and private east-west road.

A proposed 3,093 m² park is provided along Kingston Road located east of Tower 10 and a 543 m² Gateway Plaza is located at the northeast corner of the Subject Lands abutting Tower 7. A multi-use path (MUP) runs along the rear of the Subject Lands adjacent to Highway 401 and within the required 14 metre MTO setback to Podiums 1 and 2 to provide a connection from Kingston Road to the surrounding area.

The proposed development provides approximately 252,515 m² of Net Floor Area (NFA), comprised of approximately 246,351 m² of Residential NFA, approximately 2,707 m² of Retail NFA, and approximately 3,457 m² of Office NFA. The new road network can function either as a private or public road and will be determined in a future submission. The proposed development will provide approximately 3,460 dwelling units.

A new east-west public road is proposed in the middle of Subject Lands that will provide frontage for Towers 1-6. The public road has access from the western edge of the Subject Lands and forms an 'L' shape around the eastern edge of the public park to connect to Kingston Road. A private street continues easterly from the public road to a turnaround located at the rear of Tower 7. Another north-south private road is located west of Tower 10 and connects the public road to Kingston Road.

Approximately 2,768 parking spaces are provided at a rate of 0.65 for residents and 0.15 for visitors/retail. The parking spaces are distributed across the site as shown in Figure 3.

06. Parking		
Podium 1 + Tower 1, 2 & 3		± 730
Podium 2 + Tower 4 & 5		± 578
Podium 3 + Tower 6		± 233
Podium 4 + Tower 7		± 130
Podium 5 + Tower 8		± 303
Podium 6 + Tower 9		± 310
Podium 7 + Tower 10		± 484
Total		± 2768

Figure 3: Parking Chart from Architectural Set

The proposed development contemplates a total Floor Space Index (FSI) of 5.2.

Table 1 provides an overview of the Site Statistics for the current development proposal and the original application.

Table 1: Key Site Statistics

Site Statistics		
	Current Proposal	Original Application
Total Site Area	48,539 m ²	
FSI	5.2	5.0
Residential NFA / GFA	246,685 m ² NFA	236,128 m ² GFA
Retail NFA / GFA	2,468 m ² NFA	2,232 m ² GFA
Office NFA / GFA	3,430 m ² NFA	4,448 m ² GFA
TOTAL* NFA / GFA	252,582 m² NFA	242,808m² GFA

¹ City of Pickering City Centre Zoning By-law 7553-17 defines "Floor Area, Net" as the total area of all floors of a building measured from the interior faces of the exterior walls or demising walls, but does not include the following areas:

- a) Motor vehicle parking and bicycle parking below established grade;
- b) Motor vehicle parking and bicycle parking at or above established grade;
- c) Loading spaces and related corridors used for loading purposes;
- d) Rooms for storage, storage lockers, washrooms, electrical, utility, mechanical and ventilation;
- e) Indoor amenity space required by this By-law;
- f) Elevator, garbage and ventilating shafts;
- g) Mechanical penthouse; and
- h) Stairwells in the building.

