



December

2021

# Planning Justification Report

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**375 Kingston Road, Pickering**

# Table of Contents

<b>1.0 Introduction</b> .....	<b>2</b>
1.1 Purpose of the Application.....	2
1.2 Subject Lands and Surrounding Area.....	2
1.3 Description of the Proposal .....	5
1.4 Policy Context .....	7
1.5 Proposed Applications.....	13
1.6 Supporting Documents .....	14
<b>2.0 Planning and Design Evolution</b> .....	<b>15</b>
2.1 Overall Context .....	15
2.2 Housing.....	16
2.3 Pedestrian Circulation and Public Realm.....	17
2.4 Built Form and Massing .....	17
2.5 Architectural Design .....	19
2.6 Open Space Network and Landscape Design.....	20
2.7 Access, Parking and Servicing .....	20
2.8 Evaluation Summary .....	21
<b>3.0 Policy Analysis</b> .....	<b>23</b>
3.1 Provincial Policy Statement .....	23
3.2 Growth Plan for Greater Golden Horseshoe .....	25
3.3 Region of Durham Official Plan .....	27
3.4 City of Pickering Official Plan .....	28
3.5 City of Pickering Official Plan Amendment 38.....	29
3.6 City of Pickering Zoning By-law .....	35
3.7 City of Pickering Kingston Road Corridor UD Development Guidelines.....	36
3.8 Draft UD Guidelines .....	37
3.9 Kingston Road Corridor Intensification Plan .....	38
3.10 Rationale for Proposed Amendments .....	39
<b>4.0 Summary and Conclusions</b> .....	<b>42</b>
<b>Appendix A: Draft Official Plan Amendment</b>	
<b>Appendix B: Draft Zoning By-law Amendment</b>	
<b>Appendix C: Provincial Policy Statement</b>	
<b>Appendix D: Growth Plan</b>	
<b>Appendix E: Region of Durham Official Plan</b>	
<b>Appendix F: City of Pickering Official Plan</b>	

# 1.0 Introduction

## 1.1 Purpose of the Application

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by 375 Kingston Road Corporation (“the Owner”) to seek approval for an Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications to permit the redevelopment of an existing commercial plaza to a high-rise mixed use development on lands located on the southeast corner of Rougemount Drive and Kingston Road in the City of Pickering. The property is municipally addressed as 375 Kingston Road (hereinafter the “Subject Lands”).

The Owner is seeking an amendment to the City of Pickering Official Plan (“Pickering OP”) and City of Pickering Zoning By-law 3036, as amended by By-law 5765 (“Zoning By-law”), to permit an increased in height, an increase in density, and site-specific development standards.

The proposed amendments will permit a mixed use, high density transit-oriented 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. Additional details on the proposal can be found in **Section 1.3**.

This report has been prepared in support of the OPA and ZBA applications. Based on the review of analysis contained herein, we conclude that the proposed request is consistent with the 2020 Provincial Policy Statement (“PPS”), conforms to the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), conforms to the Region of Durham Official Plan (“Regional OP”), and conforms to the City of Pickering Official Plan (“Pickering OP”). The proposed request is further appropriate in regards to and in keeping with the intent of the City’s various development guidelines and has regard to matters of Provincial interest.

## 1.2 Subject Lands and Surrounding Area


### 1.2.1 Subject Lands

The Subject Lands are located on the southeast corner of Kingston Road and Rougemount Drive, and are approximately 0.84 ha (2.07 acres) in size (**Figure 1.1**). The Subject Lands are currently occupied by a 1 to 2-storey non-residential building, with approximately 79 metres frontage along Kingston Road and approximately 86 metres frontage along Rougemount Drive. The existing building contains commercial-retail and office uses.



Figure 1.1 - Location Map



 Subject Lands

Vehicular access to the Subject Lands is currently off Kingston Road and Rougemount Drive via two-way driveway. Surface parking is located within the front yard and rear yard of the existing non-residential building.

### 1.2.2 Surrounding Area

A summary of the uses that surround the Subject Lands (**Figure 1.2**) including the following:

**NORTH:** Immediately north of the Subject Lands is Kingston Road, further north is a range commercial uses, 6-storey apartment building and a range of low density residential.

**EAST:** Immediately east of the Subject Lands is a range of commercial uses.

**SOUTH:** Immediate south of the Subject Lands is Highway 401.

**WEST:** Immediately west of the Subject Lands is Rougemount Drive. Further west are two Montessori schools and a range of commercial and office use.



Figure 1.2 - Context Map

Subject Lands	Park
Mixed Corridors	Place of Worship
Low Density Areas	Day Care
Natural Areas	Retail
Greenbelt Boundary	Library

### **1.2.3 Surrounding Roads and Transit Network**

The Subject Lands are located adjacent to Durham Regional Transit (“DRT”) bus routes along Kingston Road, specifically:

#### **Durham Regional Transit Bus Route 900 (Pulse)**

The 900 DRT Pulse route provides westbound travel along Kingston Road providing connection to Centennial College Morningside Campus. The 900 DRT Pulse west bound provides service between 4:45 am to 12:45 am.

The 900 DRT Pulse route provides eastbound travel along Kingston Road providing connection to transfer bus route for Pickering Parkway Terminal, Trent University, Ontario Tec/Durham College North Campus and Oshawa Central Terminal. The 900 DRT Pulse east bound provides service between 5:50 am to 12:35 am.

#### **Durham Regional Transit Bus Route 920**

The 920 DRT route provides westbound travel along Kingston Road to Sheppard Avenue East providing connection to Centennial College Morningside Campus and McCowan GO and TTC Subway Station. The 920 DRT west bound provides service between 4:45 am to 11:00 pm.

The 920 DRT route provides eastbound travel along Kingston Road to north on Salem Road North, west on Rossland Road East, north to Taunton Road West then west to Simcoe St North to Ontario Tech/Durham College North Campus. The 920 DRT Pulse east bound provides service between 4:37 am to 9:59 pm.

## **1.3 Description of the Proposal**

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. The existing non-residential building will be demolished to accommodate the proposed development.

The majority of parking will be provided below grade, in five level underground parking structure and 11 surface parking spaces. The underground parking structure, as well as loading facilities, will be accessed from Rougemount Drive through a 7 metre private drive aisle located along the southern portion of the Subject Lands. A total of 551 parking spaces and 292 bicycle spaces are proposed.

Special design considerations have been made for the Kingston Road and Rougemount Drive frontages of the Subject Lands, where primary entrance into the proposed building take place. The landscape design of these spaces will provide a practical balance between hardscaped decorative paving and softscape planting beds to ensure resiliency in use while also reducing the urban heat island effect. This balance between soft and paved landscape elements provides a dynamic interplay of functions within the Subject Lands at the ground level, creating a variety of pedestrian experiences. Further, the proposal contemplates enhanced landscaping and public art feature at the corner of Kingston Road and Rougemount Drive to great a gateway feature into the Subject Lands and for travelers travelling from Toronto into Pickering.

### **1.3.1 Podium**

The proposed development provides for the integration of non-residential uses at grade and within a 4-storey podium, as well as a range of amenity uses that supports the growing economy of the City of Pickering.

The proposed retail/commercial uses will allow future residents to access daily services and needs within proximity to where they live. The proposed amendments will facilitate approximately 1,532 sq. m. (16,490.3 sq. ft.) of retail/commercial gross floor area. Where retail/commercial uses are proposed within the podium, these areas will be designed to provide seamless connectivity to the public realm through integrated design in architectural design such as materials, floor heights and wayfinding. Overall, the amount of retail/commercial uses proposed will help activate a sense of place and local identity, and a space along both street frontages that are comfortable and inviting throughout the year.

Within the podium, residential uses are also proposed on the 2<sup>nd</sup> to 4<sup>th</sup> floors. Further, indoor amenity space is proposed on the ground floor and second floor. Amenities include but not limited to party room, fitness room and pet spa.

The proposal offers a ground floor that is predominantly glazed, except for the strategically placed solid wall sections located along the south façade where loading and access to the underground parking is located. Notably, the lobby's ground floor glazing wraps around the building corners to create a seamless public/private realm that is actively engage with the public realm.

The majority of the building's entrances are located along the north facade, where they have the ability to animate a large stretch of private and public realm.

### **1.3.2 Towers**

The proposed residential towers are located central within the proposed building to allow for appropriate setbacks and transitioning. The towers will have floor plates that are 750 sq. m. in size, in order to create dynamic architectural expression in

the skyline while reducing energy loads and negative impacts associated with shadows, views and privacy. The proposed towers will:

- Provide a positive micro-climate to its immediate surrounding;
- Contribute to an interesting skyline;
- Provide a connection with the surrounding context through capitalizing key views.

Floors 2 through 4 within the podium, combined with the two residential towers (from floors 5 through 31) will consist of 580 total residential dwelling units, and will include the following unit mix:

- One-bedroom – 416 units (72%);
- Two-bedroom – 103 units (17%); and
- Three-bedroom – 61 units (11%).

The two towers have a separation distance of 25.9 m which improves their appearance from the street and increase the number of uninterrupted views towards the surrounding area.

## 1.4 Policy Context

The following is an overview of the status of the Provincial, Regional and City planning documents that affect the Subject Lands. The Provincial Policies along with Regional and OP policies will be used to evaluate the proposed Official Plan Amendment and Zoning By-law Amendment to determine if it represents good planning and is in the public interest. This evaluation can be found in **Section 4.0** of this report.

The proposed development supports the matters of Provincial interest as outlined in Section 2 of Planning Act by:

- Protecting the ecological system, the proposed development will not have any negative impacts on the environment;
- The proposed mixed use development will be supported by the existing higher order transit and will promote patterns of development that reduce impacts on climate change;
- The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards;
- The proposed development will efficiently use land that is currently underutilized, and will further contribute to the housing stock in this area of the City, as well as employment opportunities through the proposed commercial/retail uses;
- The proposed development will contribute to the mix and range of uses within the Kingston Road Mixed Use Corridor, in the City of Pickering. The



proposed redevelopment will assist the City in meeting its long-term needs for growth; and

- The Subject Lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health or safety concerns.

### 1.4.1 Provincial Policy

The PPS and Growth Plan are applicable to the Subject Lands. The PPS states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix uses including residential and retail/commercial to support long-term needs. Specifically, that sufficient lands be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 25 years. Communities should promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

The PPS further states that settlement areas shall be the focus of growth and development and their vitality and regeneration is critical to the long-term economic prosperity of our communities. Specifically, land use patterns within settlement areas should appropriately and efficiently use existing infrastructure and public service facilities to avoid the need for unjustified or uneconomical expansion.

The Growth Plan directs development to Built-Up Areas where existing municipal infrastructure is available. Intensification, redevelopment and compact form should be facilitated in appropriate locations where it can be accommodated. Transit-supportive development that accommodates a significant supply and range of housing options is encouraged while taking into account area's existing building stock and the availability of existing or planned infrastructure and public service facilities required to accommodate projected needs.

### 1.4.2 Region Of Durham Official Plan

The Region of Durham Official Plan ("Regional OP") designates the Subject Land are adjacent to a "Regional Corridor" as shown on **Schedule A -Map A4: Regional Structure (Figure 1.3)**.

**Schedule C-Map C2: Road Network (Figure 1.4)** identifies the proposed development along one Type B Arterial Road, Kingston Road. **Schedule C-Map C3: Transit Priority Network (Figure 1.5)** identifies the proposed development along a Rapid Transit Spine (Kingston Road).

The Regional OP states Regional Corridors shall provide efficient transportation links to Urban Growth Centres and Regional Centres. Regional Corridors shall support an overall, long-term density target of **at least 60** residential units per gross hectare and a floor space index of 2.5. The built form of Regional Corridors is to consist of a

wide variety of building forms, generally mid-rise in height, with some higher buildings.



Figure 1.3 - Durham Region Schedule A

- ★ Subject Lands
- Regional Corridor
- Existing Freeway



Figure 1.4 - Schedule C-Map C2: Road Network

- Subject Lands
- Existing Freeway
- Existing Type B Arterial

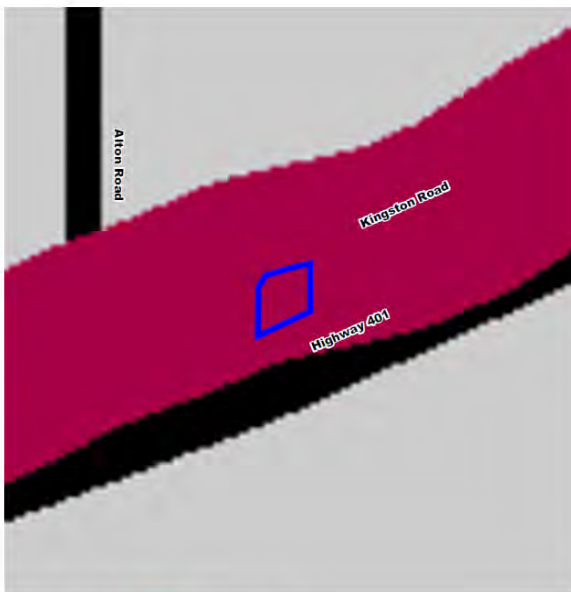


Figure 1.5 - Durham Region Schedule C - Map C3 Transit Priority Network

- Subject Lands
- Rapid Transit Spine

### 1.4.3 City of Pickering Official Plan

The Subject Lands are located within a “Mixed Use Corridors” as shown on **Schedule I: Land Use Structure (Figure 1.6)**. Further the Subject Lands are identified along a “Type B Arterial Roads” and “Transit Spines” (Kingston Road) and “Collector Roads” (Rougemount Drive) on **Schedule II: Transportation System (Figure 1.7)**.

