



URBAN DESIGN BRIEF ADDENDUM

OPA 20-002P, A006-20 RESUBMISSION

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

NOVEMBER 2023
WESTON FILE #9737

WESTON
CONSULTING 

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1.0 INTRODUCTION

1.1 Project Overview

This Urban Design Brief Addendum ('UDB Addendum') has been prepared as part of a resubmission package to the City of Pickering on behalf of Director Industrial Limited with respect to the lands municipally addressed as 603-643, 645 & 699 Kingston Road ('Subject Lands').

Official Plan Amendment (OPA 20-002/P) and Zoning By-law Amendment (A 06/20) applications were submitted to the City of Pickering on April 30, 2020, to permit the development of six high-rise and two mid-rise buildings 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 UDB Addendum is being submitted in accordance with communications received from the City Planning and Development Services Staff.

The revised proposal ('proposed development') is for the redevelopment of the Subject Lands into a master planned, mixed-use community comprising 7 buildings. These include 3 mid-rise and one high-rise building along Kingston Road and Whites Road and 3 high-rise buildings abutting Highway 401. Retail and office components will be integrated into the master plan design and a total of 3,460 dwelling units will be accommodated on-site. Outdoor amenity areas will be provided through a centrally located community park and gateway plaza.

1.1 PROJECT OVERVIEW

The purpose of the UDB Addendum is to provide an additional written description of the proposed development to assess its compatibility with the surrounding context, and broader Kingston Road Intensification Corridor. The UDB Addendum is required as part of the resubmission package for the Subject Lands and should be read alongside other drawings and reports for a complete understanding of the revised design.

The UDB Addendum provides a written analysis and summary of the architectural set prepared by Graziani + Corazza Architects Inc. on October 25, 2023. The architectural package includes an overall Site Plan with key site statistics and floor plans for each of the buildings on-site.

The enclosed Addendum also reviews the proposals' compliance with the goals and objectives of the Council-endorsed Kingston Road Corridor and Speciality Retailing Node Draft Urban Design Guidelines ('UDG'). Relevant guidelines are highlighted under the sections describing the various aspects of the proposed development.

Additional information regarding the revised proposal as a result of comments from Municipal Agencies, Departments and the public are addressed in the Comments-Response Matrix submitted with the resubmission package.

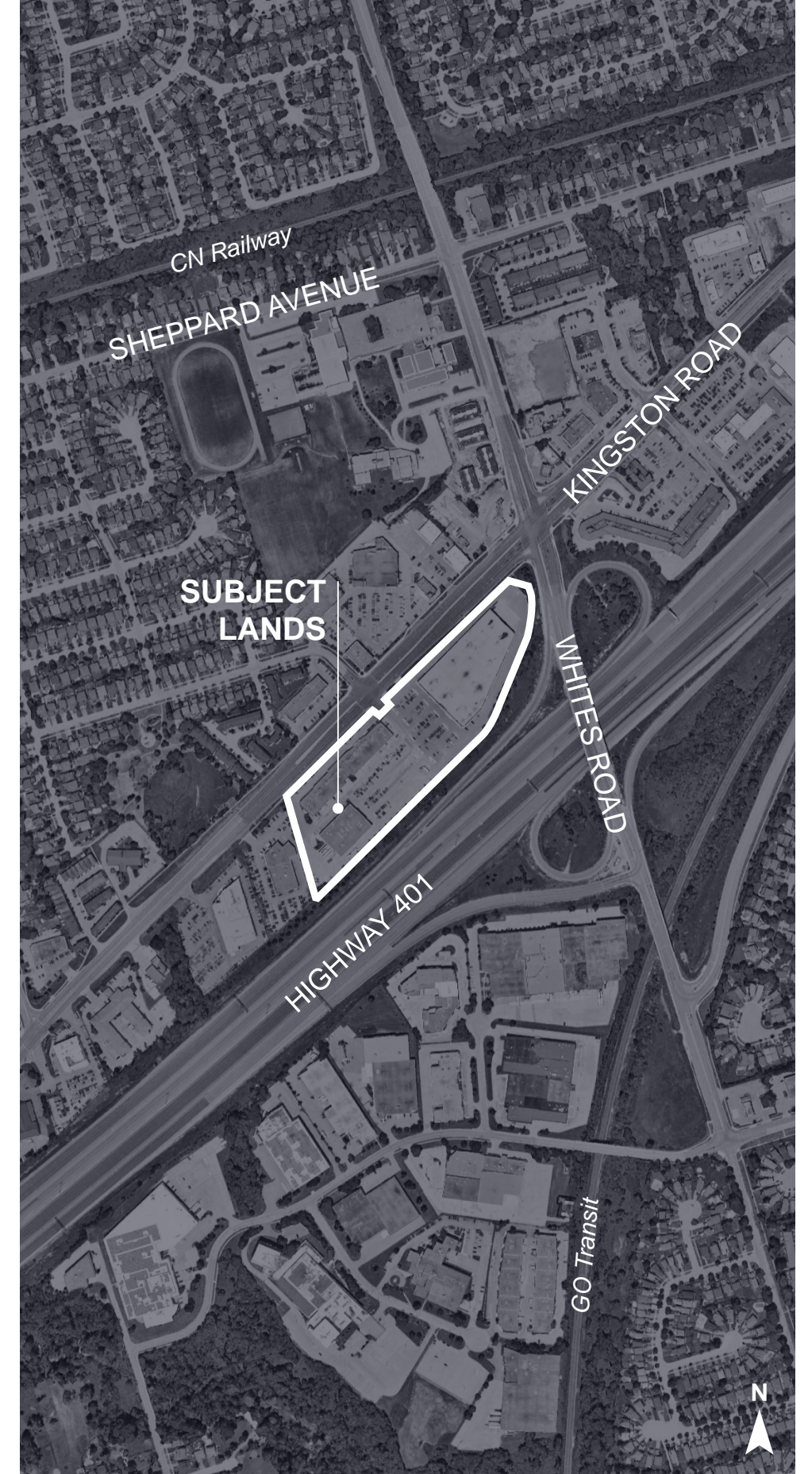


Figure 1: Air Photo of Subject Lands

2.0 PROPOSED DEVELOPMENT

2.1 Description Of Proposed Development

2.2 Site Design

Site Organization

Circulation & Access

Right-of-Way Widths of Roads

Parking & Loading

2.3 Public Realm

2.4 Building Design

Built Form & Massing/Transitions

Architectural Articulation & Materiality

2.5 Sustainability Features

Landscaping & Open Space

Parkland

2.6 Implementation

Phasing Plan

2.1 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed master plan development features 7 mixed-use buildings with integrated retail and office units, and a new internal road network. A new right-of-way ('R.O.W.') is proposed on-site forming an 'L' shape around Building G and the proposed park, including the Steeple Hill extension south of Kingston Road. The new road network can function either as a private or public road and will be determined in a future submission. This east-west road will provide frontages for Towers 1 - 4, 9 and 10, and will provide access to future development to the west. A private street continues easterly to a turnaround located at the rear of Tower 7. Another north-south private road is located west of Tower 10 and connects to Kingston Road.

The buildings, including podium and towers, are numbered in Figure 2 for ease of reference. The total Gross Floor Area ('GFA') proposed is 246,685 square metres (2,655,295 square feet), including 3,430 square metres (36,920 square feet) and 2,468 square metres (26,565 square feet) of retail and office space, respectively.

Table 1. Key Site Statistics

		Site Statistics
Site Area		48,539m ²
Floor Space Index [FSI]		5.2
Net Floor Area [Residential]	Podium 1 - 3	2,030m ²
	Tower 1 - 7	244,321m ²
	Sub-Total	246,685m ²
Net Floor Area [Retail]	Sub-Total	2,468m ²
Net Floor Area [Office]	Sub-Total	3,430m ²
Gross Floor Area Total		252,582m ²
Proposed Park Area		3,093m ²
Gateway Plaza Area		543m ²
Total Landscaped Area		3,636m ²

In terms of the proposed built form, the master plan contemplates six high-rise towers across three podiums [Buildings A - C] along Highway 401; and one 24-storey tower [Building D] and three mid-rise buildings [Buildings E - G] along Kingston Road. The retail units are concentrated along the Kingston Road intensification corridor while office units are located in Building C.

The required 14 metre Ministry of Transportation ('MTO') setback functions as a landscape buffer along the rear yard of the Subject Lands and accommodates the multi-use path ('MUP') for recreational use. A 3,093 square metre (33,298 square foot) community park and 543 square metre (5,839 square foot) gateway plaza are designed to provide outdoor amenity space for residents and visitors alike. Open spaces between buildings break up the built form and enhance the overall permeability of the site. They provide walkways and access points, with additional opportunities for landscaping.

A total of 2,768 parking spaces are accommodated within the revised proposal through two levels of underground parking and an above-grade parking structure within the podiums of Buildings A, B and C.

Figure 3 and Figure 4 provide a large-scale view of the revised site plan details along with a rendered version for general site orientation. Table 1 provides a summary of the key site statistics with additional statistics summarized in the following pages.

Legend

- Subject Lands
- Building Podium
- Building Tower [Mid-Rise]
- Building Tower [High-Rise]
- Roads
- Proposed Parkland
- Supportive Green Spaces



Figure 2: Building Context (Based on Site Plan Prepared by Graziani + Corazza Architects)

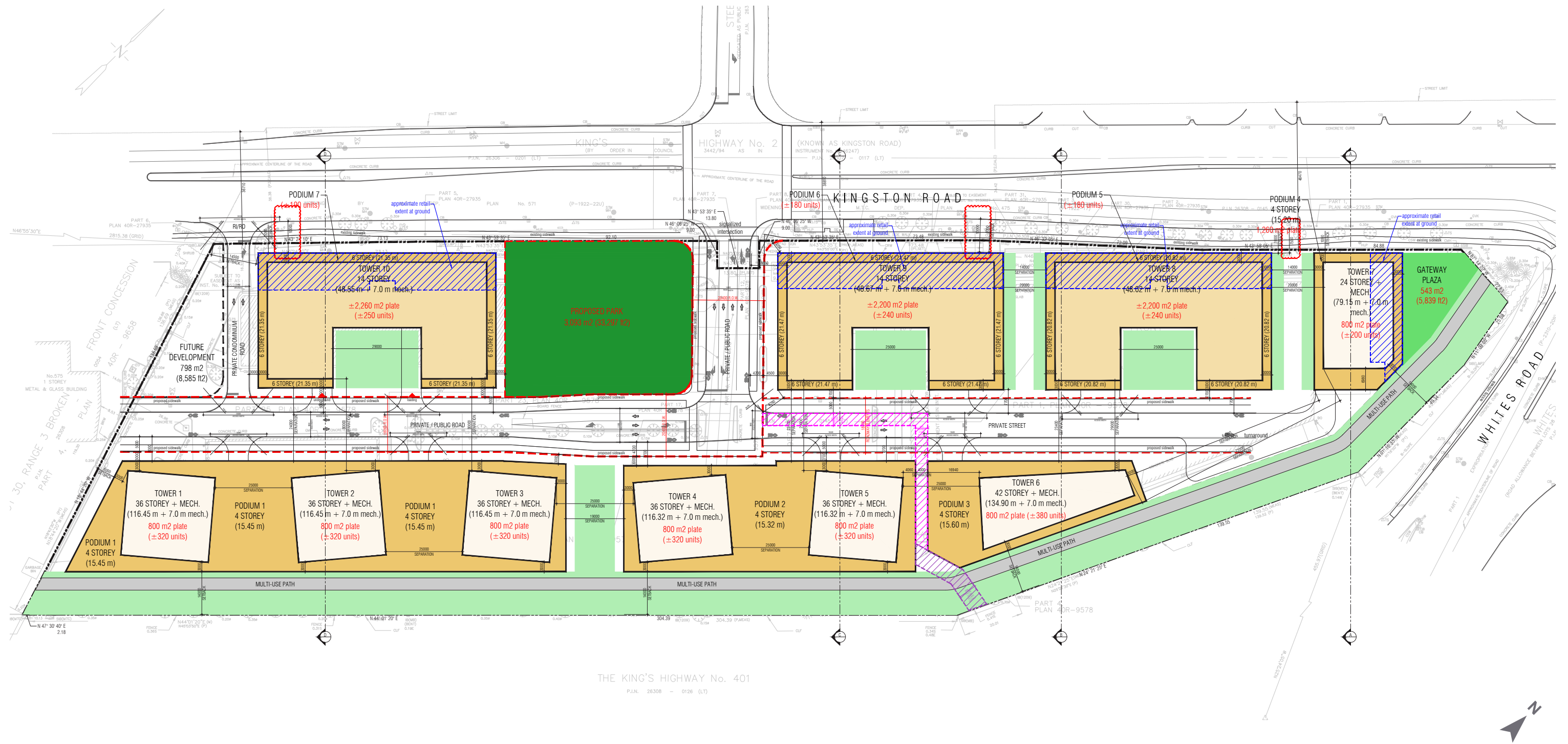


Figure 3: Site Plan Prepared by Graziani + Corazza Architects [Date Prepared: October 25, 2023]