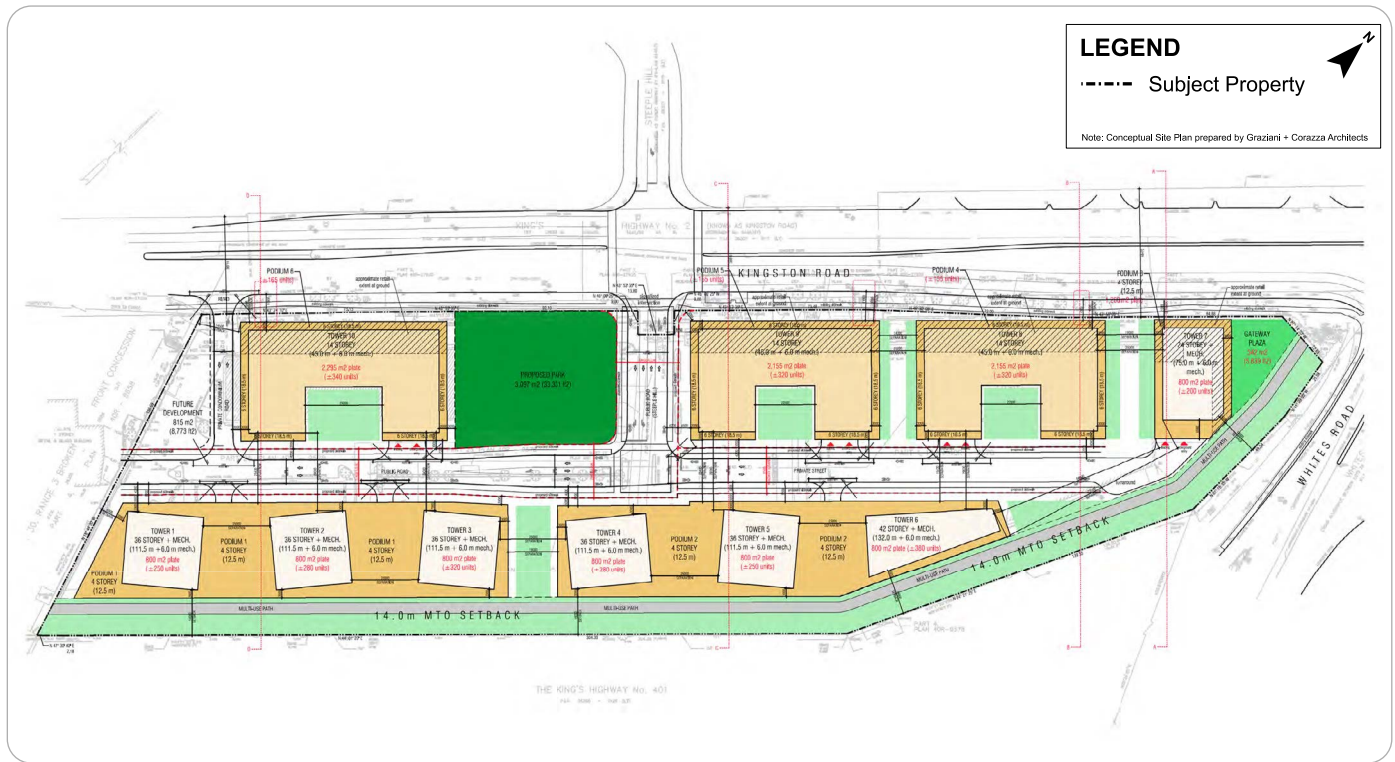


Figure 4: Development Concept Plan

Height and Massing

The proposed development includes a range of building typologies distributed across the site in a manner that is contextually appropriate and has regard for land use surrounding. Mid-rise Towers 8-10 front onto Kingston Road and include six storey podiums that stepback three metres on all sides. The mid-rise towers are 'C' shaped and incorporate a 2.5-metre-wide courtyard that fronts onto the internal road network. The mid-rise towers will provide retail use at grade along the Kingston Road frontage. The podium locations will provide adequate space for pedestrian circulation while minimizing shadowing impact while maintaining a compact urban form. Tower 8 and Tower 9, located on the east of the new public road connection, have a 14 metre separation distance at the podium and a 20 metre separation distance from the Towers.

Tower 10 podium is setback 3 metres from the public park and the Tower steps back 3 metres from the podium to create a total 6 metre setback from the tower to the public park.

The proposed development appropriately transitions height and density towards Highway 401. The six tall Towers are distributed across two podiums containing a mix of residential and non-residential uses. A 14 metre setback from the Highway 401 corridor is provided and the Towers each stepback three metres from the podium. A 25 metre separation distance will provide adequate privacy and reduce shadow impacts on the surrounding area. The high-rise podiums have a separation distance of 19 metres, which will provide for greater mid-block connection points throughout the propose development.

Table 2: Building Height and Tower Floor Plates

Height and Tower Floor Plates		
Building	Height (Tower / Podium) (Storeys)	Tower Floor Plate (m ²)
Tower '1' / Podium '1'	36 / 4	800
Tower '2' / Podium '1'	36 / 4	800
Tower '3' / Podium '1'	36 / 4	800
Tower '4' / Podium '2'	36 / 4	800
Tower '5' / Podium '2'	36 / 4	800
Tower '6' / Podium '6'	42 / 4	800
Tower '7' / Podium '7'	24 / 4	800
Tower '8' / Podium '8'	14 / 6	2,155
Tower '9' / Podium '9'	14 / 6	2,155
Tower '10' / Podium '10'	14 / 6	2,295

Residential

The residential component of the proposed development will provide approximately 3,460 units, which will be located in the towers and distributed across the site. The total proposed residential NFA is approximately 246,685 m² which will accommodate a range of unit sizes and a diversity of household types.