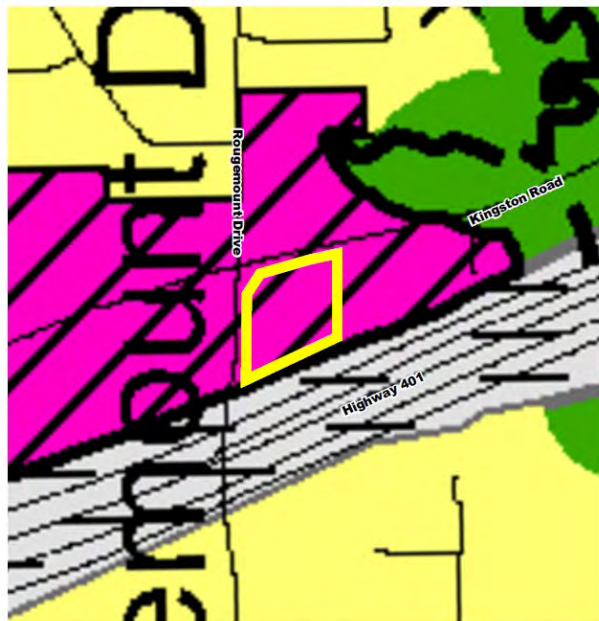


Figure 1.6 - Pickering Official Plan - Schedule I Land Use

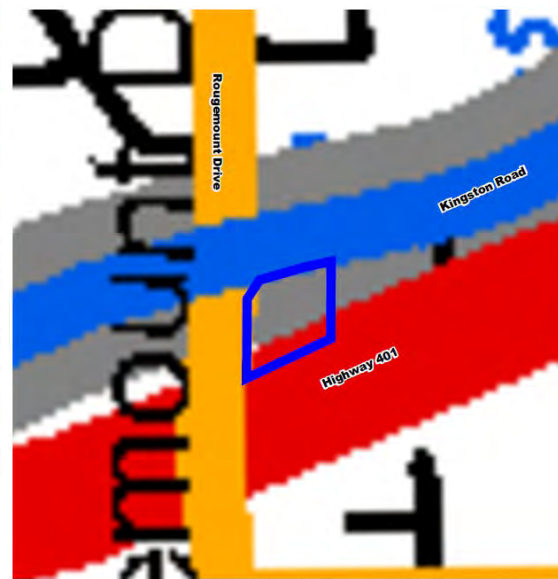


Figure 1.7 - Pickering Official Plan - Schedule II Transportation System

Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of residential, retail, commercial, businesses, office, services, recreation and community and cultural uses.

### 1.4.4 City of Pickering Official Plan Amendment 38

The City is proposing to amend its Official Plan by adding new policies and mapping, and revising existing policies and mapping, to implement the Council-endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan. This amendment will apply to lands generally located along the Kingston Road Corridor, excluding the City Centre, and also apply to lands within the Specialty Retailing Node, east of Brock Road, north of Highway 401, and south of Kingston Road.

The intent of Official Plan Amendment 38 (“OPA 38”) is to add new policies to, and change existing policies and land use designations in the Pickering Official Plan to enable the redevelopment and intensification of the Kingston Mixed Corridor and

Brock Mixed Node. To this effect OPA 38 calls for building heights for high-rise buildings to be 13-storeys to 35-storeys and mid-rise buildings to be 5-storeys to 12-storeys in height, where the greatest densities and buildings heights shall be directed within gateway areas and directed south of Kingston Road along Highway 401. The clear intent is to intensify lands adjacent to the Highway 401 and Kingston Road in order to optimize transit infrastructure. To this effect the proposal achieves this intent through the design proposed.

On November 1, 2021 the following recommendation went to Council, however was not carried due to a tied vote.

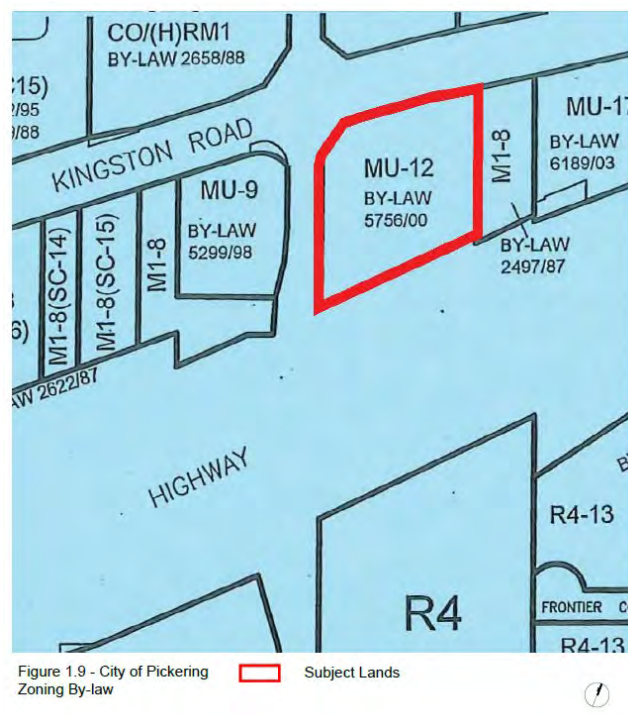
- a) *That Official Plan Amendment Application OPA 20-004/P, initiated by the City of Pickering, to add new policies to the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, as set out in Appendix I to Report PLN 41-21, be approved; and,*
- b) *That the Draft By-law to adopt Official Plan Amendment 38 to the Pickering Official Plan, to add new policies to the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, as set out in Appendix I to Report PLN 41-21, be finalized and forwarded to Council for enactment;*
- c) *That Council adopt Informational Revision 26 to the Pickering Official Plan of the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Area, as set out in Appendix II to Report PLN 41-21;*
- d) *That staff be directed to bring forward an implementing Zoning By-law for the Kingston Mixed Corridor and Brock Mixed Node Intensification areas addressing site specific matters including maximum building heights, maximum floor space indices, and other appropriate development standards;*
- e) *That Council repeal the following redundant development guidelines: Kingston Road Corridor Development Guidelines, Northeast Quadrant Development Guidelines, Specialty Retailing Node Development Guidelines, Walnut Lane Area Development Guidelines and Town Centre West Development Guidelines;*
- f) *That staff be directed to bring forward refined Urban Design Guidelines for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas for Council endorsement with the recommended implementing Zoning Bylaw; and,*
- g) *That a copy of Official Plan Amendment 38, Informational Revision 26, and all supporting documents be forwarded to the Region of Durham for review and approval.*

Given the above recommendations were not adopted by Council, OPA 38 is an informative but not determinative document relative to the proposed applications. It is anticipated the implementation of the By-law to adopt Official Plan Amendment 38 will be brought forward at the same Meeting of Council in the first quarter of 2022.

The policy amendments to the Official Plan to implements policies for the Kingston Road Corridor have been considered significant when designing the proposed development.

The Subject Lands are located within the Rougemount Precinct Intensification Area, designated "Mixed Use Type B" and located within a "Gateway" on **Schedule "B"** of OPA 38 (**Figure 1.8**).

Figure 1.8 - Schedule "B" of OPA 38



### 1.4.5 City of Pickering Zoning By-law 3036

The Subject Lands are subject to Zoning By-law 3036 as amended by By-law 5756-00 passed on October 16<sup>th</sup>, 2000. The Subject Lands are zoned "MU-12", which permits a range of commercial/retail uses (**Figure 1.9**).

## 1.5 Proposed Applications

### 1.5.1 Official Plan Amendment

An Official Plan Amendment is sought to permit additional height and density within the City of Pickering Official Plan.

The proposed Official Plan Amendment will facilitate the following with respect to the Subject Lands, subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution:

1. Notwithstanding Policy 3.6:
  - a. the maximum net residential density shall be 691 dwelling units per hectare;
  - b. the maximum floor space index shall be 4.94;
  - c. the maximum height shall be 31-storeys.

Further rationale for the proposed Official Plan Amendment is provided in **Section 3.8.1** of this Report and a copy of the draft Official Plan Amendment is provided in **Appendix A** of this Report.

### 1.5.2 Zoning By-law Amendment

A Zoning By-law Amendment is required to rezone the Subject Lands from MU-12 to MU-XX with site specific regulations for the entirety of the Subject Lands. The following are the proposed amendments to City of Pickering By-law 3036 as amended by By-law 5756-00:

- Permit Apartment Dwelling;
- Minimum Front Yard Depth of 6.5 m whereas 14 m is required;
- Minimum Interior Side Yard Depth of 9.5 m;
- Minimum Flankage Side Yard Width of 1.0 m whereas 3.5 m is required;
- Minimum Rear Yard Depth of 7.0 m whereas 7.5 m is required;
- Maximum Building Height of 107 m whereas 10 m is permitted;
- Maximum Density of 4.94;
- Minimum Residential Parking Rate of 0.8 parking spaces per unit;
- Minimum Residential Visitor and Retail parking rate of 0.15 parking spaces per unit and
- Minimum two loading spaces shall be required.

A complete draft Zoning By-law Amendment to the City of Pickering By-law 3036 as amended by By-law 5756-00: is included as **Appendix B** of this Report. Rationale for the proposed Zoning By-law Amendment can be found in **Section 3.8.2** of this Report.

## 1.6 Supporting Documents

The required technical studies in support of the proposed development have been identified through pre-consultation meetings with City staff (August 3, 2021). In addition to this Planning Justification Report, the following technical studies have been prepared in support of the proposed development:

- Sun/Shadow Study;
- Transportation Impact Study (TIS);
- Functional Servicing (FSR) and Stormwater Management (SWM) Report;
- Phase 1 and 2 Environmental Site Assessment; and
- Urban Design Brief.

# 2.0 Planning and Design Evaluation

## 2.1 Overall Context

The Subject Lands are located in the Mixed Use Corridor along Kingston Road. On December 19, 2020, Council endorsed, in principle, the Kingston Road Corridor and draft Urban Design Guidelines. The intent of OPA 38 is to add new policies to, and change existing policies and land use designations in the Pickering Official Plan to enable the redevelopment and intensification of the Kingston Mixed Corridor and Brock Mixed Node. To this effect OPA 38 calls for building heights for high-rise buildings to be 13-storeys to 35-storeys and mid-rise buildings to be 5-storeys to 12-storeys in height, where the greatest densities and buildings heights shall be directed within gateway areas and directed south of Kingston Road along Highway 401. Specifically, the Subject Lands are designated "Mixed Use Type B" and located within a "Gateway" on **Schedule "B"** of OPA 38 which proposes building types of mid-rise and high-rise built form with a maximum height of 20-storeys in the Rougemount precinct on the south side of Kingston road, along Highway 401 to reflect the precinct character. We note the City of Pickering Official Plan does not have a height restriction on the Subject Lands, only for density are there restrictions. The clear intent is to intensify lands adjacent to the Highway 401 and Kingston Road in order to optimize transit infrastructure. To this effect the proposal achieves this intent through the design proposed.

The overall design direction of the Mixed Use Corridors includes locating and massing new buildings to provide transition between different development intensities and scales and to limit shadow impacts on adjacent land uses. Development in Mixed Use Corridors should frame the edges of the street and provide an attractive, comfortable and safe pedestrian environment. The proposed development will adhere to the overall design objectives and direction of the Official Plan vis-à-vis the Mixed Use Corridor policies, the applicable built form policies and the applicable performance standards.

The proposed development will ensure the necessary transitions are provided to the lower density areas immediately to the north, east and west. Within the greater context of the surrounding area the proposed development will add to the mix of low, medium and future high density mixed use developments which is occurring along Kingston Road. More locally, the proposed development will improve wayfinding and create a sense of place within the community.

Furthermore, the proposed development will contribute to the housing type options available for local residents while remaining compatible with the surrounding neighbourhood context and street network. Additionally, the proposal provides



transit supportive density as it locates 580 new residential units in direct proximity to transit.

## 2.2 Housing

The proposal supports a full range of housing opportunities through the provision of dwelling units. As mentioned, redevelopment contemplates 580 new dwelling units. The proposed building is strategically designed to provide additional housing options within the City of Pickering and along the Kingston Road Corridor, thereby assisting both the neighbourhood and City of Pickering in providing attainable housing alternatives for residents.

The proposed development contributes to the creation of a complete community by providing a diversity of housing sizes and amenity spaces to accommodate larger households, including a generous proportion of “family-sized” units, two-bedrooms or larger, which make up approximately 28% of the development’s overall unit composition. Of the total units provided, the proposal contemplates approximately 18% two-bedroom units and 10% three-bedroom units or larger. The two-bedroom units will be an average size of +/- approximately 66 sq. m. (710 sq. ft.) and three-bedroom units with an average size of +/- approximately 88 sq. m. (947 sq. ft.).