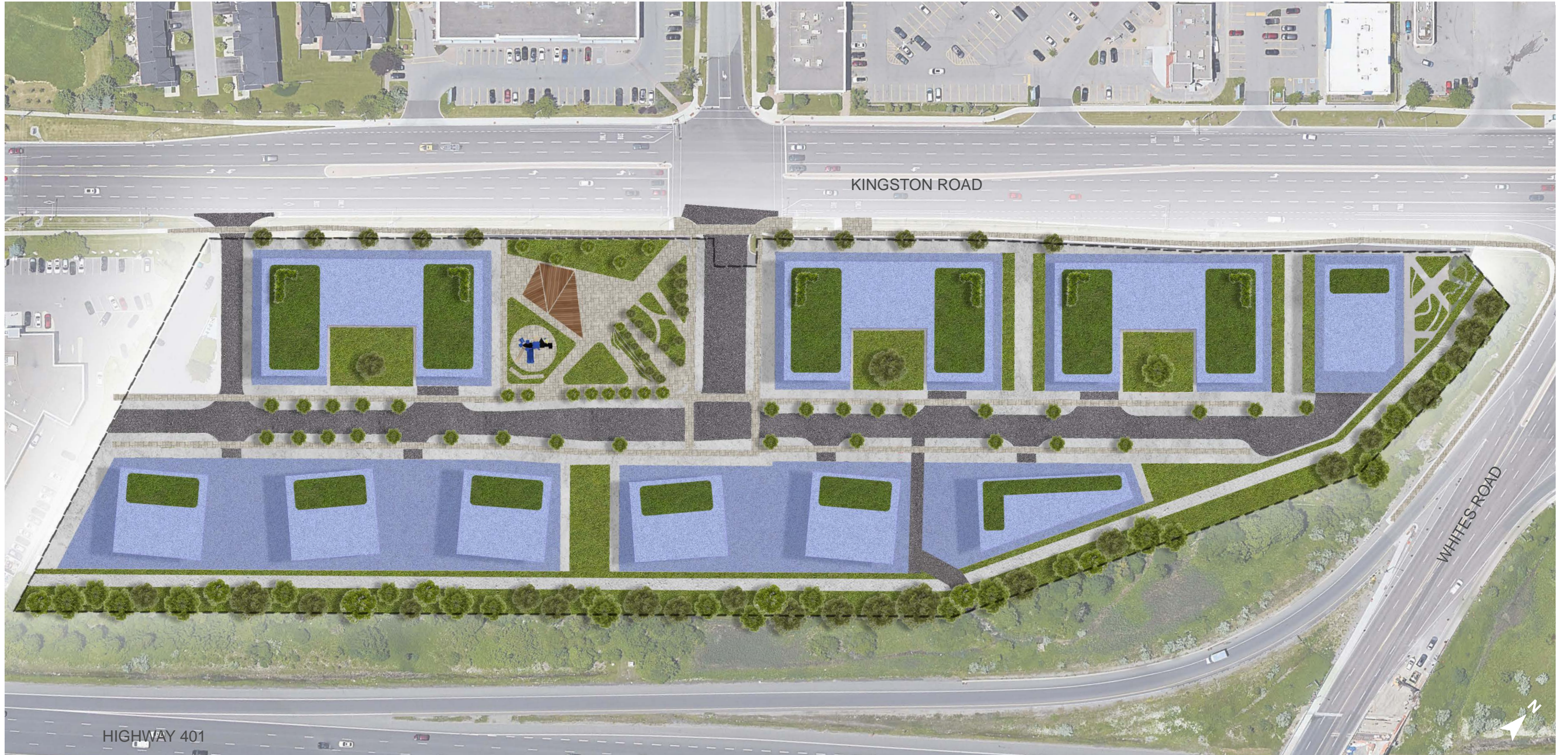


Figure 4: Rendered Site Plan Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

The following tables provide a breakdown of the key site statistics related to the proposed master plan development:

Table 2. Building Height

Building	Podium/Tower No.	Height (Storeys & Metres)
Building A	Podium 1	4 ST (±15.45m)
	Towers 1, 2, 3	36 ST + Mech. (116.45m + 7.0m)
Building B	Podium 2	4 ST (±15.32m)
	Towers 4, 5	36 ST + Mech. (116.32m + 7.0m)
Building C	Podium 3	4 ST (±15.60m)
	Tower 6	42 ST + Mech. (134.90m + 7.0m)
Building D	Podium 4	4 ST (±15.20m)
	Tower 7	24 ST + Mech. (86.15m + 7.0m)
Building E	Podium 5	6 ST (±20.82m)
	Tower 8	14 ST + Mech. (48.02m + 7.0m)
Building F	Podium 6	6 ST (±21.47m)
	Tower 9	14 ST + Mech. (48.67m + 7.0m)
Building G	Podium 7	6 ST (±21.35m)
	Tower 10	14 ST + Mech. (48.55m + 7.0m)

Table 3. Unit Count

Building	Podium/Tower No.	Unit Count
Building A	Podium 1	0*
	Towers 1, 2, 3	960
	Sub-Total	960
Building B	Podium 2	0*
	Towers 4, 5	640
	Sub-Total	640
Building C	Podium 3	0*
	Tower 6	380
	Sub-Total	380
Building D	Podium 4	0*
	Tower 7	200
	Sub-Total	200
Building E	Podium 5	180
	Tower 8	240
	Sub-Total	420
Building F	Podium 6	180
	Tower 9	240
	Sub-Total	420
Building G	Podium 7	190
	Tower 10	250
	Sub-Total	440
Total Number of Units Proposed		3,460

*Podium used for above-ground parking garage.

Table 4. Vehicle Parking Site Statistics

Building	Podium/Tower No.	Proposed Parking Spaces
Building A	Podium 1 + Tower 1, 2 & 3	730
Building B	Podium 2 + Tower 4 & 5	578
Building C	Podium 3 + Tower 6	233
Building D	Podium 4 + Tower 7	130
Building E	Podium 5 + Tower 8	303
Building F	Podium 6 + Tower 9	310
Building G	Podium 7 + Tower 10	484
Total Number of Parking Provided		2,768

2.2 SITE DESIGN

Site Organization & Block Structure

The site design for the Subject Lands takes full advantage of its irregular shape, utilizing it to establish high-quality urban design while preserving important views and vistas. One notable feature is the integration of a gateway plaza on the northeast corner of the site, which not only enhances the public realm but also provides transit-oriented amenities for the planned Whites Road Durham-Scarborough Bus Rapid Transit stop northeast of the site. Additionally, the proposed community park, positioned alongside Kingston Road, serves multiple purposes. It not only improves visibility into the site but also creates a visual break in the built form, inviting residents and visitors to enter and explore.

To enhance overall site circulation and access, the design introduces a new public and private road network that effectively breaks up the site. This network includes the Steeple Hill extension south of Kingston Road, which acts as a crucial mid-block connection and the key entry point to the site. This extension wraps around the south of Building G and the proposed community park and continues west with the potential for a future extension into the adjacent lands. A private road is designed to continue east from the Steeple Hill extension to a turnaround located south of Building D. A north-south private condominium road is proposed along the western side of Building G, offering a secondary access point from Kingston Road into the site.

Furthermore, the master plan design incorporates mid-block connections, such as pedestrian paths and linear greenways, strategically placed to divide the block lengths, enhance walkability, and promote site permeability.

The main site design elements are illustrated in Figure 5.

Key Urban Design Guidelines:

Section 2.0 Built Form

- 2.2 Block Structure i), ii), iv), vi)

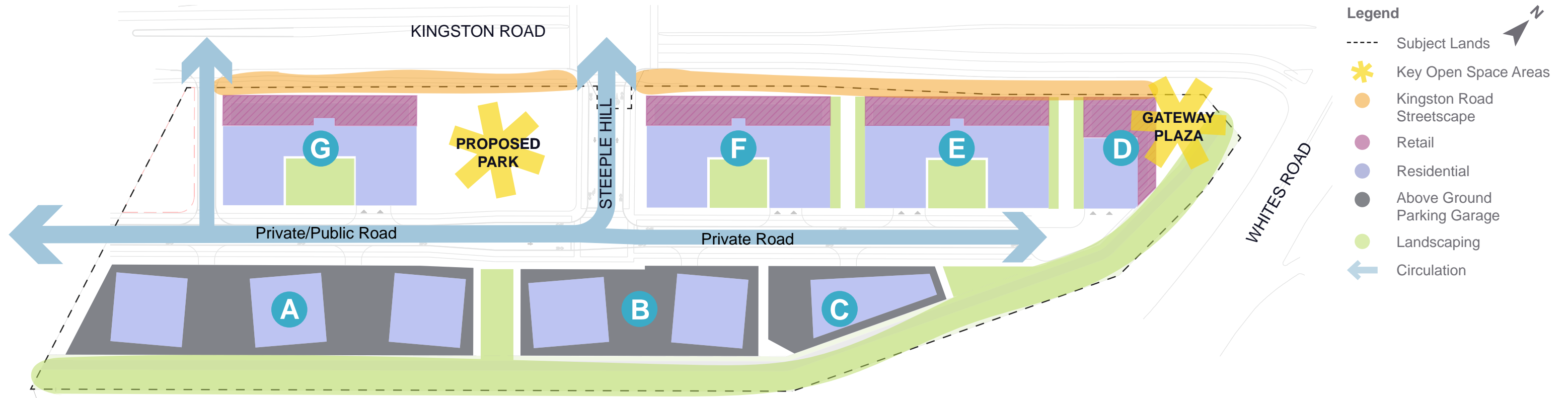


Figure 5: Site Organization Diagram Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

Circulation & Access

The site design takes into consideration the context of the area and the physical constraints of Highway 401 to the south and Whites Road to the east, while maintaining its access points along Kingston Road. The Site Organization Section breaks down the proposed street network and its contribution to site access. The introduction of an internal R.O.W. will assist with servicing options for the development and will support the broader community accessing the site. The new road will also establish street frontages for Buildings A, B, F and G, along with the proposed park.

In terms of pedestrian connectivity within the site, a robust network of accessible and inter-connected sidewalks is provided to ensure convenient access between buildings and destinations. The sidewalks are designed to a minimum standard of 2 metres to ensure a comfortable walking environment for all users, with additional space provided within the right-of-way for landscaping and streetscaping treatments.

Moreover, designated pedestrian paths, with a minimum width of 2.5 meters, are introduced to create additional walking routes within the blocks. These wider pathways provide a comfortable walking environment and offer opportunities for public realm design including soft landscaping, planters, lighting and wayfinding. Pedestrian safety is prioritized through the integration of crosswalks at key areas to facilitate clear, unobstructed paths for residents and visitors.

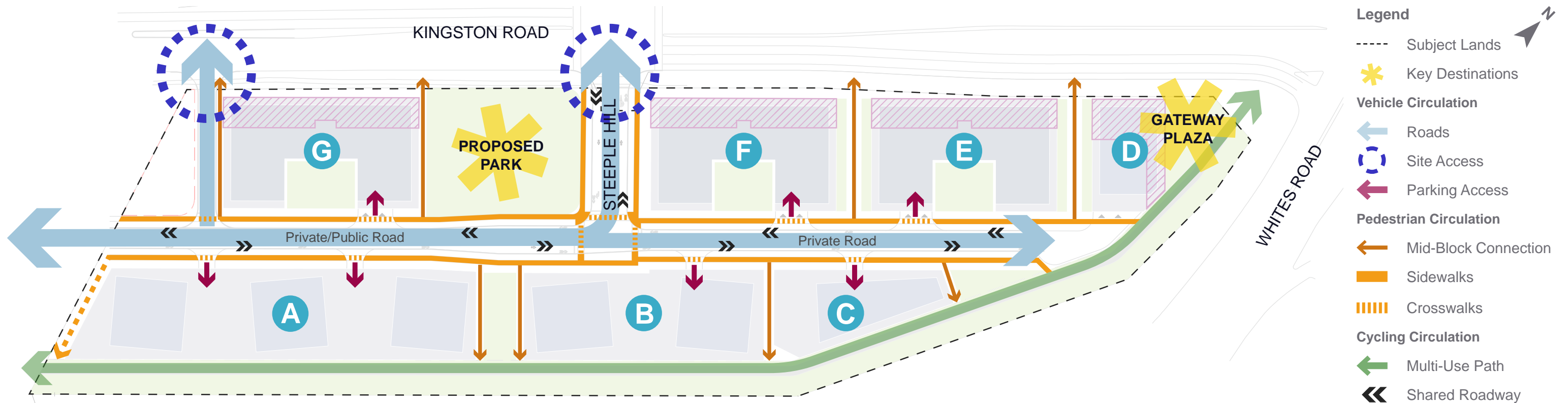


Figure 6: Pedestrian Circulation & Access Diagram Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

The master plan design supports cycling as a mode of transportation and creates new cycling opportunities within the planned community, contributing to the overall active transportation network within the City of Pickering. The proposed MUP makes efficient use of the 14 metre MTO setback and provides an uninterrupted cycling route along the southern portion of the site, connecting key destinations within the master plan. The MUP is 4 metres wide, ensuring a comfortable user experience for both pedestrians and cyclists. The roads within the site provide opportunities for cyclists to share the road, offering additional active transportation facilities. The shared roadways integrate clear lane markings to signal to ensure cycling safety.