Non-Residential

The proposed development contemplates approximately 2,468 m² of retail use located within Podiums 1-6 along the Kingston Road frontage. The location of the proposed retail use will promote streetscape activation associated with commercial activity and contribute to a sense of place.

The Architectural material prepared by Graziani + Corazza contemplates 3,430 m² of office within Podium 3 that will contribute to the mixed use composition of the area. The co-location of residential and non-residential uses are intended to promote a pedestrian-friendly community environment that is not reliant on automotive modes of travel.

Landscaped and Amenity Areas

The proposed development will be supported by a proposed park, a gateway plaza, a multi-use path contained within the required 14 metre MTO setback and landscaped courtyards in Towers 8, 9 and 10.

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5. POLICY CONTEXT

As mentioned above, this Addendum Report is being provided in support of the revised material and in response to comments received on the original development applications. A comprehensive review of the Provincial Policy Statement (2020) and a Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), the Region of Durham Official Plan (2017) and the City of Pickering Official Plan, Edition 8 were undertaken as part of the previously submitted Planning Justification Report. The analysis contained in the previously submitted Planning Justification Report is still pertinent and should be read in conjunction with this Addendum report.

On May 17, 2023, the Region of Durham adopted the new Regional Official Plan, as amended (the “new ROP”). The Subject Lands are located within the *Urban System*, specifically along a *Rapid Transit Corridor*, according to Map 1 (Regional Structure – Urban & Rural Systems) of the new ROP. The new ROP has not been approved by the province and is not in force and effect.

At the time the original applications were submitted, the Kingston Road Corridor and Specialty Retailing Node Study (the “Intensification Plan”) and associated Urban Design Guidelines were in draft format. Comments received on the original applications request additional analysis of how the proposed development is consistent with the Whites Precinct land use policies within the Intensification Plan. Since then, City-initiated Official Plan Amendment No. 38, which implements the Intensification Plan, was adopted by Council. The below section provides an analysis of OPA 38 and the White Precinct Plan in response to comments received from Staff.

5.1 KINGSTON ROAD CORRIDOR AND SPECIALTY RETAILING NODE (OPA 38)

Official Plan Amendment No. 38 (OPA 38) was adopted by Pickering City Council on January 24, 2022. The owner is an appellant to OPA 38, which is subject to an Ontario Land Tribunal proceeding. OPA 38 adds new policies and changes existing policies and land use designations to the Pickering Official Plan to enable the redevelopment and intensification of the Kingston Road Corridor and Specialty Retailing Node (the “Intensification Plan”). The Intensification Plan identifies lands along Kingston Road as a primary location for intensification partly based on its designation as a *Regional Corridor* under the Durham Region Official Plan, and as a *Mixed Use Area – Mixed Corridor* under the City of Pickering Official Plan.

The Subject Lands are located within the Whites Precinct Intensification Area and designated Mixed Use Type A according to Schedule B (Whites Precinct Intensification Area) of OPA 38.