The City of Pickering Official Plan includes housing objectives which includes the encouragement of provisions for an adequate supply of housing throughout the City in terms of quality, quality and diversity including the provision of an adequate supply of affordable, rental, assisted and special needs housing (**Policy 6.2**). The City’s policies respond to the needs for a diversity of housing needs by requiring that a minimum of 25% of new residential construction, on a City-wide basis, be of forms that would be affordable to households of low or moderate income (**Policy 6.4**).

The proposed development represents intensification at an appropriate scale for the mixed-use area along the Kingston Road Corridor. The proposal will provide for attainable units and add to the City’s housing supply through reinvestment and optimizing an underutilized portion of the site to contribute to a more diverse housing stock within the Rougemount neighbourhood.

The proposed development will add to the overall housing stock of the City by introducing 580 new residential units within the proposed development to accommodate various household sizes, as well as residents in various life stages and income within the community.

In addition to the future residents’ respective individual unit space, they will have access to shared indoor and outdoor amenity spaces. The proposal supports the City’s housing objectives by providing an infill development that will provide new housing opportunities to support a transit supportive, complete community.

## **2.3 Pedestrian Circulation and Public Realm**

The proposed development has been designed to improve pedestrian environment within the Subject Lands and along adjacent streets. This is achieved through enhanced streetscaping along Kingston Road and Rougemount Drive.

Primary building entrances will be directly accessed from abutting streets. Proposed pedestrian walkways will ensure safe connections from building entrances to the public/private sidewalks. Landscaping will be designed adjacent to pedestrian walkways to further create an inviting public realm and to protect against adverse weather conditions to enhance pedestrian comfort.

Additional animation of the ground levels within each building will be provided through proposed commercial/retail uses, various lobby entrances and residential amenity uses.

As previously mentioned, the Subject Lands are located adjacent to Durham Regional Transit (“DRT”) bus routes along Kingston Road, which provides convenient and direct access to transit for the public.

## **2.4 Built Form and Massing**

The proposal presents a high-rise and compact development along the Regional and Local transit spine intersection, within the Kingston Road Corridor at Rougemount Drive, a gateway location between the City of Pickering and the City of Toronto. The proposed tall building reflects on the future planned context for the area while enhancing the gateway character and skyline through a high quality architecture, design, and material pallet.

The proposal provides built form articulation and variation through deploying the density across the base building, which breaks up buildings’ mass and allows it to be read as multiple buildings along the streetscape, and provides for an emerging skyline in this gateway location along the Kingston corridor.

Tall components are oriented and positioned to front and abut the main street and the vista corridor along Kingston Road, while maintaining a 25 metre separation distance to protect view and minimize shadow impacts on the surrounding properties and public realm. Proposed towers are staged on a 4-storey podium to provide for density and height transition to the surrounding low-rise development.

The podium and tower elements will be clearly distinguished through setbacks and material selection. The application of ‘heavy’ masonry materials is proposed within the podium to anchor the building and to help the proposal harmoniously fit into the Urban Village character defined for the Rougemount precinct, whereas lighter

materials such as metal panel and spandrel glass are applied to the tower portion to minimize the perceived mass and weight.

In addition, the development's tower components feature compact floor plates (750 sq. m.) that: 1) create a stylistic and varied tower format; 2) cast smaller faster moving shadows; 3) improve resident's access to sky views; 4) permit better views between buildings and to adjacent open space; and 5) contribute to a more attractive skyline. Towers with smaller floor plates also make interior climate control more energy efficient and increases daylight within buildings to improve urban sustainability and residential livability.

The proposed massing has been designed to mitigate shadow impacts on adjacent lands, maximize sky views, and reduce wind impacts. The design of the building will ensure pedestrians will be protected from the elements. The façade design will incorporate weather protection features such as canopies, awnings, overhanging and recessed entrances to create a favorable microclimate and comfort zone on the proposed pedestrian zone.

The northwest corner of the site is recessed to enlarge the public realm through the introduction of a gateway feature. This recession continues along the designated primary frontage, fronting onto Kingston Road, to support additional spill-out opportunities for active commercial uses. A minimum setback has been provided along all building frontages to define the gateway feature in relation to the proposed primary entrance at the northwest corner, and the proposed at-grade active uses. The setback along the primary frontage allows for these spill-out opportunities and a pedestrian connection with maximized indoor-outdoor space interaction. The commercial elevation and building entrances will also support a pedestrian-oriented environment while promoting the safety of the pedestrian realm through informal surveillance.

As mentioned above, the overall building massing and height reflects future planned built form for the area while maintaining the existing balance and relationship with the context through the design of a podium, and increased setback. The podium retains a pedestrian-scaled development at street level and facilitates transition in height to the surrounding low-rise development. The proposed tall components are staged properly on the podium and oriented to accommodate separation distance and minimize negative shadow impacts on the surrounding properties as well as outdoor public and amenity areas within the podium as described in **Section 1.3**. The proposal contemplates architectural design features for wind reduction, including strategic placement of buildings and the use of base building and tower setbacks to deflect down washing winds. As per the Pedestrian Level Wind Study prepared by Gradient Wind, most grade-level areas within and surrounding the Subject Lands are predicted to experience conditions that are acceptable for the intended pedestrian uses throughout the year. The wind conditions at grade are generally predicted to be similar to the existing conditions. The proposed design features, including parapet walls, stepping facades, balconies, landscaping and plantings to assist in mitigating wind conditions

on the Subject Lands and contribute to anticipated pedestrian comfort conditions. Through the Site Plan Approval application process, detailed design and additional evaluation will occur to ensure mitigation of higher wind activity around the tower built form are achieved.

Overall, the proposed development represents a compact built form that provides appropriate massing and built form transitions along major and minor streets. The proposed towers are proposed in locations that will create a vista / focal point for travelers heading west and eastbound on Kingston Road and north and southbound on Rougemount Drive. The height of the development ranges between 4 to 31-stories which will help to frame and provide prominence to the area. As the proposal incorporates 'Tall Buildings', the massing and setbacks ensure that the development is well-integrated into the existing and future neighborhood fabric and contributes to a comfortable pedestrian experience at grade within a dynamic public realm. The development's terraced articulation, step backs, balconies, green roofs and above-grade outdoor amenity spaces creates visual interest and overlook to actively engage with the street interface and appropriately respond to shadow and sky view considerations.

## **2.5 Architectural Design**

An attractive architectural design and range of materials are provided to reflect high quality building design and contribute to the existing and planned residential, employment and commercial character of the area. A high quality building design at this location can create a welcome vista at this prominent location. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, masonry and concrete. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

Building edges will be animated and articulated by incorporating breaks in the streetwall through a variety of setbacks. Building frontages and tower facades provide balconies creating a rhythmic pattern that creates visual interest. Building and tower step backs help to maintain sky-views and sunlight access to the public realm and surrounding land uses.

The development's open space network is complemented by landscaped amenity areas and various green roofs on building podium. These above-grade landscape areas will provide a cool roof design to help reduce the urban heat island effect and will assist in the retention / diversion of rainfall.

The development's fenestration, grade related units, and building articulation (e.g., generous ground floor ceiling heights) provide active frontages on key streets and areas adjacent to primary building entrances. Fenestration adjacent to walkways also provide animation and enhanced safety through informal surveillance or "eyes on the street".

Overall, the development's proposed design is compatible and complimentary to the surrounding mixed use conditions (existing and future) through the appropriate application of building materials, building articulation, fenestration, and landscaping. The building design conforms to the vision and design direction of the Mixed Use Corridor and in our opinion is compatible with and complimentary to existing and future adjacent uses.

## **2.6 Open Space Network and Landscape Design**

Landscaping will be provided in order to enhance visual interest along the street edge, softening the existing hard edges. Plantings around the active edges of the site will be consistent with local tree and plant species, as well as be native, drought tolerant species. Together the proposed development will support a comfortable pedestrian realm along Kingston Road and Rougemount Drive.

The overall development will provide 1,262 sq. m. (13,584 sq. ft.) of outdoor amenity space and 1,160 sq. m. (12,486.1 sq. ft.) of indoor amenity space.

Attractive light standards and fixtures will be located around the building to enhance safety. Light standards will be of a similar design and style to existing light standards in the existing mixed use developments in the area to further integrate the proposal with its surrounding context. Cutoffs will be used to prevent light spillage onto adjacent properties.

Proposed signage will complement the overall design and program of the site. The proposed signage will provide wayfinding, identification and exposure along all abutting roads, as well as for the proposed residential and non-residential uses. Proposed signage will be of appropriate size and massing relative to the proposed building and will comply with City of Pickering sign standards.

## **2.7 Access, Parking, and Servicing**

A total of 551 parking spaces will be provided. Of these 551 parking spaces, 464 parking spaces will be for residential use and 87 parking spaces for residential visitor and retail/commercial uses.

The proposal addresses the bicycle storage requirements by providing a total of 292 bicycle parking spaces comprised of 290 long term bicycle spaces and 2 short term bicycle parking for the development.

2 loading spaces are proposed for the development. These loading areas will be located at ground level. The loading facilities will all be located within the building envelope to ensure it is obscured from views from the adjacent public realm.

A 14 m easement along the south property line is located on the Subject Lands in favour of the Ministry of Transportation (“MTO”) to provide access to Highway 401. The proposed development will be located outside of the 14 m easement and will remain clear and landscaped for easy access.

With respect to site servicing, the FSR and SWM Report prepared by Schaeffers Consulting Engineers identifies that a downstream sanitary sewer capacity assessment has been completed to determine if the sewers from the Subject Lands to the outlet have sufficient capacity within the system. Based on this assessment, it has been determined that an upgrade solution will be required to address capacity constraints within the system (which is to be cost-shared with all future developments in this area of the City). In addition, this report confirms that the existing watermain infrastructure (and proposed connections) will be able to provide sufficient servicing conditions for the proposed development.

## **2.8 Evaluation Summary**

Based on our review of the proposed design, the surrounding land uses, and applicable policies, it is our opinion that the proposal adheres to the existing design direction for the Mixed Use Corridor designation based on the following:

- The design of the Subject Lands will focus on improving the pedestrian environment along Kingston Road and internally by ensuring safe connection from the proposed buildings by introducing pedestrian walkways from building entrances that connect to the existing public sidewalk.
- The proposal will add to and improve upon the existing green space and public realm for future residents, visitors and employees to enjoy. The green space complemented by the proposal’s landscape areas at grade and above grade across green roofs and outdoor amenity spaces.
- The proposed development will be appropriately massed and will create a pedestrian friendly atmosphere at-grade. The proposed building will incorporate retail uses, residential lobbies, and residential amenities to provide animation along both existing streets. The proposal’s tower components are appropriately massed, featuring appropriately sized, compact floor plates.
- The massing and scale of the proposed buildings are appropriate given the existing and planned context and will compliment future intensification proposed in the area. The proposal is considered an appropriate height for a property.
- As demonstrated in the Shadow Impact Study, the proposal achieves overall compatibility through the placement and orientation of the towers towards

central location of the building and by locating outdoor amenity space on roof tops and proposed appropriate setbacks to the street edge.

- The proposed building height will provide presence within the Mixed Use Corridor. The introduction of a more substantial built form (critical mass) at this signaled intersection provides a more framed and enhanced streetwall condition compared to what exists within the area today.
- The proposal provides a mixture of residential unit types and sizes to meet City housing targets.

**Overall, the proposal represents exceptional design principles that complement and build upon the area's existing mixed use character in an appropriate and reasonable manner and implementing the height, massing and design policies for the Subject Lands as set out in the Official Plan.**

## 3.0 Policy Analysis

The relevant planning policies have been analyzed to evaluate how the Official Plan Amendment and Zoning By-law Amendment and proposed development support the intention and goals of the policies. The proposed Amendments and development is evaluated against the policies of the PPS, Growth Plan, Regional OP and City OP.

The following sections provide a summary of the relevant policies and how they have been addressed. A detailed analysis for each policy documented can be found in **Appendices C to F**.

### 3.1 Provincial Policy Statement (PPS), 2020

The PPS was approved by the Ministry of Municipal Affairs and Housing on May 1, 2020 and is applicable to the Master Plan Area. The PPS provides general policy direction to the Province in matters relating to land use planning and development. Specifically, the PPS outlines policy for Ontario's long term prosperity, economic health and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-Laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

The policies within **Section 1.1.3** guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, optimize use of existing infrastructure and public services, support active transportation and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained.

The housing policies identified in **Section 1.4** require an appropriate range and mix of housing types and densities to meet current and projected needs. New housing types and densities are encouraged to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services. The



proposed developments, through the proposed application are consistent with the housing policies.

The policies in **Section 1.6** require the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

**Section 1.7** focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced. The efficient movement of people is an integral component to the long-term economic prosperity therefore providing efficient, cost-effective and reliable forms of transportation integrated within and between different jurisdictions to support projected needs is important for meeting this policy objective.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation. **Section 1.8** describes that these can be achieved by promoting compact forms and a structure of nodes and corridors, promoting the use of active transportation, and improving the mix of employment and housing uses to shorten commute journeys and decrease congestion.