Figure 6 illustrates the proposed site circulation scheme.

Key Urban Design Guidelines:

Section 2.0 Built Form

- *2.4 Grading and Access vi), vii)*

Section 4.0 Connectivity

- *4.2 Pedestrians*
 - *4.2.1 Sidewalks i), ii), iii), vi), vii)*
 - *4.2.2 Pedestrian Paths i), ii), iii), iv), v), vi)*
 - *4.2.3 Pedestrian Crossings i), v)*
- *4.3 Cycling*
 - *4.3.1 Multi-Use Paths i), iii), vi)*
 - *4.3.3 Shared Facilities*

Right-of-Way Widths of Roads

The proposed road design adheres to the requirements outlined in the UDG as a complete street with 4-metre-wide lanes in each direction, accommodating cyclists through its shared roadway designation. The overall right-of-way ('R.O.W.') allocation on-site allows for the development of sidewalks, along with the necessary space for streetscape furnishings and landscaping.

The inclusion of the new street within the master plan introduces new east-west connections and offers an alternative access point from Kingston Road. It enhances permeability within the site and creates new development frontages for Buildings A, B, and C. The private streets within the proposal function similarly to public roads, maintaining a consistent streetscape character that aligns with the municipal streets. Incorporating private roads on-site increases circulation into and around the site, contributing to efficient traffic flow, loading access and connectivity.

Figure 7 highlights the proposed right-of-way widths within the site design.

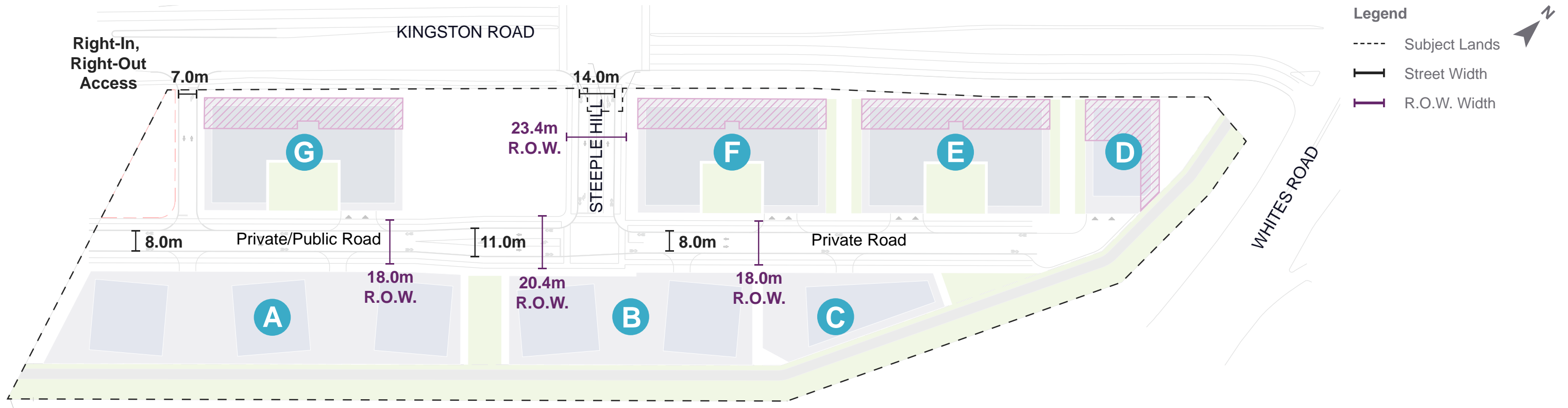


Figure 7: Right-of-Way Widths Diagram Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

Typical Street Design Guidelines

The proposed street meets the general requirements set out by the UDG. The proposed R.O.W. within the new east-west road is 18 metres, falling within the 17 to 19 metre range set out by the Guidelines. The proposed road also includes a 2-metre sidewalk and 2.5 metre landscape strip to establish a complete street. Bike infrastructure is integrated within the R.O.W. as shared lane markings, improving overall road safety and decreasing overall traffic speeds.

Typical Private Street Design Guidelines

To ensure cohesive road and streetscape design, the proposed roads on-site maintain the same R.O.W. as public streets and also allocate 2 metres for the sidewalk and 2.5 metres for landscaping. Unlike the illustrative cross-section in Figure 8, the proposed development integrates the MUP within the 14 metre rear-yard setback for a continuous cycling and walking connection.

Key Urban Design Guidelines:

Section 4.0 Connectivity

- *4.5 Street Types*
 - *4.5.1 Primary Streets i), ii), iv), vi)*
 - *4.5.4 New Public Streets*
 - *4.5.5 New Private Streets*

Parking & Loading

Parking within the master planned community is carefully designed to be completely shielded from public view, utilizing underground facilities and a 4-story parking garage located in the podiums of Buildings A, B, and C (referred to as Podium 1, 2, and 3). The total number of parking spaces provided is 2,768. For a detailed breakdown of parking spaces per building, please refer to Table 4.

To maintain a visually appealing and pedestrian-friendly environment, no surface parking is included in the development plan. Access to the underground parking is conveniently facilitated through ramps connected to the main road, which offers connections to Kingston Road.

In Building C, the parking structure is strategically designed to integrate at-grade amenities and the residential lobby along the eastern portion of the building. This thoughtful placement ensures active uses along the pedestrian walkways and open space areas, enhancing the overall experience for residents and visitors.

To minimize impacts on the public realm along Kingston Road, access to the underground parking and parking garage is situated off the internal road within the development.

During more advanced stages of the design process, there are opportunities to explore the integration of charging stations for electric vehicles. Details for secure bicycle storage will be provided within the parking areas, supporting sustainable transportation options.

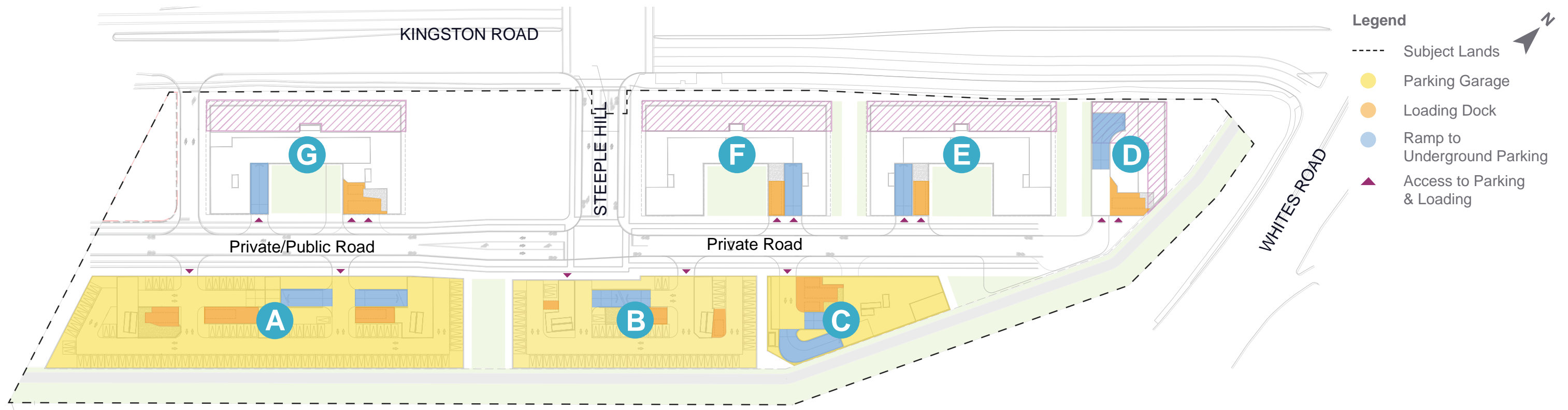


Figure 8: Parking & Loading Diagram Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

The ground floor of the buildings efficiently accommodates both loading areas and underground parking ramps within the building envelope, mitigating any adverse visual impacts on the public realm. The roadways are designed to also allow for the movement of goods and ensure safe turning maneuvers for larger vehicles and trucks. Crosswalks are thoughtfully designed to safely prioritize and support continued pedestrian movement, even in areas where loading docks and/or underground parking ramps intersect with the sidewalk.

Key Urban Design Guidelines:

Section 2.0 Built Form

- 2.5 Parking
 - 2.5.2 Structured Parking i), iv), v), viii)
- 2.6 Loading, Services and Utilities i), iii), iv)

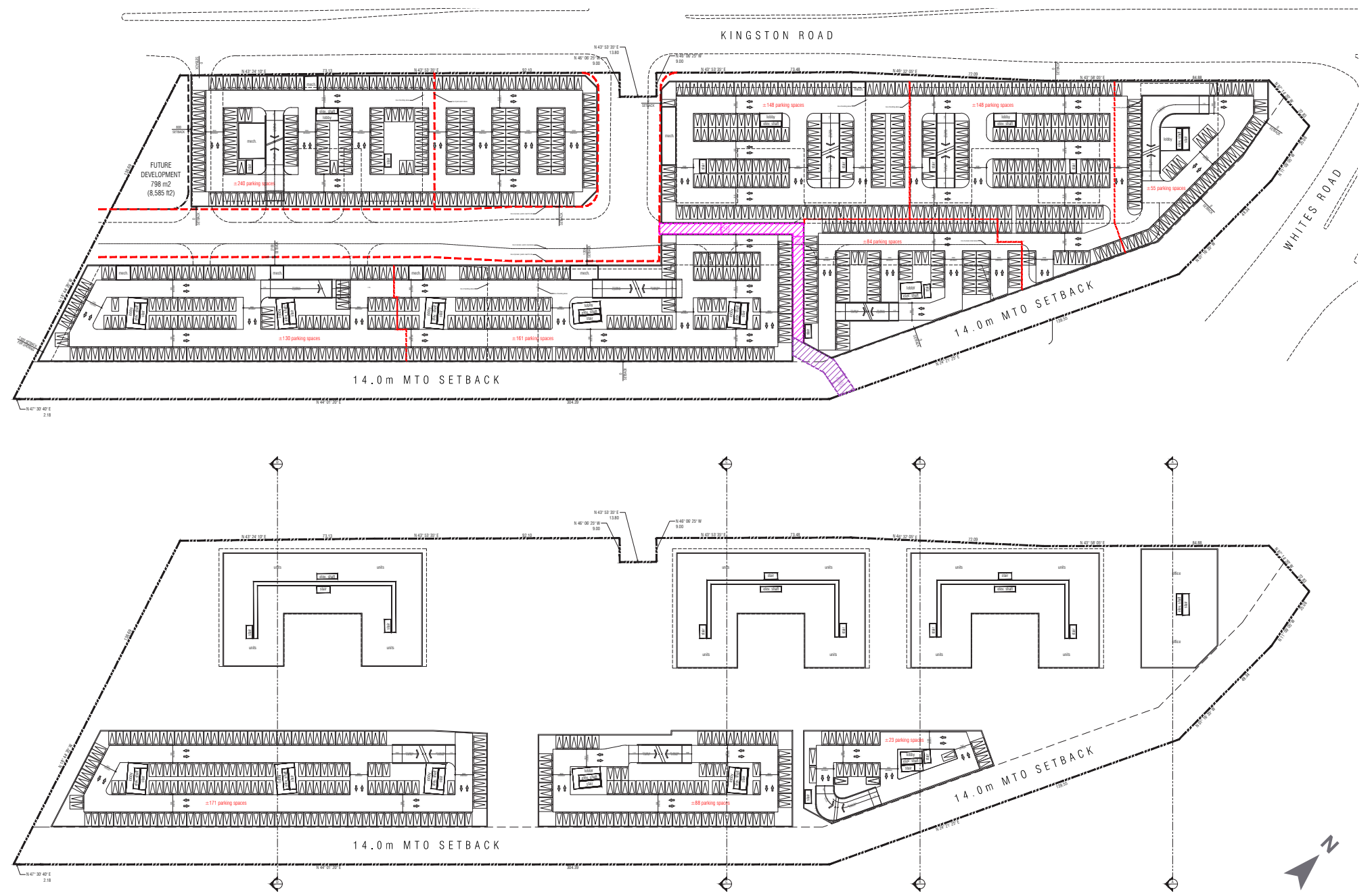


Figure 9: P1 Underground Parking Plan (Top) and 2nd Floor Plan (Bottom) Prepared by Graziani + Corazza Architects [Date Prepared: Oct 25, 2023]

2.3 PUBLIC REALM

Streetscape

The proposed project will play a significant role in activating the public realm and strengthening Kingston Road as a vital mixed-use thoroughfare that connects the city to neighboring regions. Buildings D – G will form a consistent streetwall along Kingston Road and integrate 4 storey podiums with distinct entryways to ensure a human-scale is maintained. Active frontages, featuring retail and commercial spaces, will continue to enliven the pedestrian environment and enhance the street’s architectural presence by providing ample space for pedestrian circulation and additional connections to the municipal sidewalk.