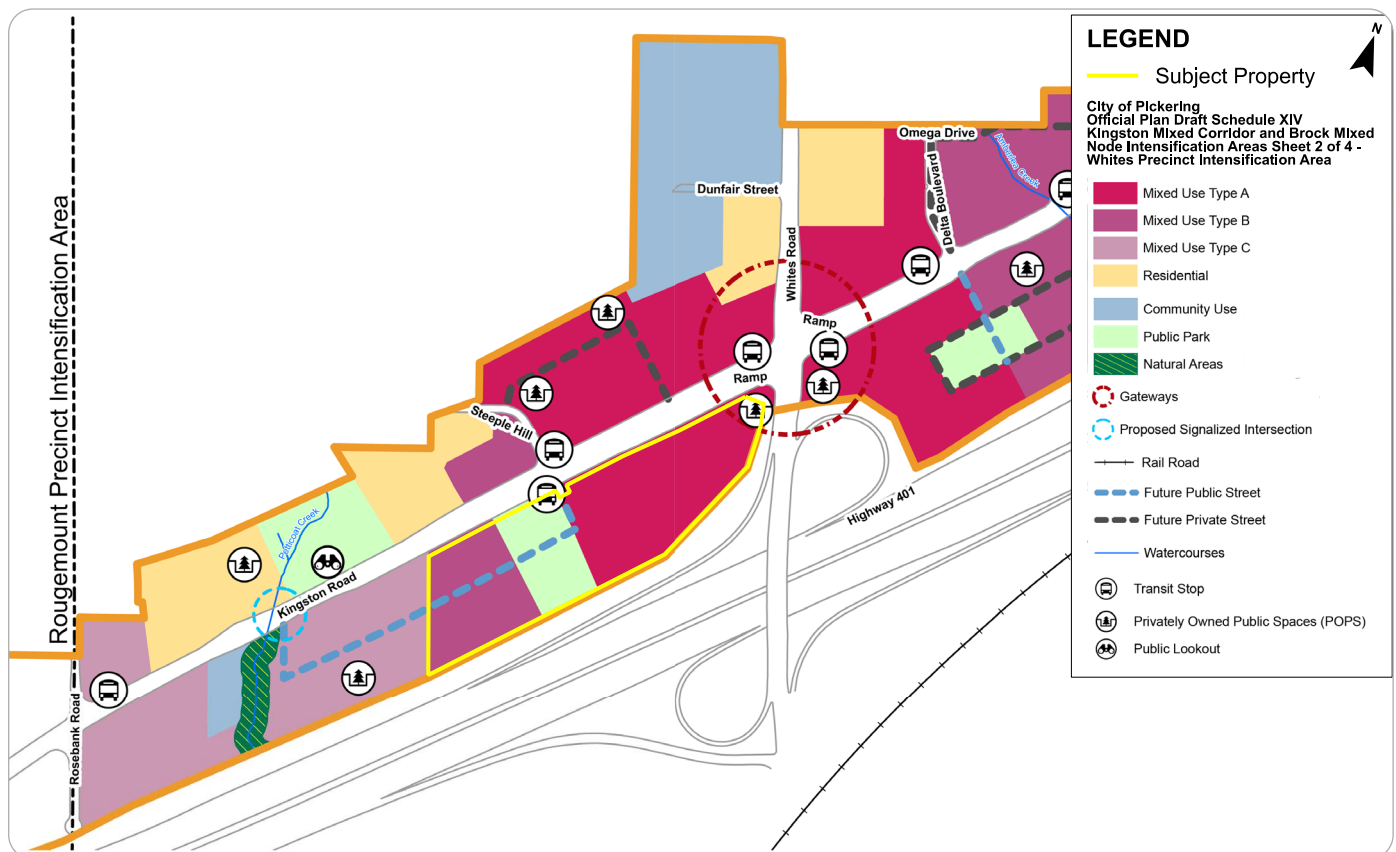


Figure 5: Schedule B to OPA 38 – Whites Precinct Intensification Area

OPA 38 amends Policy 3.6, Mixed Use Areas, in Chapter 2 of the Official Plan to state:

“(f) despite Section 3.6(c)(ii) and Table 6, for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, may permit, in certain circumstances, floor space indices (FSI) beyond 2.5, up to and including 5.0, where appropriate, through a site-specific zoning by-law amendment and subject to the following criteria:

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

It is acknowledged that the proposed development contemplates an FSI of 5.2 whereas OPA 38 permits a maximum FSI up to and including 5.0. However, the proposed development conforms to the policies outlined above. The highest densities and tallest buildings are appropriately located along the Highway 401 corridor and at the Kingston Road and Whites Road intersection. These towers appropriately transition down towards the mid-rise typologies along Kingston Road that provide grade-related commercial and retail uses. Adequate separation distance is provided so as not to preclude other properties from development or redeveloping to their planned potential. Furthermore, not all properties within the *Kingston Mixed Corridor* and *Brock Mixed Node* will develop with 5.0 FSI.

Due to various site constraints such as size and location, we anticipate FSIs to vary throughout the area which will ensure the overall FSI of the *Kingston Mixed Corridor* and *Brock Mixed Node* remains at or below 5.0. In our opinion, the proposed FSI is appropriate.