A full analysis of the relevant PPS policies in relation to the proposed application can be found in **Appendix C**. In summary:

1. The proposed application will allow for additional residential units and retail uses to be developed on lands within a Mixed Use Corridor, through intensification and assist in meeting housing and economic development objectives of the Province and the City.
2. The proposed application will permit the development of the lands which will efficiently utilize the Subject Lands. This development will support the financial well-being of Pickering through increased tax revenue and development charges.
3. The proposed application will allow development which will efficiently optimizing existing infrastructure including municipal water and sewage services, utilities, roads and public transit.
4. The proposal for the Subject Lands, located within a settlement area, appropriately seeks to increase the permitted height and density in order to make the most efficient use of the site. The lands are located within an existing built up area and are designated for a mixture of uses. The proposal supports the existing built up area by intensifying an underutilized site in a

prominent location, and offers a range of housing types, as well as employment opportunities.

5. Redevelopment of the Subject Lands does not cause undue environmental or public health and safety concerns.
6. The proposed application will ensure that the Subject Lands are developed in a manner which is compatible with existing and future land uses. The proposed development will offer a variety of housing types and sizes to residents of all ages, approximately 28% of the proposed units are two-bedroom or larger, providing more family sized units.
7. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and will include design considerations related to accessibility.
8. The development permitted by the proposed application will incorporate low impact development and other sustainable measures, transportation demand management (TDM) measures to assist the Province and City to become resilient to climate change.

**In our opinion the proposed Official Plan Amendment and Zoning By-law Amendments and the development they would permit is consistent with the PPS.**

## **3.2 Growth Plan for the Greater Golden Horseshoe, 2020**

The Growth Plan was approved by the Province of Ontario on June 16th, 2006 and amended July 1, 2017, May 16, 2019 and August 28, 2020 (“Growth Plan”). The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future.

The Subject Lands are within the built-up area of the Growth Plan, an area prioritized for intensification by the Growth Plan. The policies within **Section 2.2** discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

**Section 2.4** outlines housing policies to support the achievement of complete communities by incorporating a mix of unit sizes to accommodate a diverse range of housing sizes and incomes. These policies direct municipalities to maintain land with servicing capacity to provide a three year supply of residential units, which

could exclusively consist of lands suitably zoned for intensification and redevelopment.

**Section 3.0** addresses the necessary infrastructure needed to support growth, such as transit, infrastructure corridors, water and wastewater systems, stormwater management, and public service facilities. Specifically **Section 3.2** speaks to the continued investment to transit infrastructure, including bicycle and pedestrian networks, to meet the policy objectives of moving people, goods, and connecting them to adjacent neighbourhoods and communities.

A full analysis of the relevant Growth Plan policies in relation to the proposed application can be found in **Appendix D**. In summary:

1. The proposed application will provide for an appropriate built-form within a defined intensification area to contribute to creating a complete community. The proposed compact built form of the mixed use building is transit supportive and represents an efficient and improved utilization of land.
2. The proposed development is compatible with surrounding land uses and implements the City's intensification vision for Mixed Use Corridors. The proposal will assist in meeting the daily needs of local residents and employees.
3. The proposed application will permit the development of 580 new residential units supporting the housing policies set forth in the Growth Plan.
4. The proposed application will permit a development which will allow for the efficient use of the Subject Lands and optimization of available infrastructure including municipal water and sewage services, utilities, roads and public transit.
5. The development permitted by the proposed application will incorporate low impact development measures; transportation demand management measures and other green infrastructure to assist the Province and City in being resilient to a changing climate.
6. Development of the Subject Lands as facilitated by the application will not cause any undue environmental or public health and safety concerns.
7. The development permitted by the proposed application will incorporate green design measures such as passive and active energy conservation measures to minimize the developments energy consumption and greenhouse gas emissions.

**In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendments and the development they would permit conform to the Growth Plan.**

### 3.3 Region of Durham Official Plan

The Durham Regional Official Plan (“Regional OP”) was adopted by Regional Council on June 5, 1991 and approved by the Minister of Municipal Affairs and Housing on November 23, 1993. The new Official Plan contains policies and maps, which guide the type and location of land uses in the Region to 2031.

Regional OP designates the Subject Land are adjacent to a “Regional Corridor” as shown on **Schedule A -Map A4: Regional Structure (Figure 1.3)**.

**Schedule C-Map C2: Road Network (Figure 1.4)** identifies the proposed development along one Type B Arterial Road, Kingston Road. **Schedule C-Map C3: Transit Priority Network (Figure 1.5)** identifies the proposed development along a Rapid Transit Spine (Kingston Road).

The Regional OP states Regional Corridors shall provide efficient transportation links to Urban Growth Centres and Regional Centres. Regional Corridors shall support an overall, long-term density target of **at least** 60 residential units per gross hectare and a floor space index of 2.5. The built form of Regional Corridors shall consist of a wide variety of building forms, generally mid-rise in height, with some higher buildings.

The goals of the Regional OP is to manage growth so that it occurs in an orderly fashion, to live in harmony with the natural environment and heritage of the Region, to develop the Region to its economic potential and increase job opportunities for its residents, to establish a wide range of housing, to create healthy and complete, sustainable communities within livable urban environment, to provide opportunities for a variety of cultural, health and community services and to manage the resources in the Region in an orderly, efficient and reasonable manner.

A full analysis of the relevant Regional OP policies in relation to the proposed application can be found in **Appendix E**. In summary:

1. The proposed application will promote the development of a complete community in the City of Pickering by revitalizing and intensifying underutilized lands and increasing their vitality.
2. The proposed application conform to the policies set out in the Regional OP for development as they seek to encourage a more efficient and cost effective use of existing land and the optimization of infrastructure.
3. The proposed application respect housing policies of the Region OP by providing a variety of new housing stock. The proposed development will permit the addition of 580 units within the City and approximately 28% of

the proposed units are two-bedrooms or larger, providing for more “family” sized units.

4. The proposed application will allow for a development which conforms to the Regional Corridor policies of the Regional OP, by providing residential and commercial-retail uses.
5. The proposed application will contribute to making the City of Pickering a healthier and complete City by promoting strong active transportation options that will be universally accessible.
6. The pedestrian pathways will create linkages that will help integrate the development into the existing fabric of the neighbourhood.

**In our opinion, the proposed Official Plan Amendment, Zoning By-law Amendment and the development they would permit conform to the Regional OP.**

### **3.4 City of Pickering Official Plan**

The City of Pickering Official Plan was adopted by Council of the Corporation of the Town of Pickering on March 3, 1997. The City of Pickering Official Plan is in its 8<sup>th</sup> edition.

The Subject Lands are located within a “Mixed Use Corridors” as shown on **Schedule I: Land Use Structure (Figure 1.6)**. Further the Subject Lands are identified along a “Type B Arterial Roads” and “Transit Spines” (Kingston Road) and “Collector Roads” (Rougemount Drive) on **Schedule II: Transportation System (Figure 1.7)**.

Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of residential, retail, commercial, businesses, office, services, recreation and community and cultural uses.

A full analysis of the relevant Pickering OP in relation to the proposed application can be found in **Appendix F**. In summary:

1. The proposal will permit a high-density mixed use development within the Kingston Road Mixed Use Corridor which provides for a range of housing unit types and retail space.
2. The proposal will support a pedestrian-focused area, further supporting and optimizing the use of existing transit.

3. The proposed amendments will allow for transit supportive development at a height and density which is suitable and appropriate for the Subject Lands.
4. The proposed amendments, as amended, conform to the policies set out in the Pickering OP for development of residential and non-residential uses. The proposed development will permit 580 units, providing a range of housing types. The proposed development supports the achievement of the population targets set out by the City of Pickering.
5. The proposed development will support new mixed use development with heights and density that will support the optimization of significant transit infrastructure within a Mixed Use Corridor. The proposed development will establish a more intensified built form than what currently exists on the Subject Lands.
6. The development will efficiently utilize and support the optimization of existing and planned infrastructure, including municipal water and sewage services, utilities, roads and public transit.

**In our opinion the proposed Official Plan Amendment, Zoning By-law Amendment and the development would permit conform to and appropriately implement the overall policy direction of the Pickering OP.**

### **3.5 City of Pickering Official Plan Amendment 38**

The City is proposing to amend its Official Plan by adding new policies and mapping, and revising existing policies and mapping, to implement the Council-endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan. This amendment will apply to lands generally located along the Kingston Road Corridor, excluding the City Centre, and also apply to lands within the Specialty Retailing Node, east of Brock Road, north of Highway 401, and south of Kingston Road.

The intent of Official Plan Amendment 38 (“OPA 38”) is to add new policies to, and change existing policies and land use designations in the Pickering Official Plan to enable the redevelopment and intensification of the Kingston Mixed Corridor and Brock Mixed Node. To this effect OPA 38 calls for building heights for high-rise buildings to be 13-storeys to 35-storeys and mid-rise buildings to be 5-storeys to 12-storeys in height, where the greatest densities and buildings heights shall be directed within gateway areas and directed south of Kingston Road along Highway 401. The clear intent is to intensify lands adjacent to the Highway 401 and Kingston Road in order to optimize transit infrastructure. To this effect the proposal achieves this intent through the design proposed.

On November 1, 2021 the following recommendation went to Council, however was not carried due to a tied vote.

- a) *That Official Plan Amendment Application OPA 20-004/P, initiated by the City of Pickering, to add new policies to the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, as set out in Appendix I to Report PLN 41-21, be approved; and,*
- b) *That the Draft By-law to adopt Official Plan Amendment 38 to the Pickering Official Plan, to add new policies to the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, as set out in Appendix I to Report PLN 41-21, be finalized and forwarded to Council for enactment;*
- c) *That Council adopt Informational Revision 26 to the Pickering Official Plan of the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Area, as set out in Appendix II to Report PLN 41-21;*
- d) *That staff be directed to bring forward an implementing Zoning By-law for the Kingston Mixed Corridor and Brock Mixed Node Intensification areas addressing site specific matters including maximum building heights, maximum floor space indices, and other appropriate development standards;*
- e) *That Council repeal the following redundant development guidelines: Kingston Road Corridor Development Guidelines, Northeast Quadrant Development Guidelines, Specialty Retailing Node Development Guidelines, Walnut Lane Area Development Guidelines and Town Centre West Development Guidelines;*
- f) *That staff be directed to bring forward refined Urban Design Guidelines for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas for Council endorsement with the recommended implementing Zoning Bylaw; and,*
- g) *That a copy of Official Plan Amendment 38, Informational Revision 26, and all supporting documents be forwarded to the Region of Durham for review and approval.*

Given the above recommendations were not adopted by Council, OPA 38 is an informative but not determinative document relative to the proposed applications. It is anticipated the implementation of the By-law to adopt Official Plan Amendment 38 will be brought forward at the same Meeting of Council in the first quarter of 2022.

The policy amendments to the Official Plan to implements policies for the Kingston Road Corridor have been considered significant when designing the proposed development. The Subject Lands are located within the Rougemount Precinct Intensification Area, designated "Mixed Use Type B" and located within a "Gateway" on **Schedule "B"** of OPA 38 (**Figure 1.8**).

OPA 38 seeks to amend Policy 3.6, Mixed Use area, in Chapter 3 of the City's OP by added the following policy (**3.6 (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 meetings the general intent of the policies of Chapter 11A of this Plan.*

The proposed development seeks to permit a mixed use development 31-storeys in height with a maximum floor space index of 4.94 times the lot area. The Subject Lands are proposed to be located in a Gateway area as identified within OPA 38 and adjacent to Highway 401 which supports greater densities due to the predominate location and opportunities for a range of uses. The proposed development will permit a transit supportive mixed use development along the Highway 401 corridor and within a gateway. Signification design consideration has been incorporated within the proposal to ensure a pedestrian realm that is safe, accessible and provides appropriate transition to adjacent uses.

The Kingston Mixed Use Corridor permits a range of permitted uses including but not limited to medium density residential, high density residential, retailing of goods and services; offices and restaurants; hotels; community, culture and recreational uses; community gardens and farmer markets. In addition the minimum net residential density shall be over 60 dwelling units per hectare and a maximum floor spaces of over 0.75 FSI and up to and including 2.5 FSI. The proposed development will support the range of uses within the Mixed Use Corridor by permitted at-grade retail/commercial uses and two residential towers at a transit supportive density of 4.94 times the lot area which is in line with the direction provided by OPA 38.

Furthermore, OPA 38 seeks to add a new Chapter within the City OP specific for the Kingston Mixed Corridor and Brock Mixed Node Intensification Area (**Chapter 11A**).

**Policy 11A.1** states *the design of compatible and attractive built forms, streetscapes and sites will be promoted within the intensification areas. Accordingly, City Council shall require development to 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 meets the general intent of policy 11A.1 as proposed within OPA 38 by:

- proposing an attractive architectural design and range of materials are provided to reflect high quality building design and contribute to the existing and planned residential, employment and commercial character of the area. A high quality building design at this location can create a welcome vista at this prominent location. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, masonry, concrete, and back-lit glass. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.
- Articulating the proposed mixed use building along Kingston Road and Rougemount Drive to create a vibrant pedestrian realm which does not exist on site today. The proposal will create a vibrant pedestrian realm through reduced setbacks along the street, edge, enhanced landscaping and pedestrian walkways to connect residents, employees and visitors to the subject lands and surrounding area.
- Contributing to the intended retail and service job growth by providing for 1,532 sq. m. of at-grade commercial space.
- proposing building structures will be consistent with the surrounding buildings and to provide good, high quality community design that offer enjoyment, comfort and safety for all users.