Building D, in particular, will feature retail units that wrap around the north and eastern facades, creating an inviting at-grade experience. The interface between the public and private realms, alongside the retail units and the gateway plaza, will establish the northeast corner as a key entrance into the envisioned master plan. Office uses, proposed at 3,457 square metres, within Building D will further encourage non-resident and visitor traffic within the development and promote pedestrian activity. The location within Building D will promote gateway conditions within the site and support the policies within the Intensification Plan and Draft OPA 38.

The inclusion of mid- and high-rise buildings will promote urban intensification along the Kingston Road corridor, while the podiums in Buildings D - G will contribute to the development of an active streetscape at-grade.

Furthermore, the concentration of height and density along Highway 401 will serve as a defining feature of the area, enhancing legibility and creating a distinct sense of place within the intensification zone. The proposed towers will be setback from the podium, effectively mitigating potential wind impacts and ensuring a comfortable environment for pedestrians and residents alike. Additional wind mitigation analysis will be conducted at the detailed design phase.



Figure 10: Public Realm Diagram Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

Parks & Plazas

The proposed master plan incorporates several urban parks and plazas that are integral to the design. A significant community park is envisioned along Kingston Road, positioned between Building G and the proposed Steeple Hill extension. This expansive park will offer a range of active amenities, complementing the office and residential components of the development. At the northeast corner of the site, a distinctive gateway plaza is planned adjacent to Building D serving as a central gathering space within the master planned community and offering a unique vantage point for those traveling west along Kingston Road. The plazas' proximity to the future Whites Road Station, part of the Durham-Scarborough Bus Rapid Transit route, will encourage pedestrian activity and provide convenience for commuters and visitors.

In order to facilitate greenway connections, a MUP is designated along the southern portion of the site, within the 14-meter landscape buffer. This MUP will serve as a direct pathway, creating a green link that connects the gateway community to the proposed park via a 19-metre mid-block open space connection. Various other mid-block connections are integrated throughout the design, contributing to the overall landscape context and enhancing the experience within the development.

The site plan incorporates a well-connected network of parks and plazas, prioritizing ample access to nearby, high-quality open spaces for both residents and visitors. This deliberate design approach not only ensures that everyone can enjoy the benefits of these recreational areas but also fosters urban greening and enhances the sustainability of the project. By providing well-distributed and accessible green spaces, the scheme promotes a healthier and more environmentally conscious community for all.

For details on the conceptual community park and gateway plaza design, please refer to the Facility Fit Plan prepared by Weston Consulting.

Key Urban Design Guidelines:

Section 2.0 Built Form

- 2.3 Building Placement and Orientation
 - 2.3.1 Building Entrances i)
- 2.12 Streetwall i), ii), iii), iv), vii)
- 2.13 Active Frontage Network i), ii), iii), v)
- 2.14 Gateways i), ii), iii), iv), vii)

Section 3.0 Place-making

- 3.5 Public Parks i), ii), iii), iv), v), vi), vii), viii), ix)
- 3.6 Gateway Plazas i), ii), iii), iv), v), vi)



Figure 11: Public Realm Precedents (Source: Google Images)

2.4 BUILDING DESIGN

Built Form

The proposed master plan of the site incorporates a diverse range of building typologies that contribute to a well-balanced built form along the Kingston Road intensification corridor. These buildings are designed to create a complete community by providing essential services and amenities, including non-residential uses, and open areas, to accompany the residential units.

A notable feature of the built form is the significant gateway located at the intersection of Whites Road and Kingston Road, where Building D serves as a prominent element framing the gateway plaza in the northeast.

This building consists of a 4-storey podium that maintains a human-scale design and enhances the streetscape. Above the podium, there is a 20 storey point tower, for a total building height of 24 storeys, which contributes to the development of a high-quality master plan gateway. The ground floor of Building D features retail units that extend along Kingston Road and the gateway plaza, creating a mixed-use landscape along the intensification corridor.

Buildings E to G adopt a 'U'-shaped design and feature 6-storey podiums with additional 8-storey midrise building, resulting in a total height of 14 storeys. These buildings continue the retail presence along Kingston Road and contribute to the vibrant streetscape. The separation between Buildings D, E and F allow for retail spill-out areas for cafes and other active uses.

Non-residential uses are strategically located to offer convenient access to nearby transit and various mobility options. Buildings A, B, and C have 4-storey podiums that serve as above-grade parking garages, catering to the parking needs of the development. Buildings A and B have 32-storey towers atop the podium, reaching a total building height of 36 storeys along Highway 401. Building C, located further east, features a 38-storey tower, resulting in a total building height of 42 storeys, creating a visually prominent structure from a distance.

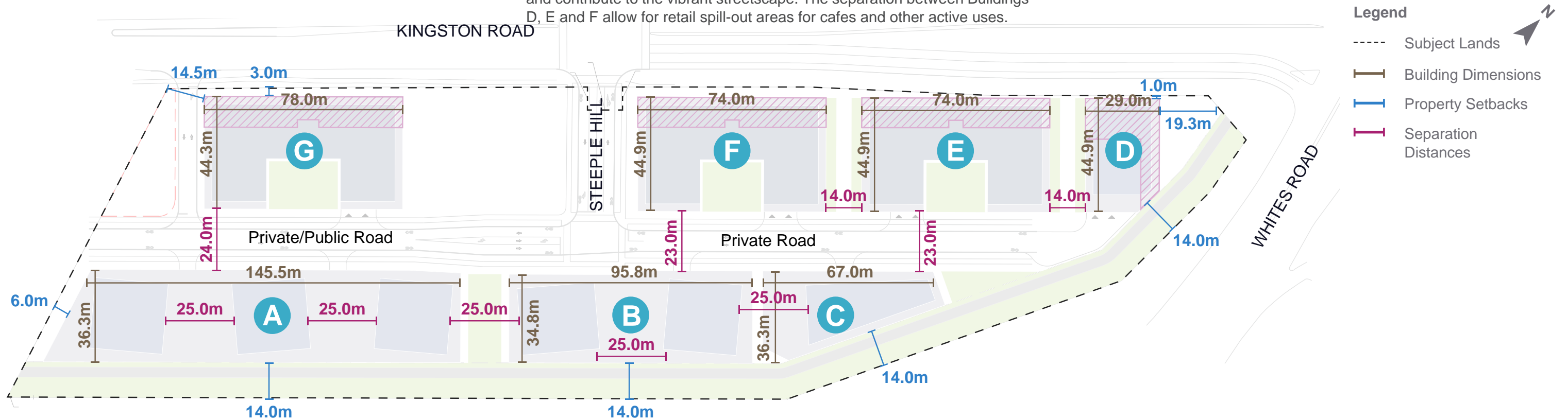


Figure 12: Building Setbacks Diagram Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

The placement of the towers on-site generally adheres to the Draft Urban Design Guidelines' requirements for a 25-metre separation between towers, as depicted in Figure 12, ensuring appropriate spacing and visual appeal within the master plan.

Height & Massing Transitions

The proposed development strategy carefully positions taller buildings towards the Highway 401 frontage and Whites Road intersection, while maintaining a respectful distance from the Kingston Road corridor and adjacent land uses. The 14-metre MTO setback aids in the development of a balanced urban environment, doubling as open space, and creating a buffer between the buildings and the highway. This setback also justifies the higher density permitted in proximity to a major roadway. Additionally, the massing of the buildings reduces towards Kingston Road in accordance with the UDG, facilitating smoother transitions in overall massing across the site.

To enhance the street-level experience, the towers in all buildings will be stepped back from the podium, contributing to a visually appealing street wall and minimizing shadowing impacts. The maximum heights of the buildings are concentrated along the Highway 401 corridor, where they are most suitable. The gateway building located at the northern corner of the site represents a medium-scale tower in the context of the overall scheme. This design approach allows the main plaza within the site to maintain a visually accessible and pedestrian-friendly scale, ensuring a welcoming and harmonious environment for all.

Cross-sections prepared by Graziani + Corazza Architects (Figure 15 and 16) illustrate the proposed development within the 45 degree angular plane context along Kingston Road. Buildings E, F and G are generally contained within the angular plane and include setbacks on the upper floors to minimize encroachment. Building D, located at the corner of Kingston Road and Whites Road, is mostly contained within the 45 degree angular plane but encroaches on the upper floors. The building serves a gateway condition within the master plan design, justifying its taller building height at the northeast corner.

Key Urban Design Guidelines:

Section 2.0 Built Form

- 2.3 Building Placement and Orientation
 - 2.3.2 Building Separation Distances v), vi)
 - 2.3.3 Building Setbacks iii), iv), v), vi)
- 2.10 Transition and Massing i), iii), v), vii), x)
- 2.15 Building Types
 - 2.15.1 Tall Buildings i), ii), iii), iv), v), vi), vii)