According to Chapter 11A: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, the design of compatible and attractive built forms, streetscapes and sites will be promoted within the intensification areas and development shall have regard to the following:

- (a) creation of a distinct character for the Corridor and Node while also providing for variation based on the unique conditions within each precinct in accordance with the specific precinct policies outlined in Sections 11A.3 – 11A.6, as well as, a strong sense of community, a context for healthy lifestyles, and a high quality of life;*
- (b) encourage the transformation of the areas into more liveable, walkable and human-scaled neighbourhoods with inviting public spaces such as parks, squares and streets;*
- (c) location and integration of commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life;*
- (d) development of streetscapes, public spaces and pedestrian routes that are inclusive, safe and comfortable for all, and accessible and easy to navigate regardless of physical ability;*
- (e) encourage the transformation of existing strip-commercial development and lots with single-detached dwellings into mixed use transit-supportive areas;*

- (f) *prioritize placemaking opportunities on public lands including existing parks and community facilities within and adjacent to the intensification areas for capital funding, and seek opportunities to partner with the private sector to incorporate designs that advance the placemaking opportunities in development plans on private lands; and*
- (g) *the Detailed Design Considerations of this Plan and the applicable urban design guidelines.*

The proposed development contemplates a mix of uses in a compact form that supports alternative transit modes through the provision of a MUP along the Highway 401 corridor, active street frontage, and a high regard for public realm. The greatest heights and density are situated along the Highway 401 corridor (Towers 1-6) and transition down towards a mid-rise built form along Kingston Road. This will create a sense of place within the mixed-use development and contribute to the transformation of the area to a more human-scaled and walkable neighbourhood in accordance with Policies 11A.1(a), 11A.1(b), and 11A.1(e). The 3,093 m² (33,297 ft²) public park is proposed along Kingston Road will also contribute to a sense of place, support social gathering spaces, and provide outdoor recreational amenity space for residents of the proposed development and surrounding area (Policy 11A.1(f)). Grade related retail frontage is located along Kingston Road to support social gathering places and vibrant street life (Policy 11A.1(c)) and provide “eyes on the street” to create a comfortable and safe environment (Policy 11A.1(d)).

In accordance with Policy 11A.2, OPA 38 recognizes key intersections throughout the areas as *Gateways* as shown on Schedule XIV. The northeast portion of the Subject Lands are identified as *Gateways*. Accordingly, City Council:

- (a) *requires building articulation, including vertical projections, recessions and other distinctive architectural details, at gateway locations to create an enhanced visual interest and a human-scaled environment;*
- (b) *encourages the establishment of privately-owned publically accessible spaces (POPS) within Gateways including features such as urban squares, green spaces, transit stop waiting areas, and public art;*
- (c) *recognizes the particular regional significance of Gateways at Altona Road, as the western gateway to Durham Region from the City of Toronto, and the Gateway at Brock Road as the eastern gateway into the City of Pickering from the Town of Ajax; and*
- (d) *promotes the development of Gateway locations in accordance with the applicable urban design guidelines.*

The proposed development contemplates a 24-storey tower (Tower 7) and 543 m² gateway plaza in the northeast corner of the Subject Lands. The proposed tower will incorporate distinctive features to create visual interest and the gateway plaza will contribute to a human scaled sense of place (Policy 11A.2.(a)). Please see the revised Facility Fit Plan and Urban Design Guidelines for additional details.

The Subject Lands are located within the Whites Precinct, as identified on Schedule XIV, Sheet 2 of 4. According to Chapter 11A.4, City Council shall require development within the Whites Precinct to be in accordance with the following:

- (a) *the highest densities and building heights shall be directed to the intersection of Kingston Road and Whites Road, with additional concentrations to the south of Kingston Road along Highway 401, extending east and west of the central cluster at Kingston Road and Whites Road;*

- (b) the Whites Precinct shall be promoted as a vibrant employment and retail hub; Accordingly, the development of Major Office uses is encouraged, particularly in proximity to the intersection of Kingston Road and Whites Road;*
- (c) a diverse mix of uses in the Whites Precinct is supported to promote the creation of a complete community and providing opportunities for residents to live-work-play in close proximity;*
- (d) prioritize the development of an attractive concentration of vibrant primary and secondary active frontages at grade along Kingston Road; and*
- (e) pedestrian-oriented public realm improvements, including opportunities to introduce boulevard enhancements and new or reconfigured pedestrian paths and sidewalks, to enhance the pedestrian experience in areas which are predominantly auto-oriented will be prioritized.*

The proposed development conforms to the policies of OPA 38, specifically the Whites Precinct land use policies, by providing a mix of uses within an intensification area. The proposed development is transit supportive and supports walking and cycling to reduce automobile reliance. The mix of uses with activate the street frontage along Kingston Road, create employment opportunities in the area, and contribute to a sense of place.