- Demolishing the existing 1-2-storey commercial plaza strip and redeveloping the lands to a high-rise mixed use compact built form.
- Meeting the intent of the Kingston Corridor Urban Design guidelines (1997), the Kingston Road Corridor Intensification Plan and the draft Urban Design Guidelines (2019) as evaluated in the Urban Design Brief prepared by MHBC Planning.

**Policy 11A.2** states *City Council recognizes key intersections throughout the areas as Gateways as shown on Schedule XIV. 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 meets the general intent of policy 11A.2 as proposed within OPA 38 by:

- representing a compact built form that provides appropriate massing and built form transitions along major and minor streets.
- The proposed towers are proposed in locations that will create a vista / focal point for travelers heading west and eastbound on Kingston Road and north and southbound on Rougemount Drive. The height of the development ranges between 4 to 31-storeys which will help to frame and provide prominence to the area. As the proposal incorporates 'Tall Buildings', the massing and setbacks ensure that the development is well-integrated into the existing and future neighborhood fabric and contributes to a comfortable pedestrian experience at grade within a dynamic public realm.
- The development's terraced articulation, step backs, balconies, green roofs and above-grade outdoor amenity spaces creates visual interest and overlook to actively engage with the street interface and appropriately respond to shadow and sky view considerations.
- The proposed buildings will be oriented towards the arterial road corridors to establish a gateway in this location enhancing views in the area. Proposed sidewalks will provide connections for residents, employees and visitors that commute by public transit to access to the Subject Lands.

**Policy 11A.3** states *City Council shall require development within the Rougemount Precinct, as identified on Schedule XIV, Sheet 1 of 4, to be in accordance with the following:*

- a) *the greatest densities and building heights shall be directed to the south of Kingston Road along Highway 401, and away from the stable residential neighbourhoods to the north and the Rouge National Urban Park;*
- c) *urban design that contributes to the character of the precinct, particularly achieving a village-like main street character along Kingston Road, will be encouraged and supported;*
- e) *the consolidation of driveways and access points to improve safety and traffic circulation is encouraged;*

The proposed development meets the general intent of policy 11A.2 as proposed within OPA 38 by:

- proposing a maximum height of 31-storeys and maximum density of 4.94 times the lot area between Kingston Road and Highway 401, where the highest heights and densities shall be accommodated for in the City.
- The proposed podium design will incorporate village-like main street character along Kingston Road through the proposed fenestration, articulation and materials proposed. These elements include stepping the podium back in different locations to provide opportunities for enhanced landscaping, proposed signage will have a village-like feel as well as brick and concrete materials will be used to be in keeping with existing buildings within the area.
- the proposed buildings will be oriented towards the arterial road corridors to establish a gateway in this location enhancing views in the area. Proposed sidewalks will provide connections for residents, employees and visitors that commute by public transit to access to the Subject Lands.

**Policy 11A.9.3** states *the following policies apply to the Mixed Use Type B land use designation as shown on Schedule XIV. Within these areas, City Council:*

- a) *shall require areas designated as Mixed Use Type B on Schedule XIV to be developed predominantly with mid- and high-rise buildings containing a mix of uses including residential, retail, and commercial uses at a lesser intensity than Mixed Use Type A Areas;*
- b) *shall require a significant proportion of retail and commercial uses in these areas, which predominantly consist of small- to medium-scale neighbourhood-oriented businesses to satisfy local needs. These uses are encouraged to be located on the first and second floors of mixed use buildings or in separate buildings on mixed use sites; and*
- c) *may permit office uses in these areas, in conjunction with residential, retail and commercial uses.*

The proposed development meets the general intent of policy 11A.9.3 as proposed within OPA 38 by proposing a high rise mixed use transit supportive development with a maximum height of 31-storeys and maximum density of 4.94 times the lot area within a Mixed Use Type B area. The proposed development will provide for 1,532 sq. m. of commercial uses at grade to support surrounding land uses and create a live work opportunities for future residents.

**Policy 11A.10.1 (d)** states *despite Section 11A.10.1(a), limit the maximum building heights to: (i) a maximum of 20 storeys in the Rougemount Precinct on the south side of Kingston Road, along Highway 401 to reflect the precinct character;*

The proposed development meets the general intent of policy 11A.10.1 (d) as the proposed development represents a compact built form that provides appropriate massing and built form transitions along major and minor streets. The proposed towers are proposed in locations that will create a vista / focal point for travelers heading west and eastbound on Kingston Road. The height of the development ranges between 4 to 31-storeys which will help to frame and provide prominence to the area. Specifically, the Subject Lands are designated "Mixed Use Type B" and located within a "Gateway" on **Schedule "B"** of OPA 38 which proposes building types of mid-rise and high-rise built form with a maximum height of 20-storeys in the Rougemount precinct on the south side of Kingston road, along Highway 401 to reflect the precinct character. The proposed Official Plan Amendment seeks to permit a maximum height of 31-storeys, an increase in 11-storeys from the permitted 20-storeys within the Official Plan.

As the proposal incorporates 'Tall Buildings', the massing and setbacks ensure that the development is well-integrated into the existing and future neighborhood fabric and contributes to a comfortable pedestrian experience at grade within a dynamic public realm. The increased height does not cause adverse impacts on adjacent properties nor the public realm. The proposed towers provide ample sky view, do not create adverse shadowing nor create adverse wind conditions given the tower / podium design. Further, while a pedestrian or passerby will see tall towers, it is unlikely that they will notice any discernable difference between a 20-storey height or the heights proposed. In fact, the heights would only be discernable from a distance, which in this case the height adds rather than detracts from the Kingston Road Corridor skyline.

The development's terraced articulation, step backs, balconies, green roofs and above-grade outdoor amenity spaces creates visual interest and overlook to actively engage with the street interface and appropriately respond to shadow and sky view considerations.

The proposed increase in height and density would be through the use of Section 37 bonusing provisions.

### **3.6 City of Pickering Zoning By-Law**

The Subject Lands are subject to Zoning By-law 3036 as amended by By-law 5756-00 passed on October 16<sup>th</sup>, 2000. The Subject Lands are zoned "MU-12", which permits a range of commercial/retail uses (**Figure 1.9**).

A Zoning By-law Amendment is required to rezone the Subject Lands from MU-12 to MU-XX with site specific regulations for the entirety of the Subject Lands. The

following are the proposed amendments to City of Pickering By-law 3036 as amended by By-law 5756-00:

- Permit Apartment Dwelling;
- Minimum Front Yard Depth of 6.5 m whereas 14 m is required;
- Minimum Interior Side Yard Depth of 9.5 m;
- Minimum Flankage Side Yard Width of 1.0 m whereas 3.5 m is required;
- Minimum Rear Yard Depth of 7.0 m whereas 7.5 m is required;
- Maximum Building Height of 107 m whereas 10 m is permitted;
- Maximum Density of 4.94;
- Minimum Residential Parking Rate of 0.8 parking spaces per unit;
- Minimum Residential Visitor and Retail parking rate of 0.15 parking spaces per unit and
- Minimum two loading spaces shall be required.

A complete draft Zoning By-law Amendment to the City of Pickering By-law 3036 as amended by By-law 5756-00 is included as **Appendix B** of this Report.

### **3.7 City of Pickering Kingston Road Corridor Urban Design Development Guidelines (1997)**

The urban design and development guidelines contained in this section were formulated through a study of the Kingston Road Corridor which was initiated by the Region of Durham and the (then) Town of Pickering between 1996 and 1997. The study was conducted by a consulting team comprising the firms of Totten Sims Hubicki Associates and Markson Borooah Hodgson Architects.

Kingston Road has its roots as the primary route between Toronto and the City of Kingston. The guidelines establish a general design framework that supports the long-term vision for the Corridor, and for each of the five corridor precincts. The Subject Lands are located within the Rougemount Village Precinct.

The Rougemount Village is planned to consist of a mix of land uses and pedestrian friendly uses.

A full analysis of the relevant Kingston Road Corridor Urban Design Guidelines in relation to the proposed application can be found within the Urban Design Brief prepared by MHBC Planning. In summary:

1. The proposed development will provide an attractive architectural design and range of materials are provided to reflect high quality building design and contribute to the existing and planned residential, employment and commercial character of the area. A high quality building design at this location can create a welcome vista at this prominent location.

2. The proposed development will provide landscaping to enhance visual interest along the street edge, softening the existing hard edges. Plantings around the active edges of the site will be consistent with local tree and plant species, as well as be native, drought tolerant species. Together the proposed development will support a comfortable pedestrian realm along Kingston Road and Rougemount Drive.
3. The proposed development will provide signage that will complement the overall design and program of the site. Furthermore, wayfinding and street furniture is proposed along the Kingston Road and Rougemount Drive to improve the pedestrian realm and create a sense of place.
4. The proposal will support a pedestrian-focused area, further supporting and optimizing the use of existing transit.
5. The proposed amendments will allow for transit supportive development at a height and density which is suitable and appropriate for the Subject Lands.
6. The development will efficiently utilize and support the optimization of existing and planned infrastructure, including municipal water and sewage services, utilities, roads and public transit.

**In our opinion the proposed development will meet the general intent of the City of Pickering Kingston Road Corridor Urban Design Development Guidelines.**

### **3.8 Draft Urban Design Guidelines – Kingston Road Corridor and Specialty Retailing Node (2019)**

The Draft Urban Design Guidelines have been developed through a collaborative process that included landowners, developers City and Regional Staff and community members, together with other relevant stakeholders. The intent of the document is to provide a guide for new development within the Kingston Road Corridor and specialty Retailing Node, with an emphasis on place-making and sustainability on a study area-wide scale.

A full analysis of the relevant Draft Urban Design Guidelines in relation to the proposed application can be found within the Urban Design Brief prepared by MHBC Planning. In summary the proposed development achieves these objectives by supporting a denser development, with variety of uses, activities, and housing types in a compact form. The Subject Lands are also along a Regional Corridor and will accommodate a significant share of population and employment growth along Kingston Corridor and within the City Major link/connection via representing mixed use development in a transit-oriented built form.

**In our opinion the proposed development will meet the general intent of the City of Pickering draft Urban Design Guidelines.**

### **3.9 Kingston Road Corridor Intensification Plan**

The Intensification Plan provides the vision and framework for intensification and redevelopment within the Kingston Road Corridor and Specialty Retailing Node. It is a further refinement of the Recommended Intensification Scenario and provides direction regarding the proposed policy framework, urban design guidelines and zoning by-law regulations.

A full analysis of the relevant Kingston Road corridor Intensification Plan guidelines in relation to the proposed application can be found within the Urban Design Brief prepared by MHBC Planning. In summary:

1. The Subject Lands are designated as Mixed Use Type B area within the Rougemount Drive gateway according to the Intensification Plan, this area will concentrate a greater density and mix of uses around intersections of Kingston Road and Rougemount Drive with street-level retail and commercial services that will reinforce the main street character and an animated public realm within this stretch. A high-density development with medium to high-rise built form is encouraged to be located to the south of Kingston Road. The proposed amendments seek to permit a high-rise mixed use development which is in keeping with the Mixed Use Type B guidelines.
2. The proposed amendments will allow for transit supportive development at a height and density which is suitable and appropriate for the Subject Lands.
3. A prominent Cycling route runs along both sides of Kingston road. A new cycling connection is proposed south of Kingston Road on Rougemount Drive which connects to existing routes in order to increase multi-modal mobility choices for residents and visitors. The proposed development supports existing and proposed cycling routes within the Kingston Road Corridor by providing long term and short term bicycle parking spaces for future residents, employees and visitors.
4. The Subject Lands are located along Kingston Road which is classified as a Type B Arterial Road and Rougemount Drive is classified as a Collector Road within the Intensification Plan. The proposal will support a pedestrian-focused area, further supporting and optimizing the use of existing transit.
5. There is a range of amenities and facilities within walking distance of the Subject Lands. The proposed development will continue to support the range of uses within this area.

6. The Intensification Plan features potential gateway plazas on the northeast corner at the intersection of Kingston Road and Rougemount Drive and a green space fronts to the east side of Rougemount Drive to the north of Kingston Road to link the natural heritage area west and east of Rougemount Drive. The proposed development will provide for enhanced landscaping on all frontages including the opportunities for a gateway features that the corner of Kingston Road and Rougemount Drive on the Subject Lands.

**In our opinion the proposed development will meet the general intent of the Kingston Road corridor Intensification Plan.**

## **3.10 Rationale for Proposed Amendments**

### **3.10.1 Rationale for Official Plan Amendment**

The proposal is seeking an Official Plan Amendment (“OPA”) for the subject lands. The proposed development is located within the Kingston Road Mixed Use Corridor and is subject to heights permissions with densities of a 2.5 times the lot are and a maximum of 140 units per net hectare within the City of Pickering Official Plan.