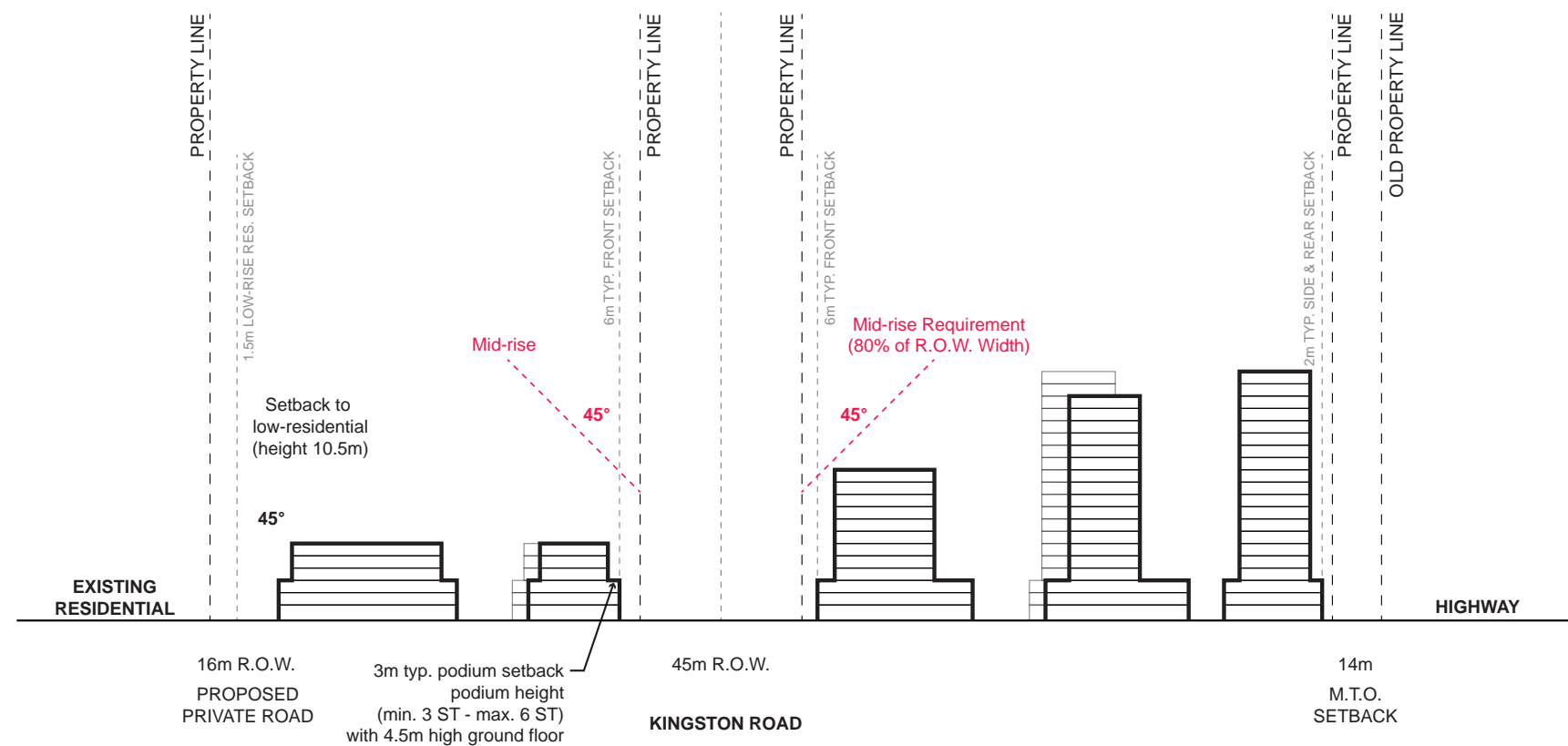
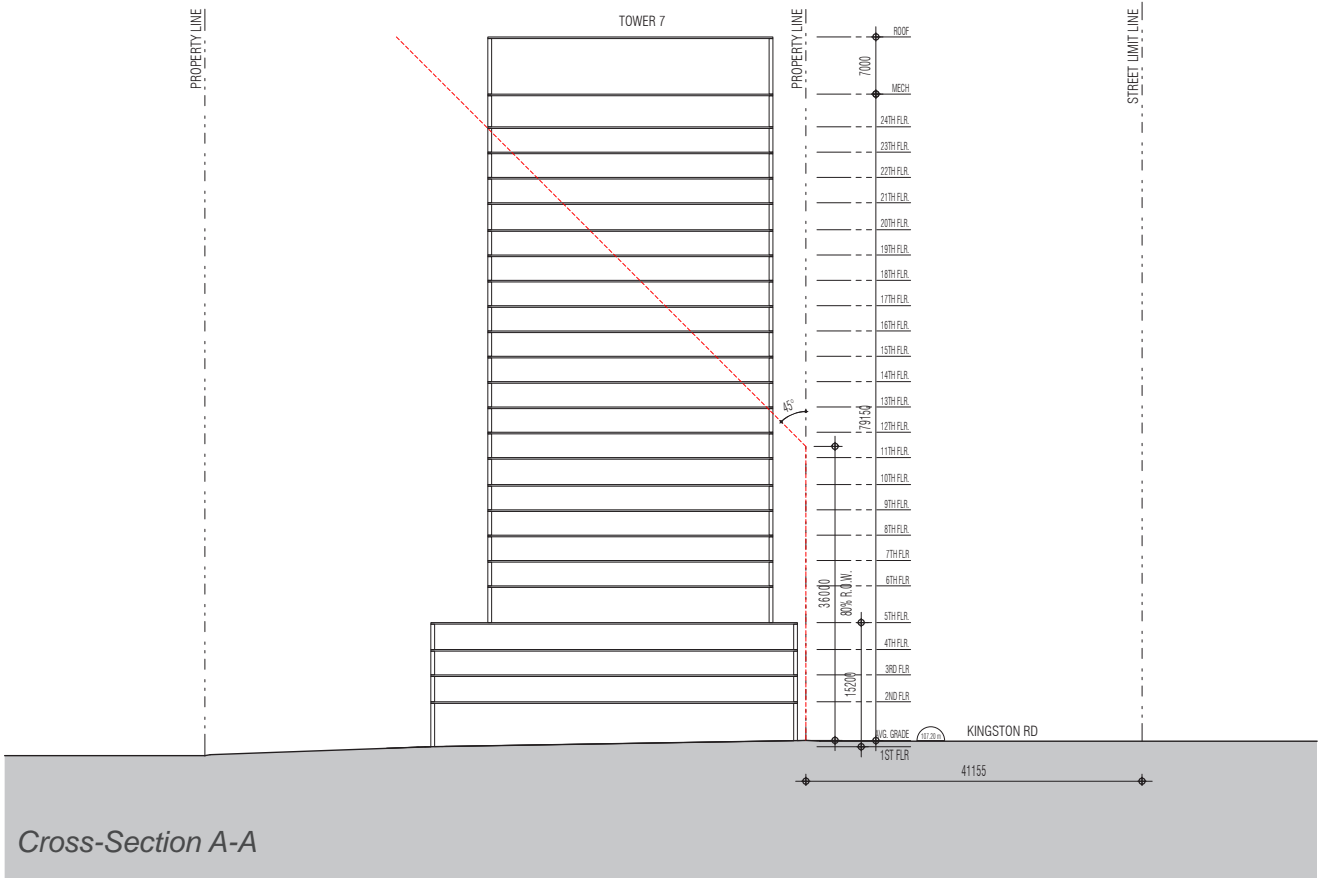
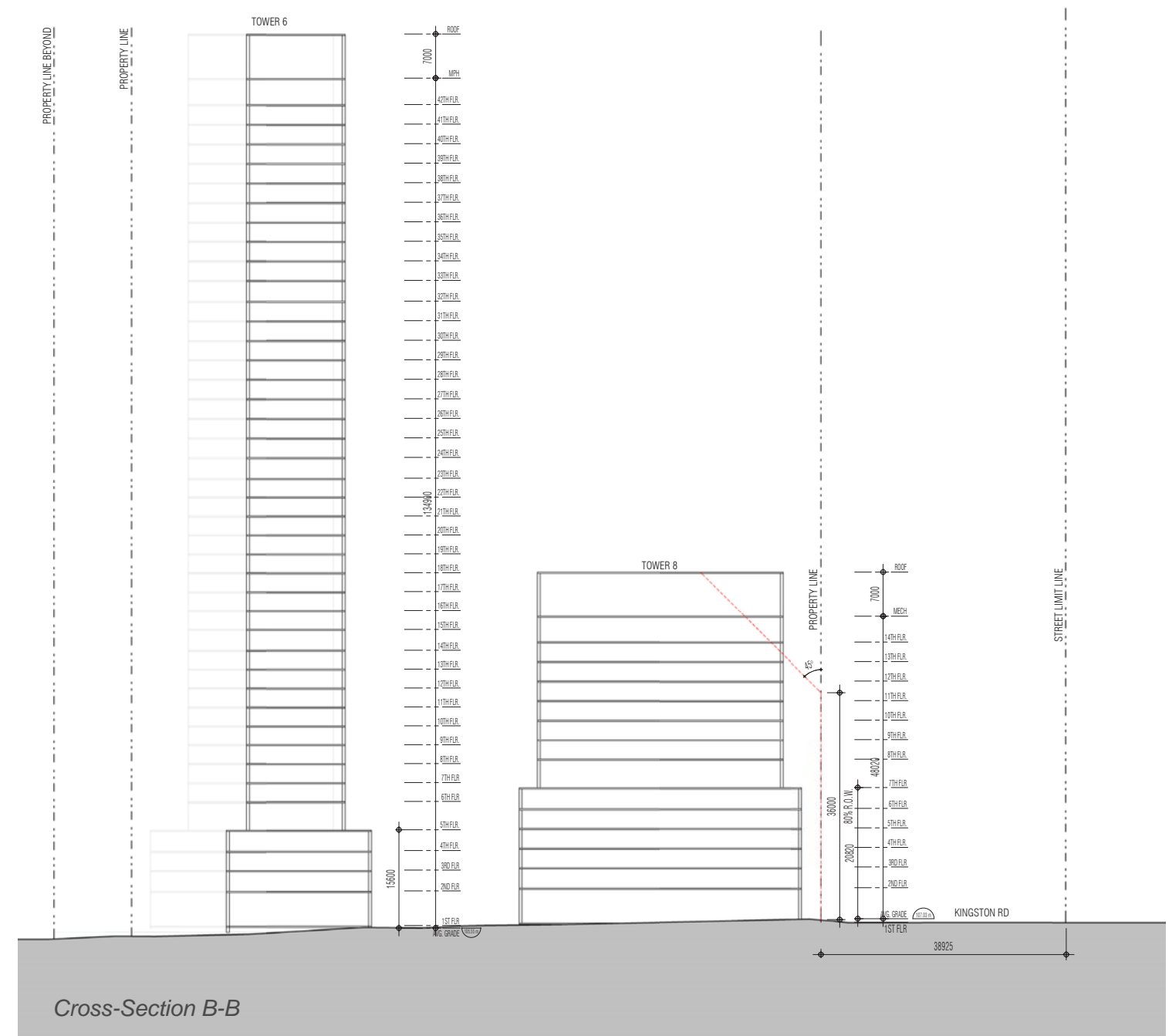
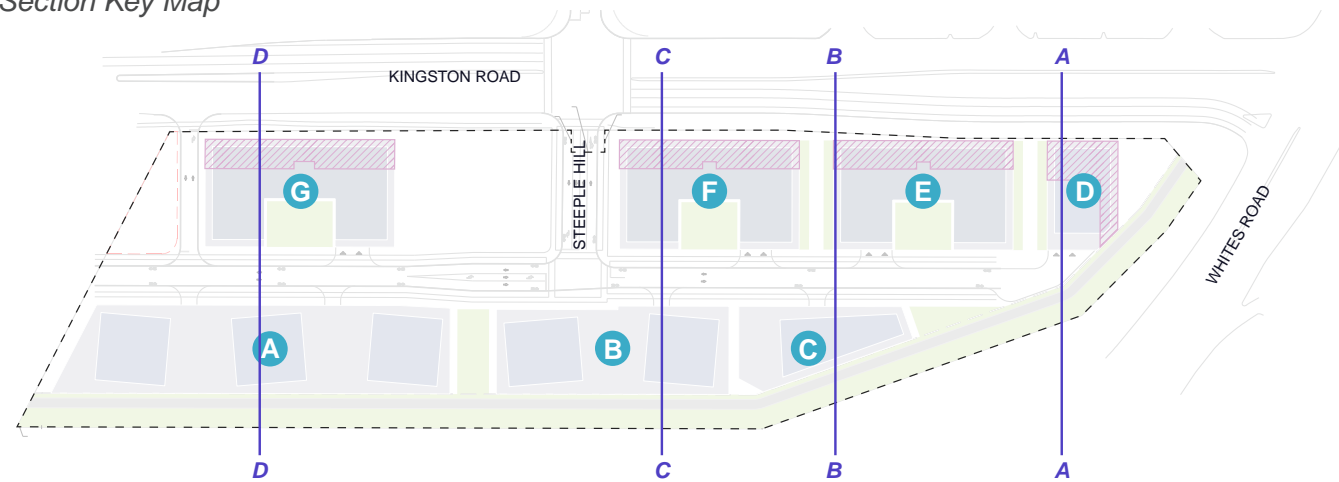


Figure 13: Illustrative Cross-Section on the Whites Precinct, Based on Kingston Road Corridor and Speciality Retailing Node: Draft Urban Design Guidelines (Prepared by Weston Consulting)

Cross-Section Key Map



Cross-Section A-A

Cross-Section B-B

Figure 14: Conceptual Section A-A (Left) and Section B-B (Right) Prepared by Graziani + Corazza Architects [Date Prepared: October 25, 2023]