The height and density of the proposed towers provides appropriate transition in accordance with the policies of OPA 38 and the Urban Design Guidelines. A 24-storey tower is located near the intersection of Kingston Road and Whites Road with height transitioning along Kingston Road to a 14-storey tower typology. Taller buildings with greater density are provided along the Highway 401 corridor and include an appropriate 14 metre setback (Policy 11A.4(a)). The proposed development provides approximately 2,468 m² of retail floor area, and approximately 3,430 m² of office floor area. The non-residential uses will promote the transformation of the area to an employment hub, supported by residential density throughout, with active frontages in accordance with Policy 11A.4(b), 11A.4(c) and 11A.4(d).

6. PUBLIC COMMENTS

Following the original submission on April 30, 2020, a number of comments were received from members of the public. A summary of comments received and a response is provided below. The landowner is committed to working with Staff and the public to address all comments raised during the Statutory Public Meeting and through the development review process.

Infrastructure

A number of comments from the public pertain to the provision of infrastructure and the ability for the proposed development to have adequate levels of servicing to support the projected population. Notably, one resident claimed that, *“there is not enough infrastructure to have one 42 storey building, let alone multiple apartments and townhouses”*.

Response: A Functional Servicing Study has determined the proposed development can utilize the existing watermain and will be supported by sufficient sanitary sewer capacity. The stormwater management report notes that the development will include sufficient facilities for runoff, water quality treatment, and will address stormwater management related impacts.

Community Service Facilities

A number of residents inquired as to whether there is sufficient capacity in existing community services for future occupants of the proposed development. One comment suggested that a burden on existing community facilities may arise as a result of the number of residents moving into the proposed development. Other comments suggest local schools will not support the current and future population in this area.

Response: There are a number of existing facilities within close proximity of the proposed development including the Dunbarton High School, Elizabeth B.

Phin Public School, pre-schools and daycares, places of worship, the Pickering Public Library, community and recreational facilities such as the Chestnut Hill Developments Recreation Complex, as well as a number of parks and trails. The Durham Catholic District School Board, the Durham District School Board, and the Conseil Scolaire Viamonde have reviewed the proposed development and have no concerns. The proposed development contemplates a 3,093 m² public park, a 543 m² Gateway Plaza, and a Multi-Use Pathway that will provide outdoor recreation opportunities for residents of the proposed development and surrounding area.

Traffic and Transportation

Member of the public commented about access to public transit, with residents citing capacity on the existing system to support the forecasted intensification of the Subject Lands. One resident suggested that the number of existing bus routes are insufficient to prioritize public transit over private automobile use. Comments were also received expressing concerns about traffic congestion. Residents cited potential problems including growth exceeding existing transportation infrastructure capacity, and the existing network solely supporting personal vehicles.

Response: The proposed development contemplates a mix of uses in a compact form that will encourage reduced automobile reliance. The proposed development will support the future Durham-Scarborough Bus Rapid Transit, which will operate two-way service every five minutes, and provide residents of the proposed development and broader community access to destinations across Durham Region and the City of Toronto.

An Urban Transportation Considerations Report has been prepared by BA Consulting Group to assess travel assessments, traffic impacts and transportation demand management studies.

The Report concludes that the proposed development is proximate to a number of planned transit improvements and will support multi-model transit. Public transit improvements include the Durham-Scarborough Bus Rapid Transit service on Kingston Road, which will operate at constant travel speed in congestion while providing access to multiple key destinations. The proposed development is designed to accommodate pedestrians and cyclists, providing sidewalks, pedestrian crossings and bicycle parking, facilitating multiple mobility options and reducing dependency on personal vehicles, all contributing to less congestion on local roads. These increased options will not only accommodate the proposed development, but the surrounding residents as well.

Building Design, Height and Density

A number of residents questioned the appropriateness of the design, height, and density of the proposed development, particularly regarding shadows impacts.