The proposed development represents a compact built form that provides appropriate massing and built form transitions along major and minor streets. The proposed towers are proposed in locations that will create a vista / focal point for travelers heading west and eastbound on Kingston Road. The height of the development ranges between 4 to 31-storeys which will help to frame and provide prominence to the area. As the proposal incorporates ‘Tall Buildings’, the massing and setbacks ensure that the development is well-integrated into the existing and future neighborhood fabric and contributes to a comfortable pedestrian experience at grade within a dynamic public realm. The development’s terraced articulation, step backs, balconies, green roofs and above-grade outdoor amenity spaces creates visual interest and overlook to actively engage with the street interface and appropriately respond to shadow and sky view considerations.

Relative to the increased density, the amendment will intensify underutilized lands and will assist the Region and City in optimizing infrastructure and achieve population / job targets within a Regional Corridor, all in keeping with the general planning vision within OPA 38.

The Planning and Design Rationale within **Sections 2.0** and **3.0** of this report concludes that the proposed development is consistent with the PPS, conforms with the Growth Plan and conforms to the policies of the Regional Official Plan and the City’s Official Plan (except as is proposed to be amended).



It is our opinion that the proposed amendment is in the public interest and represents good planning. A copy of the draft Official Plan Amendment can be found in **Appendix A**.

## **3.10.2 Rationale for Zoning By-law Amendment**

### **Additional Permitted Uses**

The proposed addition of “Apartment Dwellings” as permitted a use is consistent with policy objectives within the Regional Official Plan, City of Pickering Official Plan and OPA 38. The proposed uses will help achieve a complete community and amenity elements to the Subject Lands.

### **Setbacks and Landscape Buffers**

The general intent and purpose of a front setback and landscape buffers is to create orientation of a building in relation to the development area property line. The proposed setback reductions will maintain adequate separation between buildings and the property line. Furthermore, the proposed landscape buffers will provide adequate and high quality landscaping to ensure no adverse impact on adjacent uses and create an active street frontage.

### **Height and Density**

The general intent and purpose of a maximum gross floor area (GFA) requirement is to ensure that the sizes of the proposed uses are appropriate for the development of the subject lands. The proposal contemplates an FSI of 4.94 times the lot area (total lot coverage of 38%). The proposed GFA is in keeping with recently approved residential and mixed use buildings within the Kingston Road Mixed Use Corridor and supports the intensification of an underutilized site within a Regional Corridor with proximity to transit facilities.

The proposed building heights (ranging from 29-storeys to 31-storeys) meet the intent of OPA 38 and is generally in keeping with other residential and mixed use buildings proposed, built and under construction in the area as identified previously. The proposed heights will enhance the Kingston Road Mixed Use Corridor skyline without creating undue shadow, wind or privacy impacts.

Relative to the increased building height the proposed mixed use building will have a height of 108 m to the top of the mechanical penthouse. As noted above, the proposed building height is within the range of planned and existing building heights in the area. Overall, the proposed height and stepping represents an appropriate level of intensification and is in keeping with the existing and planned heights of the area.

## **Parking and Loading**

The general intent and purpose of the minimum parking/loading requirement is to ensure the parking/loading demand generated from a property can be accommodated on site. The proposed reductions in parking requirements and size are supported by transit infrastructure located in close proximity to the subject lands. The proposed parking and loading is supported by Crozier and Associates and have found to be acceptable.

The requested Zoning By-law Amendment, provided in **Appendices B**, adds the site-specific provisions regarding the above matters.

# 4.0 Summary and Conclusions

MHBC has prepared this Planning and Urban Design Rationale Report in support of requested Official Plan Amendment and Zoning By-law Amendment by the Owners to set in place the policy framework for the proposed development.

The redevelopment consists of a mixed use, high density transit supportive development consisting of residential and non-residential uses. The proposed redevelopment is located within the Kingston Road Mixed Use Corridor. The proposed OPA and ZBA defines the development vision by establishing maximum height, densities and design criteria that is in keeping with the character of the emerging built form occurring in the immediate area.

The proposal supports and effectively responds to the significant infrastructure improvements in the area, specifically the bus routes along Kingston Road. In addition, the proposal seeks to achieve the Provincial, Regional and City objectives of comprehensive and integrated redevelopment within an intensification area.

This Planning and Urban Design Rationale Report concludes that the proposed OPA and ZBA will achieve a transit supportive development and high quality architecture and landscaping creating a sense of space, is in the public interest and represents good planning for the following reasons:

1. The proposed development has regard to matters of Provincial interest as outlined in Section 2 of Planning Act.
2. The proposed amendment is consistent with the Provincial Policy Statement.
3. The proposed amendment conforms to the Growth Plan for the Greater Golden Horseshoe.
4. The proposal conforms to the Region of Durham Official Plan.
5. The proposal conforms to the City of Pickering Official Plan.
6. The proposed development is compatible within the existing and planned land uses of the surrounding area within the Mixed Use Corridor along Kingston Road and the adjacent lands.
7. The proposed development is in keeping with the intent and vision of OPA 38.
8. The proposed Official Plan Amendment and Zoning By-law Amendment will support the utilization and optimization of existing and planned municipal infrastructure and provide for a compact built form that represents an efficient use of land.

9. The development is transit supportive and will take advantage of, and enhance the viability of multi-modal transportation available to this area.

10. The proposed Official Plan Amendment and Zoning By-law Amendment will conform to policies on sustainable development and promoting a sustainable community by incorporating low impact development measures, and transportation demand management measures.

We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Yours truly,

**MHBC**



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Vice President and Partner



Andrew Palumbo, HBA, MCIP, RPP  
Associate



Celeste Salvagna, B.U.R.PI  
Senior Planner

# **Appendix A:**

## **Draft Official Plan Amendment**

# DRAFT

## Amendment No. ### To the City of Pickering Official Plan

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**Purpose:** The purpose of this Amendment is to permit the development of a mixed use development within a maximum height of 31-storeys, maximum density of 4.94 times the lot area and 691 units per net hectare for lands located on the south east corner of Kingston Road and Rougemount Drive, described as Lot 32 Part of Lots 3, 4, 5 & 19 Concession Range 3, City of Pickering.

**Location:** The Amendment affects an area of approximately 0.84 hectares, located south east corner of Kingston Road and Rougemount Drive, municipally addressed as 375 Kingston Road.

**Basis:** The Amendment is based on an application to amend the City of Pickering Official Plan (File: OPA-20\_\_-W/##) as submitted by Decade Group, who proposes to re- develop the subject lands with 29 and 31-storey mixed use development.

The proposed development is located within the *Mixed Use Corridors* designation of the City of Pickering Official Plan. The maximum net residential density for this designation is 140 dwellings per net hectare and FSI of 2.5. The residential density of the proposed development is approximately 691 units per net hectare and FSI of 4.94 which exceeds the provisions of the Mixed Use Areas policies.

The proposed development is consistent with the policies of the Provincial Policy Statement as it will the use of lands within an urban area, will make more efficient use of existing municipal infrastructure and public service facilities.

The subject property is located within the 'Built Boundary' of the City of Pickering as defined by the Province and conforms to the Growth Plan and Regional Official Plan regarding compact and pedestrian oriented development.

# DRAFT

The proposed development will contribute to the intensification of urban lands within the City of Pickering with a complementary and compatible built form.

The subject lands are suitable for the proposed use and would be compatible with the existing and designated uses of surrounding lands.

Supporting documentation has been provided which confirms that the proposed development can be accommodated by existing municipal infrastructure. Further, traffic generated by the proposed development is not anticipated to have any impact on the existing transportation network.

Development of the subject lands would be subject to the provisions in the implementing Zoning By-law.

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

**1) By adding the following new subsection to Policy 3.6**

**– Mixed Use Areas, to be appropriately placed following the last subsection:**

**3.6.1 Notwithstanding Policy 3.6 the following shall be permitted on lands municipally addressed as 375 Kingston Road:**

- i. the maximum net residential density shall be 691 dwelling units per hectare;**
- ii. the maximum floor space index shall be 4.94;**
- iii. the maximum height shall be 31-storeys.**

**Implementation:** The implementation provisions of the City of Pickering Official Plan, as amended, shall apply to this amendment.

**Interpretation:** The interpretation provisions of the City of Pickering Official Plan, as amended, shall apply to this amendment.

# **Appendix B:**

## **Draft Zoning By-law Amendment**



# DRAFT

## The Corporation of the City of Pickering

### By-law No. xx

Being a By-law to amend Zoning By-law 3036, as Amended by Zoning By-law 5756-00, to implement the Official Plan of the City of Pickering,  
the Region of Durham, at 375 Kingston Road, Pickering

WHEREAS the Council of The Corporation of the City of Pickering received an application to rezone the subject lands being 375 Kingston Road, in the City of Pickering to permit a commercial development.

AND WHEREAS it is appropriate to amend By-law 3036, as amended by Zoning By-law 5756-00, to permit such uses;

NOW THEREFORE the Council of The Corporation of the City of Pickering hereby enacts as follows:

1. SCHEDULE 1

Schedule 1 attached hereto with notations and references shown thereon is hereby declared to part of this By-law.

2. GENERAL PROVISIONS

No building, structure, land or part thereof shall hereinafter be used, occupied, erected, moved or structurally altered except for conformity with the provisions of this By-law.

3. PROVISIONS (MU- XX)

(1) PERMITTED USES

- a. Restaurant Uses
- b. Retail Uses
- c. Commercial Uses
- d. Office Uses
- e. Apartment Dwelling Uses

(2) ZONE REQUIREMENTS

No person shall within the lands zoned MU-XX on Schedule I attached hereto use any lot or erect, alter or use any building or structure except in accordance with the following provisions:

a. BUILDING REQUIREMENTS

- i. Lot Coverage (maximum): 45%
- ii. Front Yard Setback: 6.5 m

# DRAFT

- iii. Interior Side Yard Setback: 9.5 m;
- iv. Flankage Side Yard Setback: 1.0 m
- v. Rear Yard Setback: 7.0 m
- vi. Building Height: 107 m
- vii. Gross Floor Area (Maximum): 41,520 sq. m
- viii. Floor Space Index (Maximum): 4.94 times the lot area

b. PARKING REQUIREMENTS:

- i. A minimum residential parking rate of 0.8 parking spaces per unit;
- ii. A minimum residential visitor and commercial use parking rate of 0.15 parking spaces per unit;
- iii. Residential visitor and commercial use parking shall be shared.

c. LOADING REQUIREMENTS:

- i. A minimum of 2 loading spaces shall be required.

4. AREA RESTRICTED

By-law 3036, as amended by Zoning By-law 5756-00, as amended, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as set out in Sections 1 and 2 above, and as set out in Schedule I attached hereto.

5. EFFECTIVE DATE

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

By-law passed this \_\_\_\_\_ day of \_\_\_\_\_, 202\_.

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David Ryan, Mayor

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Debbie Shields, City Clerk

# **Appendix C:**

## **Provincial Policy Statement (2020)**

## Appendix C: Provincial Policy Statement (2020) Analysis

The Provincial Policy Statement, 2020 (“PPS”) was approved by the Ministry of Municipal Affairs and Housing on August 28<sup>th</sup>, 2020 and functions as the policy foundation for regulating the development and use of land in Ontario.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens’ wellbeing, economic vitality, and environmental protection. The following is a summary of policies within the PPS applicable to the proposal and how the proposal responds to those policies.

The following is an analysis of the proposed Zoning By-law Amendment and Draft Plan of Subdivision in relation to the 2020 Provincial Policy Statement.

### Section 1.0 – Building Strong Healthy Communities

#### Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1**, **Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed application addresses them.

a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

**Evaluation:** The proposed amendments will permit development of a mixture of uses within the built-up area of an existing urban settlement area. The proposed development represents efficient development and land use and will help support the financial well-being of the neighbourhood, City and Province over the long-term.

b) *Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for the older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

**Evaluation:** The proposed development will contribute residential and non-residential uses to a range and mix of types and sizes within the neighbourhood area, meeting the long-term needs.

c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

**Evaluation:** The Subject Lands are located in an area designated for growth and development, and the proposed development of the lands will not cause environmental, public health or safety.

*d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

**Evaluation:** The Subject Lands are located with a settlement area designated for growth. No expansion to the existing settlement boundary is required to accommodate the proposed development.

*e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

**Evaluation:** The proposal will permit the development on an underutilized site which is serviced by existing transit and infrastructure, thereby optimizing transit investment and minimizing servicing costs to the City.

*f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

**Evaluation:** The proposed building will meet and be constructed in accordance with the Ontario Building Code, Accessibility of Ontarians with Disabilities Act and all other required accessible standards.

*g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

**Evaluation:** The proposed development will utilize existing municipal infrastructure that is available to the Subject Lands, reducing servicing costs.

*h) Promoting development and land use patterns that conserve biodiversity;  
and*

**Evaluation:** The proposed development will make more efficient use of an underutilized site, will promote the use of transit and utilization of existing infrastructure, and will provide a compact sustainable urban form.

*i) Preparing for the regional and local impacts of a changing climate.*

**Evaluation:** The proposed development will not cause any undue environmental concerns. Further, the proposed development will incorporate low impact development measures; transportation demand management measures and other green infrastructure to assist the Province and City become resilient to climate change.

**Policy 1.1.2** states that *sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

**Evaluation:** The proposed development will provide a mixture of uses that will contribute additional residential, office and commercial-retail uses within the settlement area, and will assist the City in meeting its growth projections.