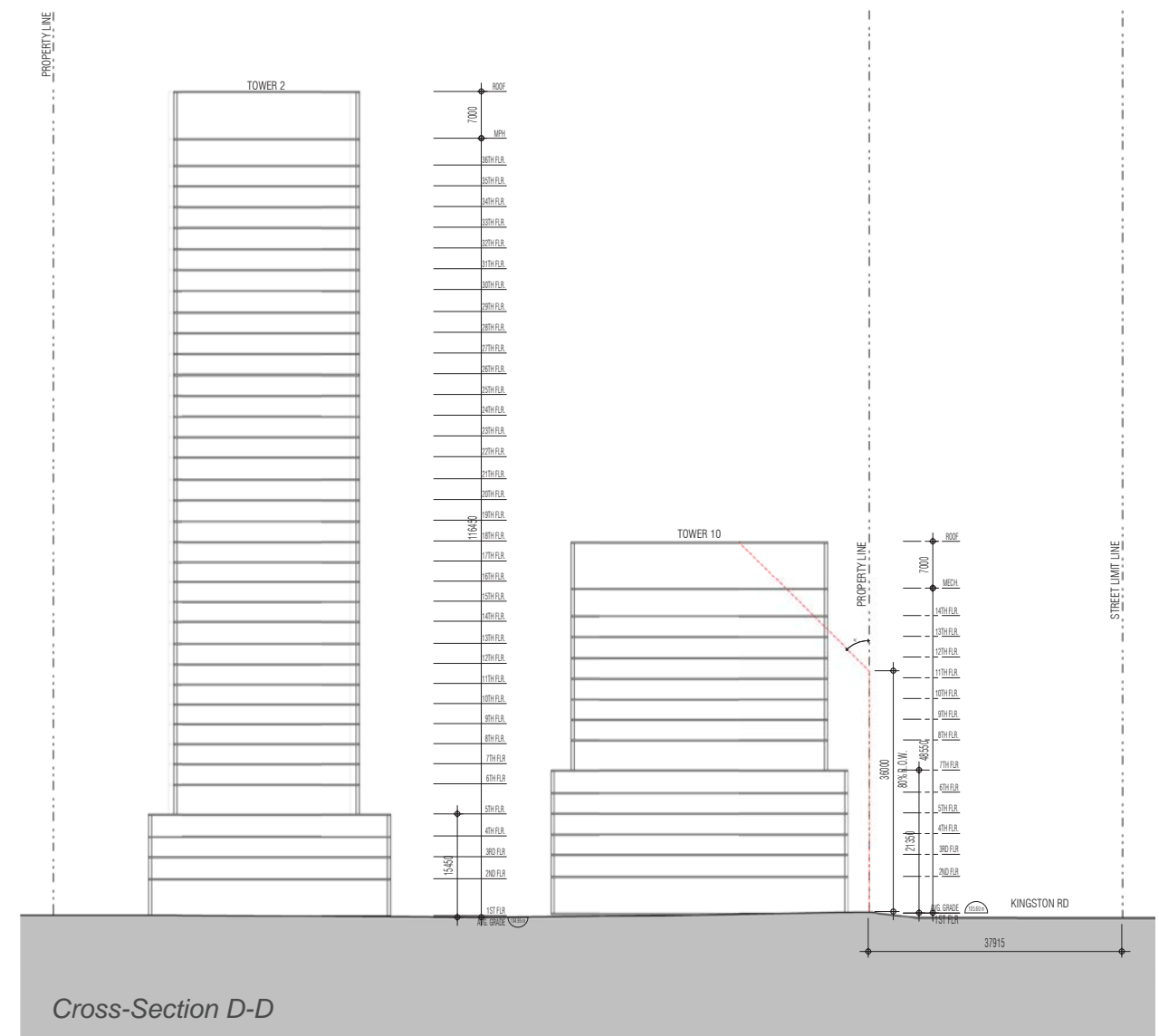
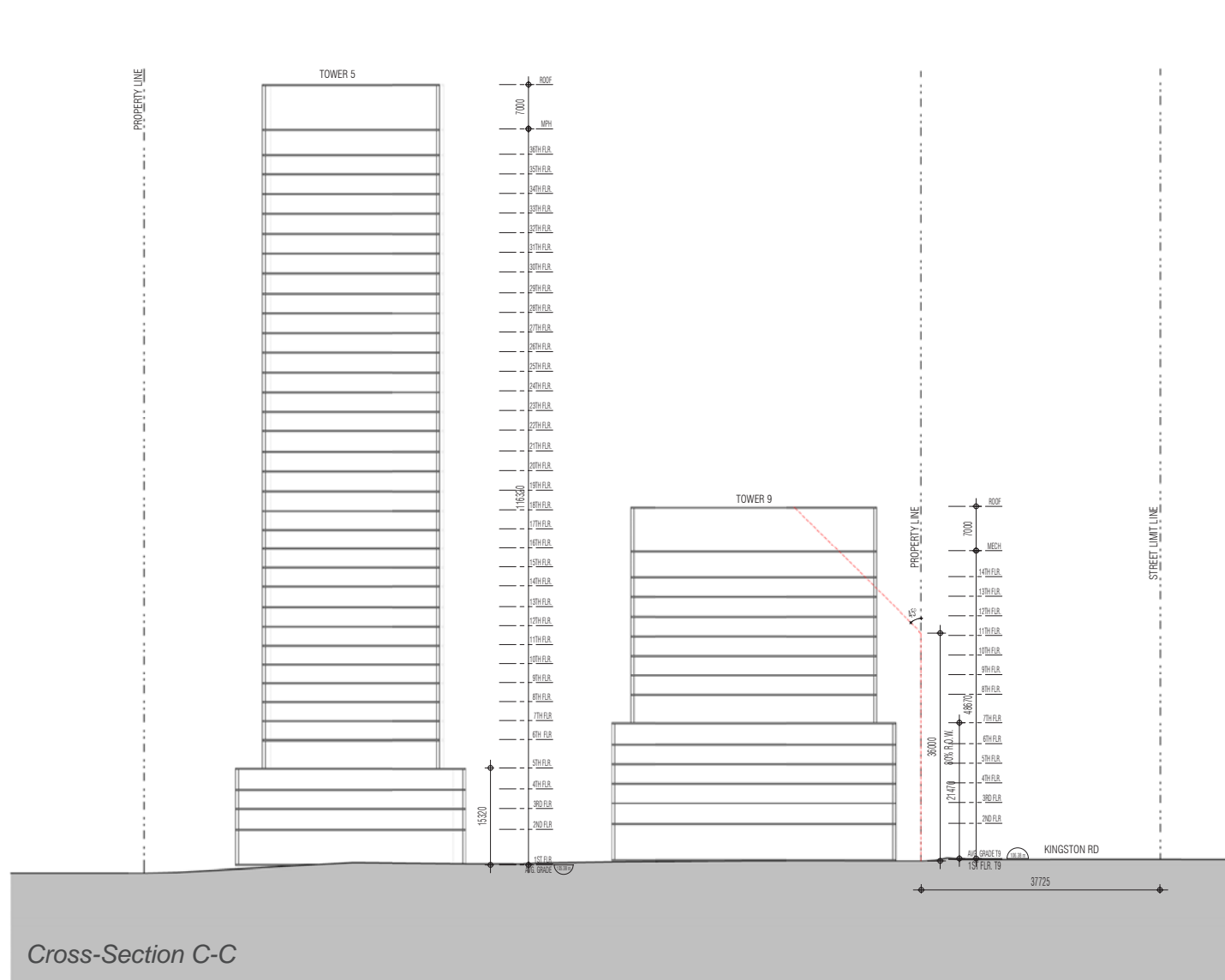


Figure 15: Conceptual Section C-C (Left) and Section D-D (Right) Prepared by Graziani + Corazza Architects [Date Prepared: October 25, 2023]

2.5 SUSTAINABILITY FEATURES

Landscaping & Open Space

The proposed development integrates landscaping to compliment the built form and enhance the overall quality of the development. The 14-metre MTO setback acts as a landscape buffer along the rear property line and, with the proposed MUP, provides a direct active transportation linkage within the master planned community. North-south mid-block connections provide additional linkages into the site from the MUP and Kingston Road corridor, enhancing the overall permeability of the master plan and strengthening the green network within the City. The proposal ensures adequate space is maintained to support landscaping treatments alongside sidewalks, including trees and plantings, to establish an urban canopy within the site. The landscape buffers will also positively contribute to the development of a unique streetscape design.

Both the proposed community park and gateway community will integrate landscape design principles to ensure a comfortable environment is achieved. The uses and programming within the open space areas will reflect the needs of the immediate and broader community and encourage residents and visitors to explore the site.

Specific sustainable design elements, including Low Impact Development ('LID') measures and permeable paving, may be explored and integrated into the Landscape Plan design during Site Plan application stages.

Figure 16 illustrates the various landscaping elements proposed on-site.

Key Urban Design Guidelines:

Section 2.0 Built Form

- 2.7 Landscape Design i), ii), iii), iv), vi), vii)
- 2.8 Sustainable Design i), ii), iii)

Section 4.0 Connectivity

- 4.2 Pedestrians
 - 4.2.1 i), ii), iii), vi), vii), viii)



Figure 16: Landscape & Open Space Diagram Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

2.6 IMPLEMENTATION

Phasing Plan

To ensure a systematic and efficient development process, a preliminary phasing plan has been prepared for the master plan design. This plan outlines the sequence of building construction and implementation, which will be carried out in two distinct phases:

- **Phase 1** will involve the development of Buildings B to F, including the Steeple Hill extension and the easterly private road and turnaround. Additionally, this phase will encompass the construction of the proposed community park and gateway plaza, as well as the completion of the remaining portion of the MUP.
- **Phase 2** will encompass the construction of Building A, the new/proposed road west of the Steeple Hill extension, Building G, as well as a portion of the MUP.

This phased approach is subject to change based on advanced design stages but is intended to ensure a well-coordinated and progressive development plan.

Figure 17 illustrates the preliminary phasing plan.

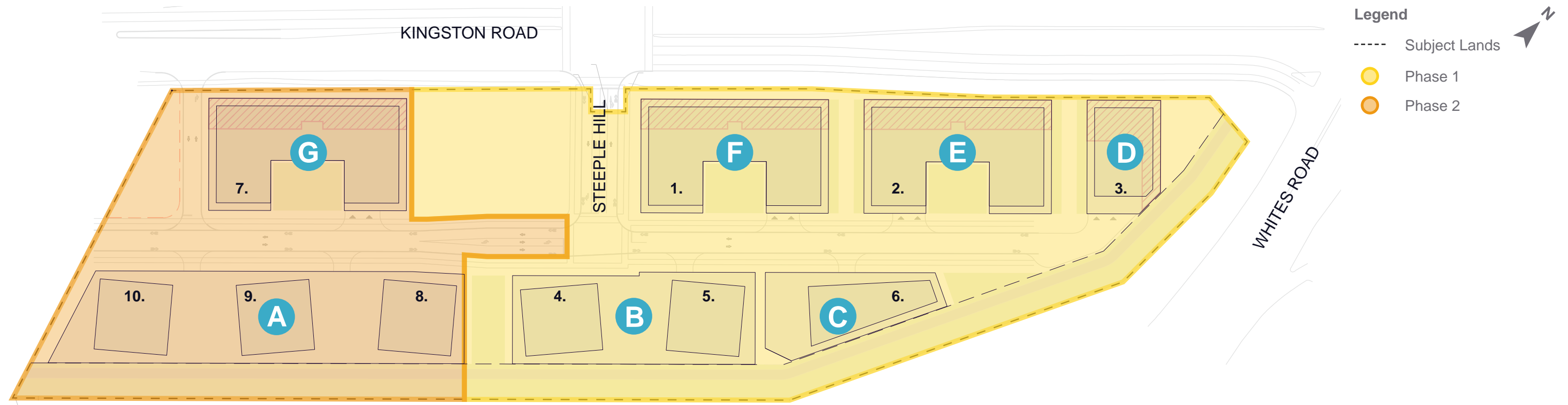


Figure 17: Preliminary Phasing Plan Prepared by Weston Consulting (Based on Site Plan Prepared by Graziani + Corazza Architects)

3.0 SUPPORTING STUDIES

3.1 Facility Fit Plan

3.2 Sun Shadow Study

3.1 FACILITY FIT PLAN

A Facility Fit Plan ('FFP') has been prepared by Weston Consulting to outline a comprehensive strategy for the design and utilization of the park space within the site while addressing the vision and goals of the Kingston Road Corridor policies.

The FFP has been revised to reflect the updated architectural site plan, including the consolidation of parkland to a single, central park within the site. The FFP has been developed in accordance with City Staff comments and programming opportunities. A detailed landscape plan will be finalized at future stages of the design process.

3.2 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.

For a summary of the proposed developments shadow impacts, please refer to the Study as part of the submission package.

