

GUIDELINE IS DIVIDED INTO THE FOLLOWING CATEGORIES:

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

The Guidelines for plans of subdivision, site plans, rezoning and building permits also contain a section for Pedestrian Oriented Communities.

HOW TO USE THE GUIDELINES

Each guideline includes a combination of required and optional design criteria. The Required criteria are mandatory and must be met. No points are assigned for the required criteria. the applicant may choose among the optional criteria to meet the following point targets:

- Level 1: 19 points
- Level 2: 41 points
- Level 3: 80 points

Level 1 is considered to be the minimum level of points required by all plans

Sustainability Development Matrix – 375 KINGSTON ROAD

Guideline Details (R – Required; O - Optional Credit)	Response by Developer in the application Explanation on how the project will satisfy minimum required points and achieve additional optional points	Points Achieved	Comments/ Reviewed Sustainability Section	
1. Pre-Consultation and Ongoing Consultation				
1.1	Completion of Extensive Pre-Consultation on Sustainability Elements (O)	Pre-consultation meeting was held with City Staff.	3	
1.2	On-going Education Program (O)	To be determined at Site Plan Stage.		

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2. Environmental Protection			
2.1	Watershed and Sub-Watershed Planning (R)	The proposed development is not located within any significant environmental features on the subject lands. The proposed development is located outside of the ORMCP and Greenbelt Plan areas.	
2.2	Master Environmental Servicing Plan (MESP) (R)	A Stormwater management plan has been prepared by Schaeffers & Associates which identifies that the applicable criteria will be satisfied by the proposed servicing and stormwater management strategy	
2.3	Conservation Authority Regulations(R)	The proposal implements the objectives and requirements of the TRCA. The proposed development does not interface with the TRCA regulated area or any Special Policy Area flood vulnerable area on site. The proposal is not impacted, the flood plain will not be affected, and public health and safety will be maintained.	

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2.4	Oak Ridges Moraine Plan (R)	The proposal is not located within the ORMCP area.		
2.5	Greenbelt Plan (R)	The proposal is not located within the Greenbelt Plan.		
2.6	Conformance to Provincial Policy Statement (PPS) for Building Strong Communities(R)	The proposal conforms to the PPS, see Planning Justification Report prepared by MHBC Planning.		
2.7	Conformance to PPS for Wise Use and Management of Resources (R)	The proposal conforms to the PPS, see Planning Justification Report prepared by MHBC Planning		
2.8	Conformance to PPS for Protecting Public Health and Safety (R)	The proposal conforms to the PPS, see Planning Justification Report prepared by MHBC Planning		
2.9	Stormwater Quality (R)	An enhanced level of quality control is proposed for the proposed development, to provide 80% TSS removal to 90% of site annual runoff flows.		
2.10	Maintain or Reduce Stormwater Runoff (R)	On-site controls are proposed to attenuate and control site discharge to maintain on-site runoff flows to present peak flow levels.		
2.11	Water Balance and Source Water Protection (R)	Retention of the first 5mm is proposed on-site to be re-used for on-site irrigation as per TRCA requirements.		
2.12	Ground Water Protection (R)	As per the Pickering official plan, the site is not located within a High Aquifer Vulnerability Area or Groundwater Recharge Area. To be able to conservatively size the SWM storage tank, a long-term discharge rate of 3 L/s has been considered in this submission. Once the Hydrogeological Report has been finalized, the groundwater allowance to the storm sewer can be revised accordingly.		

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		Since the site is not located within a High Aquifer Vulnerability Area or Groundwater Recharge Area, there shall be no risks to the aquifer due to the development.		
2.13	Integrated Environmental Protection (O)	N/A		
2.14	Exceeding Regulatory Requirements (O)	N/A		
2.15	Biodiversity Protection and enhancement (O)	N/A		
2.16	Natural Heritage Protection (O)	N/A		
2.17	Required Residential Site Design to Maximize Permeability (R)	Landscape to provide Low Impact Development measures to reduce stormwater runoff. Including, permeable pavement intersecting with green space with good solar reflective index, bioswales / rain gardens, vegetated filter strips with native & drought tolerant species.		
2.18	Optional Residential Site Design to Maximize Permeability (O) <ul style="list-style-type: none"> • 25% increase in permeability relative to conventional methods • 50% increase in permeability relative to conventional methods. 	Specific details to be determined at Site Plan.	2	
2.19	Required Commercial/ Employment/Institutional Site Design to Maximize Permeability (R)	Landscape to provide Low Impact Development measures to reduce stormwater runoff. Including, permeable pavement intersecting with green space with good solar reflective index, bioswales		

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		/ rain gardens, vegetated filter strips with native & drought tolerant species.		
2.20	Required Commercial/Employment/ Institutional Site Design to Maximize Permeability (R)	Landscape to provide Low Impact Development measures to reduce stormwater runoff. Including, permeable pavement intersecting with green space with good solar reflective index, bioswales / rain gardens, vegetated filter strips with native & drought tolerant species.		
2.21	Native Species and Planting (O)	Specific details to be determined at Site Plan.	2	
2.22	Landform Conservation	The south side of the site, to be preserved with existing trees.		
2.23	Net Environmental Gain (O)	N/A		
2.24	Pesticide and Fertilizer Use (O)	N/A		
2.25	Minimize Construction Related Environmental Impacts (R)	N/A		
2.26	Compensation for Unavoidable Impacts (O)	N/A		
2.27	Erosion and Sedimentation Control (R)	An erosion and sediment control plan has been included as part of the current submission, in accordance with TRCA ESC guidelines.		