### **Policy 1.1.3 – Settlement Areas**

Policy 1.1.3 is applicable to the proposed development as it states that:

*"The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures."*

In addition, **Policy 1.1.3.1** states that *settlement areas shall be the focus of growth and development.*

**Evaluation:** The proposed development is situated within the existing urban settlement area. The proposal represents infill development and intensification of the Subject Lands. The proposed residential and non-residential uses are compatible with the existing community and will continue to support and promote the vitality of a Mixed Use Corridor along Kingston Road.

**Policy 1.1.3.2** states that *land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) Efficiently use land and resources;*
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) Prepare for the impacts of a changing climate;*
- e) Support active transportation;*
- f) Are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment.*

**Evaluation:** The proposed development supports **Policy 1.1.3.2a** as the proposal will allow for redevelopment and intensification of underutilized land with a higher density built form; and will connect to existing municipal infrastructure along Kingston Road. The proposed development will provide for an efficient use of land and resources by maximizing the developable area of the property through a comprehensive redevelopment vision. Furthermore, the proposed development will contribute to the range of residential and non-residential opportunities within the settlement area, is in proximity to a variety of existing businesses and residential uses, and promotes minimal travel distance to surrounding amenities. The proposed development is supportive of existing transit infrastructure given that the site located directly along existing bus routes (on Kingston Road).

**Policy 1.1.3.3** of the PPS states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities require to accommodate projected needs.*

**Evaluation:** Municipal services exist in the vicinity of the Subject Lands, making the lands readily available to accommodate high density development that will support growth and employment projections into the future. The proposed development will facilitate and support appropriate residential, non-residential and growth within the Kingston Road Mixed Use Corridor. The proposed development will assist the City in achieving the required intensification at this location.

**Policy 1.1.3.4** of the PPS states *that appropriate development standards be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.*

Furthermore, **Policy 1.1.3.6** of the PPS states *new development taking place in designated growth areas should occur adjacent to existing built-up area and should have compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

**Evaluation:** The proposal facilitates high density redevelopment representing a more efficient and compact use of the Subject Lands. The proposed intensification is in keeping with the Regional and Official Plan and will maintain appropriate levels of public health and safety issues.

**Policy 1.1.3.6** of the PPS states *new development taking place in designated growth areas should occur adjacent to existing built-up area and should have compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

**Evaluation:** The proposed development allows for development of underutilized lands for higher density within a growth area. The proposed development will provide residential uses at a transit supportive density of 4.94 FSI.

## **Section 1.3 Employment**

**Policy 1.3.1** of the PPS states that *planning authorities shall promote economic development and competitiveness by:*

- a) *Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *Facilitating the conditions of economic investment by identifying strategic sites for investment, monitoring the availability of suitable of employment sites, including market-ready sites, and seeking to address potential barriers to investment.;*
- d) *Encouraging compact, mixed –use development that incorporates compatible employment uses to support livable and resilient communities within consideration of housing policy 1.4; and*
- e) *Ensuring the necessary infrastructure is provided to support current and projecting needs.*

**Evaluation:** The proposal contains a mix of uses that including retail uses at grade within the podium. The proposed non-residential uses will provide for a compact, mixed use development that will support livable and resilient communities and provide employment opportunities within the Kingston Road Mixed Use Corridor.

## **Section 1.4 – Housing**

**Policy 1.4.1** states *to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans,*

**Evaluation:** The proposal contributes to the City of Pickering's ability to accommodate residential growth for a minimum of 15 years. The proposal will utilize existing services and utilities provided in the area of the Subject Lands.

**Policy 1.4.3** states that *planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and*



*affordable housing needs of current and future residents of the regional market area by:*

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) Permitting and facilitating:
  - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

**Evaluation:** The proposal is representative of residential intensification that will provide a range and mix of housing types, densities and unit types, it will add to the mixture and range of housing options contemplated in the surrounding area allowing for attainable housing choices within the Regional Market Area to occur. The anticipated total density of 4.94 will support the optimization of existing infrastructure and public service facilities. The proposal supports active transportation and transit use in the area by providing the opportunity for long-term and short term bicycle parking and is within 100 m of the Durham Regional Transit bus route along Kingston Road.

## **Section 1.6 – Infrastructure and Public Service Facilities**

**Policy 1.6.7.2** of the PPS states that *efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

**Evaluation:** The proposal will support and optimize the use of the existing and planned transportation infrastructure at a transit supportive density of 4.94. A Transportation Impact Study has been prepared by Crozier and Associates, confirming that the proposed development can be accommodated with the existing transportation network. The report recommends transportation demand management strategies to assist with the promotion of modal split across the Subject Lands.

**Policy 1.6.7.4** of the PPS states that *land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

**Evaluation:** The proposed density of is in a compact urban form is highly supportive of existing and emerging transit and active transportation options such as cycling and walking.

### **Section 1.7 Long-Term Economic Prosperity**

**Policy 1.7.1** states *long-term economic prosperity should be supported by:*

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources infrastructure and public service facilities;*
- d) maintaining and, where possible, enhancing the vitality and visibility of downtowns and mainstreets.*

**Evaluation:** The proposed development offers a range of residential unit sizes and as well as retail space at-grade within the podium, thereby offering housing and employment opportunities in an urban downtown environment. The added population accommodated by the proposal will support the retail and open space planned in the Kingston Road Mixed Use Corridor and will optimize land use, infrastructure, and community services. The proposed building and open space will create a sense of place for residents and visitors through a well-designed built form and landscape design. The proposed development represents an intensification of the underutilized site and will contribute to an urban environment within the Kingston Road Mixed Use Corridor.

### **Section 1.8 Energy Conservation, Air Quality and Climate Change**

**Policy 1.8.1** states that *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for impacts of a changing climate through land use and development patterns with:*

- a) promote compact form and a structure of nodes and corridors;*

**Evaluation:** The proposed buildings will be in a compact form.

b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

**Evaluation:** The Subject Lands are currently serviced by existing transit stops. The proposed development will provide bicycle parking for residents and visitors to offer active transportation options. The proposal will take advantage of existing and planned facilities connecting the proposed residential development to the surrounding uses.

e) *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

**Evaluation:** The proposed development is in proximity to existing and future residential and employment uses in the surrounding areas. The introduction of mixed uses on the Subject Lands will help reduce commute time and emissions, allowing residents and employees to have an easy access live-work environment.

f) *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure, and*

**Evaluation:** The proposed development will maximize energy efficiency and conservation through sustainable design, building efficiency and reducing automobile dependence.

g) maximize vegetation within settlement areas, where feasible.

**Evaluation:** The proposal provides opportunities for outdoor amenities and streetscaping throughout the development area to enhance the appearance and experience of the development.

## **Section 2.6 Cultural Heritage and Archaeology**

**Policy 2.6.2** of the PPS states that *development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

**Evaluation:** The Subject Lands are developed for an existing commercial building. Should any archaeological resources be found during construction, the appropriate authorities will be notified.

## **Section 3.2 Human-Made Hazards**

Policy 3.2.2 of the PPS states that *sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

**Evaluation:** The Subject Lands are associated with the existing commercial building. No contamination has been identified from previous uses on the Subject Lands.

**In our opinion the proposed Official Plan Amendment and Zoning By-Law Amendment applications are consistent with the policies of the 2020 Provincial Policy Statement.**

# **Appendix D:**

## **Growth Plan (2020)**

## Appendix D: Growth Plan Analysis (2020)

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), as amended on August 28<sup>th</sup>, 2020, is applicable to the Subject Lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

An analysis of the Growth Plan policies has been conducted to demonstrate that the Zoning By-law Amendment and Draft Plan of Subdivision applications are in keeping with the direction of the Growth Plan policies. The following is a summary of the policies applicable to the proposed development.

**Policy 1.2.1** states that *the successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*
- *Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.*
- *Integrate climate change considerations into planning and managing*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

**Evaluation:** The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to compact, vibrant and complete communities. In addition, the proposal optimizes the use of existing water, wastewater and stormwater infrastructure to support growth in a compact and efficient form. The proposal will also provide for a mix of housing options in the neighbourhood that is directly connected to transit and a range of amenities.

**Policy 2.2.1.2** directs that *the forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems;*  
*and*
  - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will be generally directed away from hazardous lands; and*

**Evaluation:** The proposed development supports the Growth Plan's intensification directives by being located within the delineated built-up area and where intensification is promoted. The proposed development will utilize the existing municipal water and wastewater system. Furthermore the development site is strategically located in an area served by two bus routes connecting to several amenities.

**Policy 2.2.1.4** of the *Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*

- ii. *public service facilities, co-located and integrated in community hubs;*
- iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. *healthy, local, and affordable food options, including urban agriculture;*
- e) *provide for more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

**Evaluation:** The proposed development will contribute to achieving complete community by:

- providing a diverse range and mix of housing options, including 28% of units consisting of two-bedrooms or more to accommodate people at all stages of life;
- providing conveniences to the community through the following:
  - utilizing existing bus routes to connect to a variety of transportation modes and destinations;
  - locating along two streets and located in proximity to a range of retail, employment, and residential uses;
- proposing a high-quality built form with high visual interest; and,
- introducing outdoor amenity areas as well as green roofs to promote low-carbon communities that offer active outdoor amenities for public and private use.

**Policy 2.2.2.1** of the Growth Plan requires *that a minimum of 50% of all residential development occurring annually within the Region of Durham will be within the delineated built-up areas.*

**Evaluation:** The proposal will contribute to achieving the minimum standard of 50% by facilitating a residential development consisting of 580 new residential units within the built-up area.

**Policy 2.2.5.3** outlines that *retail and office uses will be directed to locations that support active transportation and having existing or planned transit.*

**Evaluation:** The Subject Lands are designed and oriented to specifically take advantage of existing and emerging transit along Kingston Road, thereby promoting the use of transit. The proposed development will provide for long-term and short-term bicycling parking to encourage active transportation.

**Policy 2.2.6.3** states to *support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*



**Evaluation:** The proposed development will provide a total of 580 units, containing 416 one-bedroom units (71%), 103 two-bedroom units (17%) and 61 three-bedroom units (11%), thereby meeting the housing objectives of the Growth Plan.

**Based on our analysis the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the Growth Plan.**

# **Appendix E:**

## **Durham Regional Official Plan**

## Appendix E: Durham Regional Official Plan

The Durham Regional Official Plan ("Regional OP") was adopted by Regional Council on June 5, 1991 and approved by the Minister of Municipal Affairs and Housing on November 23, 1993. The new Official Plan contains policies and maps, which guide the type and location of land uses in the Region to 2031.

Regional OP designates the Subject Land are adjacent to a "Regional Corridor" as shown on **Schedule A -Map A4: Regional Structure**.

**Schedule C-Map C2: Road Network** identifies the proposed development along one Type B Arterial Road, Kingston Road. **Schedule C-Map C3: Transit Priority Network** identifies the proposed development along a Rapid Transit Spine (Kingston Road).

The following are the policies which pertain to the subject lands and the proposed Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA").

### Section 1 – Basis, Goals and Directions

**Policy 1.1.1** states *the basis of this plan is:*

- a) *The population and employment forecasts for the Region to the year 2031 are 960,000 and 350,000 respectively, consistent with the Growth Plan for the Greater Golden Horseshoe;*
- b) *Over time, the density of Urban Areas will continue to increase;*
- c) *Employment opportunities are essential;*
- d) *There is a two-tier planning system in the Region; and*
- e) *Natural resources need to be protected for future generations, and managed to be sustainable.*

In addition, **Policy 1.2.1** states *the goals of this Plan area:*

- a) *To manage growth so that it occurs in an orderly fashion;*
- b) *To live in harmony with the natural environment and heritage of the Region;*
- c) *To develop the Region to its economic potential and increase job opportunities for its residents;*
- d) *To establish a wide range of housing opportunities in Urban Areas commensurate with the social and economic needs of present and future residents;*
- e) *To create healthy and complete, sustainable communities within livable urban environments for the enjoyment of present and future residents;*
- f) *To provide opportunities for a variety of cultural, health and community services; and*
- g) *To manage the resources in the Region in an orderly, efficient and responsible manner.*

Lastly, **Policy 1.3.1** states *the goals of this Plan will be achieved through the following directions:*

- b) Encouraging developments that utilize land efficiently;*
- d) Encouraging development that will not have adverse cumulative impacts on the natural, built and cultural environments;*
- e) Increasing employment opportunities to create healthy and complete, sustainable communities that balance growth in population with growth in employment;*
- f) Encouraging the production of an increased mixed of housing by type, size and tenure in Urban Areas;*
- g) Creating Urban Areas that are people-oriented and support active transportation;*

**Evaluation:** The proposed development includes high quality urban design through elements such as animated street fronts, comfortable street enclosures, and interesting architectural details. The proposal is in adjacent to the Durham Regional Transit bus route which provides riders connections to the municipalities of Toronto, Ajax, Whitby and Oshawa. The proposed development will offer easy access to public transit to future residents. In addition, future residents will be within a short walking distance of employment, retail, and other open space amenities.

The proposed development includes a total of 580 residential units which will include a variety of unit sizes and 1,532 sq. m. of retail/commercial uses at grade. Approval of this proposal will provide a range of new housing units and will assist in providing a more diverse housing stock within the Region and City as well as provide employment opportunities. As such, the Official Plan Amendment will permit a proposal which is supportive of Regional housing and employment objectives.