Response: The proposed density is consistent with the high-density mixed-use vision articulated in the Kingston Road Corridor Intensification Plan. As demonstrated in Weston Consulting's Urban Design Brief, the site plan offers a balanced height and massing rationale, concentrating density and height along a major highway, and locating active uses along the Kingston Road frontage. The tower articulation mitigates impacts on surrounding areas and maximizes visual interest. A Sun/Shadow Study is required for all applications over 13 metres in height. The study concludes that the shadow impacts on neighbouring residential properties and the public realm are acceptable and short in duration, with the majority of the cumulative shadow impacts being moderate.

Land Uses

Comments suggested that the existing commercial space will be reduced through redevelopment of the plaza, while the proposed commercial area does not provide surface parking for personal vehicles and is therefore inaccessible. One resident stated that, *"The ratio of Residential to Retail/Office/Commercial seems quite high, currently these lands contain 100% Retail/Office/Commercial"*.

Response: The proposed residential development will support the mixed use composition of the site and surrounding area. Retail at grade along the Kingston Road frontage will provide retail and commercial opportunities for residents and will be supported by dedicated parking spaces at an appropriate level. Furthermore, the proposed development is transit-oriented and will be accessible via alternative modes of transportation to reduce private automobile reliance

Emergency Services

Residents spoke to the impact of the proposed development on emergency service capacity, with concern regarding operational sufficiency.

Response: The Subject Lands are within the existing operational jurisdiction of emergency services in the City of Pickering. Emergency Services Departments are commenting agencies and currently reviewing the proposed development to provide comment.

Affordable Housing

Concerns were raised about the affordability of the proposed residential units. One resident mentioned that: *"I would propose community housing/affordable housing to be dispersed throughout the proposed site"*.

Response: The proposed development helps mitigate Ontario's housing crisis by providing intensified residential supply through infill development in a Settlement Area supported by existing infrastructure and services, while aligning with the growth targets set out by the Province of Ontario and Region of Durham.

Environmental and Climate Change Concerns

There were concerns about the proposed development's impact on the environment and climate change. Residents suggested there is opportunity for the proposed development to incorporate increased climate change mitigation measures.

Response: The intensification of the Subject Lands represents an efficient use of land that will be within the urban area. The density will support the proposed Bus Rapid Transit and encourage walking and cycling over private automobile ownership associated with higher emissions. The mixed use composition may also provide opportunities for residents to live and work within the same community further contributing to emission reductions and sustainability measures.

7. PLANNING ANALYSIS AND JUSTIFICATION

In our opinion, the proposed development represents good planning and is in the public interest. The revised development concept responds to comments received from Municipal Staff and Agencies as well as comments received from the Public. The FSI has adjusted slightly from 5.0 FSI to 5.2 FSI as a result of the removal of the townhouse typology for a mid-rise built form. This will create a continuous street frontage along Kingston Road to facilitate appropriate intensification consistent with the high-density mixed-use vision articulated in the Kingston Road Corridor Intensification Plan. The consolidation of the parks and open space to provide a 3,093 m² public park and a 543 m² Gateway Plaza will create an improved public realm and pedestrian experience.

Although a detailed municipal policy review and analysis has not been provided in this Addendum Report, the analysis and justification in the original Planning Justification Report is still relevant and applicable. It is our opinion that the revised development proposal remains consistent with the PPS and conforms to the Growth Plan, the Region of Durham Official Plan, and the City of Pickering Official Plan. The proposed development conforms to the City's Official Plan Amendment 38A, which provides policy guidance related to intensification and urban design guidelines. The highest densities and building heights have been located along the Highway 401 corridor and at the Kingston Road and Whites Road intersection and a diverse mix of uses is proposed through the proposed development. The proposed development appropriately transitions to ensure compatibility with adjacent land uses and does not preclude other properties within the precinct from development or redevelopment to their planned potential. As such, the proposed FSI of 5.2 is appropriate for the Subject Lands and meets the general intent of the policies of Chapter 11A.

The proposed development provides for higher mixed-use density in an area that has been identified for growth and intensification. It will provide the necessary mixture of uses at a significant intersection and provide podium retail in a mixed-use high density residential context which will encourage foot traffic and use of the existing and planned transit infrastructure along Kingston Road and Whites Road North, in the surrounding area and on the Subject Lands.

It is our opinion that the revised development concept represents good planning and is in the public interest. We recommend the applications continue to proceed through the applicable development process as described by the Planning Act.

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