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3. Location of Development / Selection of Lands				
3.1	Site Typology (O)	On developed land at a higher density	3	
4. Design of Development - Land Use and Distribution				
4.1	Diversity of Uses (R)	The subject lands are less than 3 ha, i.e., small development. Nevertheless, the mixed-use development is located within a short walk, bicycle or transit ride to several existing jobs (and other mixed-uses) in the surrounding neighbourhood (e.g., White Shopping Centre) and the commercial portion of the site will generate new jobs in the neighbourhood.		
4.2	Construction Phasing (R)	Phasing is not proposed.		
4.3	Residential and Non-Residential Phasing (O)	Phasing is not proposed.		
4.4	Proximity to Schools (R)	The subject site is located adjacent to the existing Blaisdale Montessori School – Rougemount Campus. In addition, the Montessori Learning		

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	<p>Centre of Pickering is also located within 100 m of the subject site.</p> <p>Several other schools are located within a short walk, bicycle or transit trip, including Elizabeth B. Phin Public School and Rosebank Road Public School.</p>		
4.5 Provision of Mixed Uses and Commercial Streetscape Environments (R)	<p>The subject site is located within a mixed-use neighbourhood that offers essential services and transit connectivity that supports active transportation. Within a short walk, bicycle or bus ride, a multitude of services, commercial, employment and institutional uses are available to support residents' daily needs including supermarkets, banks, restaurants, schools, medical/dental clinics, community centres, parks, places of worship, shopping centres, car rental services, etc.</p> <p>In addition, residents will have direct access to the commercial uses located on the ground floor of the development.</p> <p>Refer to Section 5.10 within the Parking Justification Study (Crozier, December 2021) for more details.</p>		
4.6 Enhanced Access to Amenities (O)	Retail uses proposed at grade and entertainment and retail uses are within a 5-min walking distance of the subject lands.	5	
4.7 Enhanced Housing Diversity (R)	To be determined, unknown at this time.		

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4.8	Rental and For-Sale Housing Affordability (O)	To be determined, unknown at this time.		
4.9	Retail Parcel Sizes (R)	The proposed retail at grade allows flexibility to proposed retail gross floor area for future tenants.		
4.10	Commercial Concentration (R)	N/A		
4.11	Mixed Use Commercial Concentration (O)	The proposed retail at grade can provide smaller retail uses located at streets edge to promote walking rather than a dependency on vehicles.	3	
4.12	Proximity to Public Spaces (R)	A public square is proposed at the north west corner of the site.		
4.13	Apply Regional Precedents in Urbanism and Architecture (O)	N/A		
4.10	Commercial Concentration (R)	N/A		
5. Design of Development – Density and Compact Built Form				
5.1	Residential Density (R)	The proposed amendments will permit a mixed use, high density transit supportive development with a total gross floor area of 41,519.6 sq. m. (446,913.2 sq. ft.) consisting of residential and non-residential uses. The proposal consists of one mixed use building consisting of two residential towers and non-residential uses at grade and within a 4-storey podium.		
5.2	Increased Residential Density (O)	Over 120 uph for high density designated areas	6	

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5.3	Commercial Density (R)	N/A		
5.4	Increased Density and Mixed-Use (O)	4.94 times the lot area.	5	
5.5	Future Intensification (R)	The proposal promotes compact urban form for future intensification along Kingston Road Corridor.		
6. Design of Development – Connections				
6.1	Open and Connected Communities (R)	The proposed development will provide a pedestrian network that is well connected to the community to create a sense of place.		
6.2	Protect Linked Open Space System (R)	N/A		
6.3	Provision of Interconnected Transportation Network (R)	<p>The Site Plan supports the City's goals of alternative methods of transportation and provides connections to each mode of transportation.</p> <p>The Site Plan proposes pedestrian connections to the existing sidewalk along Kingston Road and to the proposed cycle track fronting the Subject Property.</p> <p>In addition, residents of the site will have direct access to the future Durham-Scarborough BRT along Kingston Road with pedestrian connections along the existing sidewalk to either the Altona Road or Rosebank Road BRT stop.</p>		