APPENDIX A - GUIDELINE MATRIX

Kingston Road Corridor and Specialty Retailing Node - Draft Urban Design Guidelines (November 2019)		
Section	Design Guidelines	Development Response to Guidelines
Section 2.0 Built Form	<p>2.2 Block Structure</p> <ul style="list-style-type: none"> i. Block lengths should generally range between 100 and 150 metres to promote permeability within the streetscape, support walkability and increase the ease of pedestrian and cyclist movement (Fig. 21). ii. Where a block is longer than 150 metres and shorter alternatives are not feasible, mid-block connections shall be introduced through pedestrian paths or linear parks. Pedestrian-scale lighting should be implemented along these paths to increase comfort and safety. iv. Generally, a standard rectilinear lot is preferred to maximize design and siting options. The traditional lot shape may be varied to account for irregular slopes or property boundaries. vi. Block layouts should be designed to maximize views and vistas through development blocks and towards gateways and natural heritage features. 	<p>The proposed development maintains appropriate block lengths to promote permeability and support walkability. Buildings B to G are less than 100 metres while Building A is within the acceptable range between 100 and 150 metres (Figure 13). The overall site layout follows a rectilinear lot pattern to maximize building siting options. The proposed layout maintains key views and vistas towards gateways, naturalized areas and parkland.</p>
Section 2.0 Built Form	<p>2.3 Building Placement and Orientation</p> <p>2.3.1 Building Entrances</p> <ul style="list-style-type: none"> i. Entrances should be highly visible, front onto the public street, and connect to pedestrian walkways or sidewalks. Entrances should promote visibility and views between interior and exterior spaces (Fig. 22) 	<p>The proposed buildings are oriented towards Kingston Road, maintaining highly visible entrances and activating the public realm. Buildings D – G will form a consistent streetwall along Kingston Road and integrate 4 storey podiums with distinct entryways to ensure a human-scale is maintained. Active frontages, featuring retail and commercial spaces, will continue to enliven the pedestrian environment and enhance the street’s architectural presence by providing ample space for pedestrian circulation and additional connections to the municipal sidewalk.</p>
Section 2.0 Built Form	<p>2.3.2 Building Separation Distances</p> <ul style="list-style-type: none"> v. For tall buildings over 13 storeys in height, a minimum separation distance of 25 metres shall be maintained between towers. vi. A minimum separation distance of 15 metres shall be provided between facing buildings on sites with multiple buildings. On multi-building sites, it is encouraged that buildings are offset or angled away from each other to maintain privacy between facing units. 	<p>The proposed development maintains appropriate separation distances [25 metres] for all towers over 13 storeys in height (Figure 13). Overall, buildings on-site maintain adequate separation distances to ensure shadow impacts are mitigated.</p>
Section 2.0 Built Form	<p>2.3.3 Building Setbacks</p> <ul style="list-style-type: none"> iii. Buildings fronting existing public roads intersecting Kingston Road shall be setback 5 metres from the property line in the Whites and Brock Precincts and 3 metres in the Rougemount and Dunbarton/ Liverpool Precincts, or match the setback of adjacent buildings. In the case that the two adjacent buildings have differing setbacks, the new building setback shall match whichever is closer to the street. iv. In all precincts, buildings shall be setback a minimum of 2 metres from new public and private streets that are internal to the development block. v. In all precincts, buildings shall be setback a minimum of 3 metres from parks and other open spaces. vi. Where retail and commercial uses are located, setback areas should accommodate spill-out uses from commercial activity (i.e. patios, displays, waiting areas) to improve the pedestrian experience. These areas should be primarily hardscaped to act as an extension of the sidewalk and accommodate for higher levels of foot traffic. 	<p>The proposed development is setback from Kingston Road 3 metres, west of the Steeple Hill extension and 1 metre towards the Kingston Road and Whites Road intersection. Given the right-of-way of Kingston Road and the future BRT station, the proposed setback allows for the site to accommodate the 14 metre MTO setback, Buildings A - C, as well as the internal roads, without compromising the building size along Kingston Road. The frontages along Kingston Road will contribute to the overall pedestrian experience and accommodate spill-out uses from at-grade retail activity.</p>
Section 2.0 Built Form	<p>2.4 Grading and Access</p> <ul style="list-style-type: none"> vi. Where possible, vehicular entrances and access points shall be located within the centre of the block and below grade with access from local streets/lanes. Vehicular access from main streets shall be limited. vii. Vehicular entrances and access points should have minimal impact on walkways and the pedestrian realm and where possible should be integrated with building design. 	<p>Vehicular entrances on-site are located centrally within the site design, to reduce impacts onto the public realm and maintain pedestrian safety. Vehicular access is consolidated, where possible, to reduce interruptions to walkways and pedestrian amenities.</p>

Section	Design Guidelines	Development Response to Guidelines
Section 2.0 Built Form	<p>2.5 Parking</p> <p>2.5.2 Structured Parking</p> <ul style="list-style-type: none"> i. <i>Surface parking is discouraged for main street retail, and high-density residential, office and mixed-use developments. In these areas, parking shall be provided underground, behind or inside a structure on upper floors with appropriate screening, or inside a building.</i> iv. <i>At-grade parking structures shall be designed with active uses fronting the public street and other pedestrian uses, such as retail or amenity areas. These should incorporate visually-appealing architectural and landscape treatments.</i> v. <i>Access points to parking structures should be located at the rear or side of buildings, and away from main streets and intersection corners.</i> viii. <i>Consideration should be given to charging stations for electric vehicles and secure indoor bicycle storage space in the design of parking structures.</i> 	<p>Parking within the master planned community is carefully designed to be completely shielded from public view, utilizing underground facilities and a 4-story parking garage located in the podiums of Buildings A, B, and C. To minimize impacts on the public realm along Kingston Road, access to the underground parking and parking garage is situated off the internal road within the development.</p>
Section 2.0 Built Form	<p>2.6 Loading, Services and Utilities</p> <ul style="list-style-type: none"> i. <i>Where possible, on-site loading and servicing areas shall be located internal to the development and below grade with access from local streets and lanes. Access points shall be coordinated to minimize impacts on the pedestrian realm, including minimizing the interruption of sidewalks.</i> iii. <i>Service and loading facilities shall be contained within building envelopes and consolidated for each block, when possible. Below-grade loading facilities are encouraged for higher-density, larger-format development. Garbage storage rooms shall be centralized indoors, below grade, and at the rear of buildings.</i> iv. <i>Vehicular routes shall support goods movement by designing right-of-ways and lanes to safely accommodate truck traffic and turning movement.</i> 	<p>The ground floor of the buildings efficiently accommodates both loading areas and underground parking ramps within the building envelope, mitigating any adverse visual impacts on the public realm. The roadways are designed to also allow for the movement of goods and ensure safe turning maneuvers for larger vehicles and trucks. Crosswalks are thoughtfully designed to safely prioritize and support continued pedestrian movement, even in areas where loading docks and/or underground parking ramps intersect with the sidewalk.</p>
Section 2.0 Built Form	<p>2.7 Landscape Design</p> <ul style="list-style-type: none"> i. <i>Landscape shall be an integral piece of the site design and be developed to unify and enhance the overall architectural project. High-quality, durable and diverse landscape elements shall be encouraged.</i> ii. <i>A minimum of 10% of each lot shall be landscaped, with a significant proportion of that being soft landscaping.</i> iii. <i>Landscaping shall support and define a consistent and attractive street edge. The selection and spacing of all plantings should relate to the street type and adjacent land use and site conditions.</i> iv. <i>Within sites, landscaping shall define pedestrian routes and enhance visual imagery of the site. Large tree canopies are encouraged along pedestrian routes to provide shade and comfort (Fig. 29).</i> vi. <i>Landscape buffers shall be encouraged along surface parking lots adjacent to public streets to soften and screen parking lot edges. They shall also be encouraged on lots abutting low-density residential uses to provide a privacy buffer. These should have a minimum width of 3 to 3.5 metres.</i> vii. <i>Within parking lots, curbed landscaped islands with a minimum width of 2.5 metres shall be encouraged to define major vehicle and pedestrian routes and break-up the expanse of paved areas.</i> 	<p>The 14-metre MTO setback acts as a landscape buffer along the rear property line and, with the proposed MUP, provides a direct active transportation linkage within the master planned community. North-south mid-block connections provide additional linkages into the site from the MUP and Kingston Road corridor, enhancing the overall permeability of the master plan and strengthening the green network within the City. The proposal ensures adequate space is maintained to support landscaping treatments alongside sidewalks, including trees and plantings, to establish an urban canopy within the site. The landscape buffers will also positively contribute to the development of a unique streetscape design.</p>
	<p>2.8 Sustainable Design</p> <ul style="list-style-type: none"> i. <i>Sustainable and Low Impact Development (LID) measures are encouraged for all development in order to reduce stormwater run-off and optimize water infiltration potential. This includes the use of bio-retention areas, rain gardens, grass swales, permeable pavement, and vegetated filter strips.</i> ii. <i>Development should prioritize plantings of native species that support ecological functions, are drought-tolerant, require minimal maintenance and increase biodiversity in the landscape.</i> iii. <i>The use of softscapes should be encouraged on flat roofs of all buildings, including residential, commercial and mixed-use buildings. Softscape features can include trees, grass, shrubs, flowers, and soil. The green roofs are encouraged to act as public amenity spaces (Fig. 30).</i> 	<p>Specific sustainable design elements, including Low Impact Development ('LID') measures and permeable paving, may be explored and integrated into the Landscape Plan design during Site Plan application stages.</p>

Kingston Road Corridor and Specialty Retailing Node - Draft Urban Design Guidelines (November 2019)		
Section	Design Guidelines	Development Response to Guidelines
Section 2.0 Built Form	<p>2.10 Transition and Massing</p> <ul style="list-style-type: none"> i. <i>New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.</i> iii. <i>In cases where buildings have a height of 8 storeys or more proposed adjacent to the streetline, the upper storeys of the building should be sited on podiums having a minimum height of 3 storeys and a maximum height of 6 storeys.</i> v. <i>The shadow impact of buildings on adjacent residential buildings, public parks and privately owned publicly-accessible spaces shall be assessed through a shadow impact study, where appropriate, and minimized to the extent possible.</i> vii. <i>The development of large mass buildings within areas that are characterized by a distinct architectural theme should reflect similar architectural features, where practical, to blend in with the character of the particular area.</i> x. <i>To help create a human-scaled environment along public streets, an angular plane shall be applied through the following: On Kingston Road, Brock Road, Pickering Parkway and existing north-south public roads intersecting Kingston Road, built form shall conform to an angular plane extended at a 45 degree angle from the front property line, beginning at a height 80 percent the width of the adjacent right-of-way.</i> 	<p>The proposed development strategy carefully positions taller buildings towards the Highway 401 frontage and Whites Road intersection, while maintaining a respectful distance from the Kingston Road corridor and adjacent land uses. The 14-metre MTO setback aids in the development of a balanced urban environment, doubling as open space, and creating a buffer between the buildings and the highway. This setback also justifies the higher density permitted in proximity to a major roadway. Additionally, the massing of the buildings reduces towards Kingston Road in accordance with the UDG, facilitating smoother transitions in overall massing across the site.</p>
Section 2.0 Built Form	<p>2.12 Streetwall</p> <ul style="list-style-type: none"> i. <i>A consistent streetwall should be maintained along Kingston Road and all Primary Frontages.</i> ii. <i>The minimum streetwall height along all streets shall be 3 storeys, with a minimum ground floor height of 4.5 metres to accommodate for retail uses.</i> iii. <i>The podium portion of tall buildings shall have a minimum height of 3 storeys and a maximum height of 6 storeys.</i> iv. <i>All street-related uses should have primary entrances fronting onto the public street and feature transparent windows and doors to provide outlook and animation onto the street edge (Fig. 39).</i> vii. <i>A fine-grain pattern of retail units and/or residential</i> viii. <i>entrances is encouraged to provide variety and variation in the streetwall. Variation in frontage width is encouraged to flexibly accommodate a range of street-related uses, including multiple internal formats and layouts for commercial/retail units.</i> 	<p>The proposed project will play a significant role in activating the public realm and strengthening Kingston Road as a vital mixed-use thoroughfare that connects the city to neighboring regions. Buildings D – G will form a consistent streetwall along Kingston Road and integrate 4 storey podiums with distinct entryways to ensure a human-scale is maintained. The buildings maintain 4.5 metre ground floor building heights to support retail uses.</p>
Section 2.0 Built Form	<p>2.13 Active Frontage Network</p> <ul style="list-style-type: none"> i. <i>Primary Frontages shall contain predominantly street-related active retail or commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, including community and institutional uses, are also permitted.</i> ii. <i>Secondary Frontages should contain street-related active retail or other commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, such as community and institutional uses, are also encouraged.</i> iii. <i>Development applications which are already underway along Kingston Road and other major intersections are encouraged to develop active frontages.</i> v. <i>A reasonable proportion of frontages shall have transparent windows at street level. Clear glass is preferred for all glazing in order to promote a high level of visibility (Fig. 40).</i> 	<p>Retail uses are proposed along Kingston Road to promote an active frontage along the intensification corridor (Figure 11).</p>

Section	Design Guidelines	Development Response to Guidelines
Section 2.0 Built Form	<p>2.14 Gateways</p> <ul style="list-style-type: none"> i. Buildings with significant heights and massing should be located at gateway locations, including both mid-rise and tall buildings. Building and landscape design should aim to create a sense of arrival. ii. Gateways should incorporate public gathering spaces, such as plazas and urban squares. iii. Buildings at gateways are encouraged to include recessed corners to enlarge the public realm at key intersections to support additional spill-over space for active commercial uses. iv. Primary building entrances should be located at gateways. vii. Careful consideration should be given to views of the gateway as traffic approaches from the north and south crossing the highway, with an aim to create a balance between the east and west sides and provide a sense of arrival (Fig. 41). 	<p>Building D, in particular, will feature retail units that wrap around the north and eastern facades, creating an inviting at-grade experience. The interface between the public and private realms, alongside the retail units and the gateway plaza, will establish the northeast corner as a key entrance into the envisioned master plan. Office uses, proposed at 3,457 square metres, within Building D will further encourage non-resident and visitor traffic within the development and promote pedestrian activity. The location within Building D will promote gateway conditions within the site and support the policies within the Intensification Plan and Draft OPA 38.</p>
Section 2.0 Built Form	<p>2.15 Building Types</p> <p>2.15.1 Tall Buildings</p> <ul style="list-style-type: none"> i. Tall buildings should generally be located within gateways, including at the intersection of transit spines, major arterials, along the highway and proximate to highway access (Fig. 42). ii. Podiums shall have a minimum height of 3 storeys and a maximum height of 6 storeys to create a comfortable public realm. Towers should be stepped back a minimum of 3 metres from the podium wall. iii. Tall buildings should appropriately transition in height, particularly where high-rise development is directly adjacent to existing low-rise neighbourhoods, parks and open spaces, and POPS. iv. Tall buildings should be designed and sited to minimize shadows, maximize sky views, and reduce negative micro-climate impacts, particularly where high-rise development is directly adjacent to low-rise neighbourhoods, parks and open spaces. v. Building towers shall be subject to a minimum 25 metre separation distance, measured between the exterior edge of the building face. Buildings shall have a maximum tower floor plate of 750m². vi. Upper floors should terminate the tower with distinctive crowning features and accent materials compatible with the overall building design. vii. Building tops should incorporate screening for rooftop mechanical equipment to minimize their visual impact. 	<p>The proposed massing integrates taller buildings appropriately to maintain transitions to the intensification corridor. The site design takes advantage of its location along Highway 401 and locates taller buildings along the southern property line. Towers are designed to minimize shadows and maintain appropriate floor plate and separation distances.</p>

Section	Design Guidelines	Development Response to Guidelines
Section 3.0 Place-making	<p>3.5 Public Parks</p> <ul style="list-style-type: none"> <i>i. Public Parks shall front onto public streets, be accessible from adjacent public streets where possible, and be of a shape, topography and size that reflects their intended use. Park design should incorporate a measure of flexibility to enable the potential for multi-use spaces throughout all seasons.</i> <i>ii. Public parks should be a minimum of 0.3 hectares in size, although larger parks are preferred. The siting and sizing of new Public Parks should take into account planned residential and employment intensification to ensure adequate provision.</i> <i>iii. Public Parks should contain multiple access points (Fig. 54). Entrances should be highly visible, aesthetically-pleasing, accessible for users with physical disabilities, and incorporate signage that assists in wayfinding and orientation.</i> <i>iv. Public Parks should be physically and visually connected to the public street. New buildings should be positioned to define the shape and function of the public park and to create the impression of a cohesive public realm.</i> <i>v. Public Parks should have a minimum of one public street frontage and one private street frontage, although greater street frontages are encouraged</i> <i>vi. Developments adjacent to a Public Park will be setback a minimum of 3 metres and will provide an appropriate interface between public and private lands, promote animated uses at grade and avoid locating loading and service areas adjacent to parks.</i> <i>vii. Public Parks shall serve a community function and incorporate an appropriate range and variety of active and passive recreational uses, subject to the size and shape of the park (Fig. 55).</i> <i>viii. Public Parks which are 0.3 ha or larger in size should include a playground with junior and senior children’s play equipment, seating areas, pathways, open unprogrammed turf areas and tree canopy. Larger parks should accommodate water play features, multi-use courts or one-on-one basketball facilities.</i> <i>ix. Public Parks also should incorporate pedestrianscaled lighting, bicycle racks, appropriate signage and public art, where appropriate.</i> 	<p>The proposed master plan incorporates several urban parks and plazas that are integral to the design. A significant community park is envisioned along Kingston Road, positioned between Building G and the proposed Steeple Hill extension. This expansive park will offer a range of active amenities, complementing the office and residential components of the development. At the northeast corner of the site, a distinctive gateway plaza is planned adjacent to Building D serving as a central gathering space within the master planned community and offering a unique vantage point for those traveling west along Kingston Road. The plazas’ proximity to the future Whites Road Station, part of the Durham-Scarborough Bus Rapid Transit route, will encourage pedestrian activity and provide convenience for commuters and visitors.</p> <p>In order to facilitate greenway connections, a MUP is designated along the southern portion of the site, within the 14-meter landscape buffer. This MUP will serve as a direct pathway, creating a green link that connects the gateway community to the proposed park via a 19-metre mid-block open space connection. Various other mid-block connections are integrated throughout the design, contributing to the overall landscape context and enhancing the experience within the development.</p>
Section 3.0 Place-making	<p>3.6 Gateway Plazas</p> <ul style="list-style-type: none"> <i>i. Gateway Plazas shall function as central gathering spaces which can be programmed for public or community events, and as pedestrian gateways and connections which complement the existing streetscape. The dimension, design and furnishing of these spaces should offer comfort and allow for a range of activities accommodating diverse user groups.</i> <i>ii. Gateway Plazas shall be physically and visually connected to the public street and well-designed to relate to surrounding buildings and create the impression of a cohesive public realm.</i> <i>iii. Gateway Plazas should be framed by adjacent streets, landscape and buildings which are designed to the highest architectural standard. They should respond to the form and function of the site and surrounding uses.</i> <i>iv. Commercial and mixed-use buildings adjacent to plazas should provide active frontages with direct views and access. Patios are encouraged to be located adjacent to these locations.</i> <i>v. Gateways Plazas should contribute to a cohesive streetscape through the consistent use of colour, texture and building materials to the surrounding the built form.</i> <i>vi. To create an enjoyable pedestrian environment, Gateway Plazas should incorporate appropriate lighting, signage, water features, and public art, where appropriate (Fig. 56). High quality paving treatments, in combination with landscaped elements including coordinated plantings and street furniture, should also be used.</i> 	<p>The site plan incorporates a well-connected network of parks and plazas, prioritizing ample access to nearby, high-quality open spaces for both residents and visitors. This deliberate design approach not only ensures that everyone can enjoy the benefits of these recreational areas but also fosters urban greening and enhances the sustainability of the project. By providing well-distributed and accessible green spaces, the scheme promotes a healthier and more environmentally conscious community for all.</p>

Kingston Road Corridor and Specialty Retailing Node - Draft Urban Design Guidelines (November 2019)		
Section	Design Guidelines	Development Response to Guidelines
Section 4.0 Connectivity	<p>4.2 Pedestrians</p> <p>4.2.1 Sidewalks</p> <ul style="list-style-type: none"> i. Sidewalks should provide a network of accessible and inter-connected pedestrian routes which relate directly to surrounding buildings and destinations. ii. Sidewalks should provide a clear, unobstructed pathway and be a minimum width of 2 metres to ensure a comfortable walking environment (Fig. 70). iii. Sidewalks should be designed to serve all users, including children, older people, parents with strollers, the visually impaired, and those using wheelchairs and other assistive devices. Barrier-free surfaces should be in compliance with Accessibility for Ontarians with Disabilities Act (AODA) standards. vi. Adequate space should be provided within the public right-of-way to allow for landscape and furniture zones adjacent to sidewalks. vii. Street furniture may include benches, tables, fountains, and newspaper boxes. These should be placed in high-traffic areas, particularly where public amenities or active frontages exist. 	<p>The proposed development integrates a robust sidewalk network between buildings and along roads to ensure pedestrian connectivity is accessible and continuous. The sidewalks measure 2 metres wide and provide access to buildings, parks and amenity areas.</p>
Section 4.0 Connectivity	<p>4.2 Pedestrians</p> <p>4.2.2 Pedestrian Paths</p> <ul style="list-style-type: none"> i. Pedestrian paths are reserved for the exclusive use of pedestrians, and should be implemented to provide additional connections and routes of circulation within blocks and to open spaces and destinations (Fig. 71). ii. Pedestrian paths should be designed with a minimum width of 2.5 metres to provide for a comfortable walking environment. iii. Pedestrian paths should be well-designed and inviting to users, with features such as soft landscaping, plantings, public art, wayfinding signage and pedestrian-scaled lighting implemented where appropriate. Where possible, a generous urban tree canopy is encouraged. iv. The placement of street furniture should ensure that pedestrian routes are free of obstruction and enable proper circulation and sight lines. v. Pedestrian paths should utilize high-quality and durable paving material. The paving treatment is encouraged to have a distinctive colour, texture or pattern to assist with wayfinding. Permeable paving materials should be used for pedestrian paths in areas intersecting with green space or natural heritage features. vi. Pedestrian paths should be designed to encourage strolling and gathering of people, and include spillout spaces and other elements to keep the public realm active. 	
Section 4.0 Connectivity	<p>4.2 Pedestrians</p> <p>4.2.3 Pedestrian Crossings</p> <ul style="list-style-type: none"> i. Pedestrian crossings should provide clear, unobstructed paths and be connected to adjacent sidewalks to allow ease of access for all users. v. The pedestrian network, including sidewalks and pedestrian paths, should be designed to bring pedestrians to safe, controlled crossing locations and discourage crossings at uncontrolled mid-block locations. 	

Kingston Road Corridor and Specialty Retailing Node - Draft Urban Design Guidelines (November 2019)		
Section	Design Guidelines	Development Response to Guidelines
Section 4.0 Connectivity	<p>4.3 Cycling</p> <p>4.3.1 Multi-Use Paths</p> <p><i>i. MUPs are encouraged as connectors between neighbouring communities, transit corridors and nodes.</i></p> <p><i>iii. To ensure adequate space for all users, the minimum width of an in-boulevard MUP is 3 metres, with a desired width of 4 metres.</i></p> <p><i>iv. When appropriate, multiple access points should be provided to all MUP, with connections to a variety of transportation options including public transit routes, other separate cycling facilities and MUP, sidewalks and parking areas.</i></p>	<p>The proposed development integrates a MUP within the 14 metre MTO setback along the southern property line. The MUP is 4 metres wide and will provide additional connectivity within the site and contribute to the overall active transportation network within the City.</p> <p>Share cycling facilities are proposed along the new roads within the site to support cycling as a mode of transportation.</p>
Section 4.0 Connectivity	<p>4.3 Cycling</p> <p>4.3.3 Shared Facilities</p>	
Section 4.0 Connectivity	<p>4.5 Street Types</p> <p>4.5.1 Primary Streets</p> <p><i>i. Primary streets have a distinctively urban character, and should be designed as complete streets with consideration given to the needs, safety and comfort of pedestrians, cyclists, transit users and drivers (Fig. 87).</i></p> <p><i>ii. Travel lanes should be designed with a minimum width of 3.5 metres and should be provided in both directions of travel.</i></p> <p><i>iv. Sidewalks should be provided on both sides of the road. They should be designed to accommodate all user groups and be a minimum width of 2 metres.</i></p> <p><i>vi. Landscaping and street furniture zones should be provided on both sides of the street to provide a comfortable public realm. They should be wide enough to accommodate a continuous row of street trees, typically a width of 2 metres.</i></p>	<p>The proposed road design adheres to the requirements outlined in the UDG for the development of a new Primary Street extension from Steeple Hill, as depicted in the Whites Precinct Types Plan (UDG, Page 100). The design incorporates a new 'L-shaped' road within the site, designed as a complete street with 4-metre-wide lanes in each direction, accommodating cyclists through its shared roadway designation. The overall right-of-way ('R.O.W.') allocation on-site allows for the development of sidewalks, along with the necessary space for streetscape furnishings and landscaping.</p>
Section 4.0 Connectivity	<p>4.5 Street Types</p> <p>4.5.4 New Public Streets</p>	<p>The proposed street meets the general requirements set out by the UDG (Figure 8). The proposed R.O.W. within the new east-west road is 18 metres, falling within the 17 to 19 metre range set out by the Guidelines. The proposed road also includes a 2-metre sidewalk and 2.5 metre landscape strip to establish a complete street. Bike infrastructure is integrated within the R.O.W. as shared lane markings, improving overall road safety and decreasing overall traffic speeds.</p>
Section 4.0 Connectivity	<p>4.5 Street Types</p> <p>4.5.5 New Private Streets</p>	<p>To ensure cohesive road and streetscape design, the proposed roads on-site maintain the same R.O.W. as the public street and also allocate 2 metres for the sidewalk and 2.5 metres for landscaping. Unlike the illustrative cross-section in Figure 8, the proposed development integrates the MUP within the 14 metre rear-yard setback for a continuous cycling and walking connection.</p>