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	The property is also connected to the vehicular transportation network via the Kingston Road and Rougemount Drive site accesses.		
6.4	Support for Alternative Transportation (O)	6	
6.5	Street Network (R)		
6.6	Block Perimeter (R)		
6.7	Lanes (O)		
6.8	Cycling Network (R) In conjunction with the planned Durham-Scarborough BRT, cycle lanes are proposed along the site frontage. Residents and visitors will have direct access to the cycling network along Kingston Road. Bicycle spaces are also proposed within the site to encourage the use of cycling as a primary mode of transportation. The excess proposed cycling spaces will integrate with the proposed Kingston Road cycling infrastructure improvements.		
6.9	Transit Amenities (O)	3	

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	<p>shelter is located just south-west of the intersection of Kingston Road and Rougemount Drive.</p> <p>Real time transit information screens are proposed for the lobby and/or elevators. This provides residents information on transit schedules and real time service delays, increasing reliability for residents to use transit as their primary mode of transportation. This will allow transit riders to wait comfortably within the building until the bus arrives.</p>		
6.10	Transit Oriented Compactness (O)	3	
6.11	Parking Management (O)	4	

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6.12	Parking Location (R)	<p>Parking spaces are located away from Kingston Road, behind the building and are underground, which naturally attracts pedestrian, transit and cycling visitors.</p> <p>Residential parking is located underground, while select few short-term visitors parking is located at-grade, with additional visitors parking underground.</p>		
6.13	Corridor Frontage (R)	<p>The ground floor retail, TDM measures and the reduced parking supply of the proposed development support the vision and goals of the Kingston Road Corridor intensification plan. The development provides direct pedestrian, cyclists, and transit connections to the site from the Kingston Road Corridor.</p> <p>The method of which the parking lot is proposed behind the buildings and underground will also attract more pedestrian visitor traffic than vehicle trips into the site and reflects the goals of the Kingston Corridor intensification plan</p>		
7. Design of Development – Pedestrian Oriented Community				
7.1	Amenities in Proximity (R)	<p>The subject site is located within a mixed-use neighbourhood that offers essential services and transit connectivity that supports active transportation. Within a short walk, bicycle or bus ride, a multitude of services, commercial, employment and institutional uses are available to</p>		

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	<p>support residents' daily needs including supermarkets, banks, restaurants, schools, medical/dental clinics, community centres, parks, places of worship, shopping centres, car rental services, etc.</p> <p>In addition, residents will have direct access to the commercial uses located on the ground floor of the development.</p> <p>Refer to Section 5.10 within the Parking Justification Study (Crozier, December 2021) for more details.</p>		
7.2	Pedestrian Network (R)		
7.3	<p>Pedestrian Safety and Comfort (R)</p> <p>A pedestrian walkway is proposed to connect from the existing sidewalk infrastructure to the site. Those walking to/from the site will not be required to share the roadway with vehicle traffic.</p> <p>A public landscaped area is provided at the frontage of the site along Kingston Road, including benches, trees, street lighting, etc.</p>		
7.4	<p>Pedestrian Oriented Streetscapes (R)</p> <p>The ground floor commercial use is designed to face publicly accessible space with direct pedestrian connections and entrances along the site frontage on Kingston Road and Rougemount Drive.</p> <p>The ground floor commercial use and the</p>		

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	Kingston Road site frontage are designed to encourage pedestrian foot traffic into the site, as well as promote the mixed-use nature of the site.		
8. Resource Efficiency			
8.1	Energy Performance for Residential Buildings (O)	To be determined at site plan stage.	
8.2	Energy Performance for Commercial Buildings (O)	To be determined at site plan stage.	
8.3	Energy Efficient Appliances (O)	To be determined at site plan stage.	
8.4	Passive Solar Gain (R)	To be determined at site plan stage.	
8.5	Private Outdoor Lighting (R)	To be determined at site plan stage.	
8.6	Required Water Efficiency in Buildings (R)	To be determined at site plan stage.	
8.7	Optional Water Efficiency in Buildings (O)	To be determined at site plan stage.	
8.8	Waste Management – Operations (R)	To be determined at site plan stage.	
8.9	Waste Reduction – Construction (R)	To be determined at site plan stage.	
8.10	Required Material Selection (R)	To be determined at site plan stage.	

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8.11	Optional Material Selection (O)	To be determined at site plan stage.		
8.12	Green Upgrades Available to Home Buyers (O)	To be determined at site plan stage.		
8.13	On-Site Power Generation (O)	To be determined at site plan stage.		
8.14	On-Site Renewable Power Generation (O)	To be determined at site plan stage.		
8.15	District Energy (O)	To be determined at site plan stage.		
8.16	Green Building Certification (O)	To be determined at site plan stage.		
8.17	Waste Water Management (O)	To be determined at site plan stage.		
8.18	Heat Island Reduction (O)	To be determined at site plan stage.		
8.19	Heat Island Reduction Roofing (O)	To be determined at site plan stage.		
8.20	Durable Buildings (R)	To be determined at site plan stage.		
9. Monitoring and Process to Address Exceptions				
9.1	Monitoring Plan (O)	To be determined at site plan stage.		
9.2	Exceptions (O)	To be determined at site plan stage.		

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Total Points		45	