### **Section 3 – Economic Development**

**Policy 3.1.2** states that *a goal for Regional economic development is to promote the development of healthy and complete, sustainable communities, having a balance of jobs and population.*

**Evaluation:** The proposed development satisfies this vision to promote healthy and complete, sustainable communities and provide business opportunities on an underutilized land that are designated as Mixed Use Corridor in the City's Official Plan.

**Policy 3.2.2** states *Regional Council has established a target ratio of jobs to population of 50% (1 job for every 2 persons) for the Region as a means to support the development of healthy and complete, sustainable communities that provide a close live-work relationship for residents of the Region.*

**Evaluation:** The proposed amendments will permit at-grade retail/commercial uses at grade which will provide employment opportunities for local residents and a live-

work relationship within a Mixed Use Corridor. The proposed development will provide approximately 46 jobs<sup>1</sup>, assisting with the overall employment growth of the City of Pickering.

## **Section 4 – Housing**

**Policy 4.1.1** states *to provide a wide diversity of residential dwellings by type, size and tenure in Urban Areas to satisfy the social and economic needs of present and future residents of the Region.* In addition, **Policy 4.2.4** states *Regional Council shall require at least 25% of all new residential units produced within each area municipality, to be affordable to low and moderate income households.*

**Evaluation:** The proposed development supports the housing initiatives by providing a range of unit types and sizes that will be attainable in the context of the regional market. These units can accommodate facilities where feasible, and will ensure accessibility is provided through design where possible, thereby meeting the intent of this policy.

**Policy 4.3.1** states *in the consideration of development applications, Regional Council shall, in conjunction with the respective area municipality, ensure that a wide range of housing is provided in Urban Areas. In areas outside of Urban Areas, housing choice shall largely be limited to single detached dwellings, consistent with the character of the area.* In addition, **Policy 4.3.2** states *Regional Council shall support opportunities to increase the supply of housing in Urban Areas through intensification, taking into account the adequacy of municipal services and the physical potential of the housing stock. Housing intensification shall include, but not be limited to, the following:*

- a) *the conversion of single detached dwellings into multiple residential units;*
- b) *the conversion of industrial or commercial buildings, or portions thereof, into residential units, in accordance with Policy 8C.2.16 and other objectives of this Plan;*
- c) *the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas; and*
- d) *the creation of residential units above commercial uses, with preference being given to development located adjacent to arterial roads and/or in close proximity to transit routes.*

**Evaluation:** The proposed amendments will permit 580 new residential units within an urban built boundary within a mixed use built form which will contribute to the existing and future character of the Kingston Road Mixed Use Corridor.

## **Section 5 – Cultural, Health and Community Facilities, and Infrastructure**

**Policy 5.2.3** states *the Region shall give priority to the provision of municipal water and sewage services within Urban Areas to development and redevelopment*

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<sup>1</sup> "City of Pickering 2017 Development Charges Background Study", Watson & Associate Economists Ltd, 2017. 400 sq. ft. per employee for commercial/population-related.

*proposals which produce an intensive and compact form of development. In addition, **Policy 5.3.9** states sufficient municipal water and sanitary sewerage facilities shall be provided to Urban Areas, within the financial capability of the Region, in accordance with Section 6, to accommodate anticipated growth and to achieve the goals of this Plan.*

**Evaluation:** The proposed development has access to full municipal services, which is further set out in the Functional Servicing Report (FSR) prepared by Schaeffer & Associates Ltd and submitted in support of the proposed development.

## **Section 6 – Finance**

**Policy 6.2.1** states *new development shall bear the full cost of its share of municipal costs.*

**Evaluation:** The Owner will bear the full cost of its share of municipal costs.

## **Section 7 – Regional Structure**

**Policy 7.3.3** states that *the employment forecasts for Pickering are 67,910 for the year 2021, 73,590 for the year 2026, and 76,720 for the year 2031. Furthermore, **Policy 7.3.4** states notwithstanding the employment forecasts in Policy 7.3.3, the Region continues to support a target ratio of jobs to population of 50% (1 job for every 2 persons) in accordance with Policy 3.2.2. In addition, **Policy 7.3.9** states Urban Areas shall be planned to achieve the following growth management objectives on a Region-wide basis: c) accommodate a minimum 50% of all forecast employment in designated Employment Areas.*

**Evaluation:** The proposed development will provide approximately 46 jobs<sup>2</sup>, assisting with the overall employment growth of the City of Pickering.

## **Section 8 – Urban System**

**Policy 8.1.1** states that *a goal for the Urban System is to establish an Urban System of distinct Urban Areas that are adaptable and able to evolve into healthy and complete sustainable communities that balance growth in population, with growth in employment.*

**Evaluation:** The proposal responds to this policy by providing an urban form of a mixed use transit supportive built form adding 580 new residential units and variety of business opportunities in the areas and the City of Pickering.

**Policy 8.1.4** states that *a goal for the Urban System is to develop people-oriented Urban Areas that create a sense of community, promote social interaction, and are aesthetically pleasing.*

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<sup>2</sup> "City of Pickering 2017 Development Charges Background Study", Watson & Associate Economists Ltd, 2017. 400 sq. ft. per employee for commercial/population-related.

**Evaluation:** The landscape design and ground-level non-residential uses of the proposed development will provide an active and comfortable pedestrian realm. The addition of residential uses and supportive retail and service commercial uses within the proposal will complement the planned employment and community uses surrounding the site, assisting the City of Pickering and Kingston Road Mixed Use Corridor in becoming a complete community.

**Policy 8.1.5** states that *a goal for the Urban System is to provide compact, efficient and accessible Urban Areas comprised of mixed uses.*

**Evaluation:** The proposed development represents a comprised of mixed uses development consisting of residential and non-residential uses adding and supporting existing and proposed uses within an Urban Area.

**Policy 8.1.10** states that *a goal for Corridors is to great people-oriented places that are accessible by public transit and an extensive pedestrian network, including civic squares, parks, and walkways.*

**Evaluation:** As noted above, sidewalks will be provided along Kingston Road and Rougemount Drive of the Subject Lands to connect with adjacent lands and provide access and connection for residents, employees and visitors that commute from multiple bus routes that run along Kingston Road.

**Policy 8.1.13** states that *a goal for Corridors is to restore the historic integration of the shopping function with the other traditional functions, such as housing, employment, recreation, social activities and cultural facilities.*

**Evaluation:** The proposed development will utilize the Subject Lands that are currently underutilized by proposing a 31-storey mixed use development. The proposal will contribute to the City's housing stock and employment opportunities in the surrounding areas.

**Policy 8.1.15** states *to establish suitable areas for the provision of a full range of housing which will be developed in a cost-effective and efficient manner* and **Policy 8.1.16** states *to create a maintain an attractive living environment that is safe, energy efficient and in harmony with nature.*

**Evaluation:** The proposed residential units will consist of a range of sizes appropriate in an urban environment. These units will be suitable for all residents and will be designed to meet the accessibility needs of seniors and those with special needs.

## **Sub-Section 8A – Centres, Corridors and Waterfront Places**

**Policy 8A.1.4** states *corridors form the key connections between Centres and are considered the main arteries of the Region's urban structure. They provide for the movement of people and goods between the Centres to support their vitality.*

Further, **Policy 8A.1.5** states that *corridors shall be developed in accordance with the principles contained in Policy 8.2.1 and the following:*

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

**Evaluation:** The proposal responds to these policies by proposing a mixed use development that maximizes the housing and employment density potential on the Subject Lands ensuring that a higher amount of ridership opportunity is provided along Kingston Road. Further, the proposed development will provide access from and to Kingston Road to avoid traffic congestion with adjacent land uses.

**Policy 8A.2.9** states *Regional Corridors shall be planned and developed in accordance with Policy 8A.1.5 and the relevant Policies of the underlying land-use designation, as higher density mixed-use areas, supporting higher order transit services and pedestrian oriented development. The Regional Corridors shall provide efficient transportation links to the Urban Growth Centres and Regional Centres as well as other centres in adjacent municipalities. Portions of Regional Corridors with an underlying Living Area designation, which are identified as appropriate for higher density mixed-use development in area municipal official plans, shall support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index of 2.5. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in area municipal official plans.*

**Evaluation:** The proposed development will provide a mixture of uses within proximity to existing and planned employment, retail, open space and community uses. The proposed development is also located in proximity to transit along Kingston Road. The proximity to this transit infrastructure will promote its usage by future residents of the proposed development. The proposed amendments see a maximum floor space index of 4.94 times the lot area. Further, the landscape design and ground-level non-residential uses of the proposed development will provide an active and comfortable pedestrian realm. The addition of residential uses and supportive retail and service commercial uses within the proposal will complement the planned employment and community uses surrounding the site, assisting the City of Pickering in becoming a complete community.

## **Section 11 – Transportation System**

**Policy 11.2.3** states that *freeway, highway and arterial road corridors shall be protected from uses which may jeopardize the implementation of such corridors.*



**Evaluation:** The proposed development will not jeopardize the implementation of the Kingston Road Corridor. A road widening is not required along Kingston Road as it was previously provided.

**Policy 11.3.4** states that *identified on Schedule 'C' – Maps 'C1' and 'C2', Road Network, Regional Council shall require that lands be dedicated for road widenings. The dedication of land shall take into account the following:*

- a) *the extent of the right-of-way that may be required in accordance with Policy 11.3.3;*
- b) *road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, grade separation, channelization or existing development, make the taking of equal widenings impractical;*
- c) *the need to provide acceleration and deceleration lanes, left-turn storage lanes, medians, traffic signals or other traffic control devices, sight triangles at intersections, including intersections of an arterial road and a railway line, railway grade separations and freeway interchanges. The extent of the widening shall be based on the specific characteristics of the intersection and shall be determined in accordance with accepted traffic engineering design criteria; and*
- d) *the need to provide bicycle lanes and/or bus lanes.*

**Evaluation:** The proposed development will develop the Subject Lands as per the Region and City's road widening requirements.

**Policy 11.3.16** states *this Plan supports the development of a comprehensive Transportation Demand Management (TDM) program as part of an effort to reduce single occupant vehicle dependency, by promoting alternative modes of transportation such as transit, carpooling, cycling and walking, and alternative work arrangements such as staggered work hours and telecommuting to reduce peak period travel.* In addition, **Policy 11.3.18** states *this Plan supports the planning, design and operation of an integrated and coordinated Transit Priority Network, as designated on Schedule 'C' – Map 'C3', Transit Priority Network. The Transit Priority Network, which provides inter-regional and inter-municipal service, is comprised of the following elements: (a) "Rapid Transit Spine" that is planned to provide dedicated transit lanes in most arterial road sections, and intersect with local transit services. Lastly, Policy 11.3.19 states in support of existing and future transit services, development adjacent to a Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for:*

- a) *complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;*
- b) *buildings oriented towards the street, to reduce walking distances to transit facilities;*

- c) *facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and*
- d) *limited surface parking and the potential redevelopment of existing surface parking.*

**Evaluation:** TDM Measures include:

- TDM Information Packages for New Residents
- Secure Bicycle Parking
- Excess Bicycle Parking
- Bicycle Repair Station
- Provision of Carshare Spaces
- Priority Rideshare Pickup/Drop-off Area
- Short-term visitor parking spaces
- Real-Time Transit Information.

**In our opinion the proposed Official Plan Amendment and Zoning By-law Amendment applications conform to the Region of Durham Official Plan.**

# **Appendix F:**

**City of Pickering Official Plan**

## Appendix F: The City Of Pickering Official Plan

The City of Pickering Official Plan was adopted by Council of the Corporation of the Town of Pickering in March 3, 1997, and approved by Council of the Regional Municipality of Durham in September 1997. The Official Plan came into effect on October 21, 1997 except for those parts still under appeal or deferred to the Ontario Municipal Board (OMB). Several consolidations have occurred since 1997 which are inclusive of amendments that have been approved at the OMB, including Amendment 26 which implemented the 2006 Growth Plan and Region of Durham Growth Plan conformity amendment (Amendment 128 as noted in Section 2.3 above). The latest consolidation of the Official Plan – Edition 8 (2018) was used for this report.

The Subject Lands are located within a “Mixed Use Corridors” as shown on **Schedule I: Land Use Structure**. Further the Subject Lands are identified along a “Type B Arterial Roads” and “Transit Spines” (Kingston Road) and “Collector Roads” (Rougemount Drive) on **Schedule II: Transportation System**.

Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of residential, retail, commercial, businesses, office, services, recreation and community and cultural uses.

The following is an analysis of the proposal and the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Application in relation to the City of Pickering’s Official Plan.

### Chapter 2 – The Planning Framework

#### Urban Systems

**Policy 2.6** states that *the City Council adopts the following as its goals for its urban system:*

- a) *To establish and encourage a “complete” urban area with a wide mix and diversity of uses, activities, experiences and opportunities*
- b) *to recognize and nurture important interrelationships between local culture, local identity and the local economy;*
- c) *to provide an adaptable, durable, safe and accessible urban environment;*  
*and*
- d) *to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the urban system.*

**Evaluation:** The proposed development on the Subject Lands creates a compact urban form containing a high rise mixed use development within the Kingston Corridor in the City of Pickering. The Subject Lands are located within a mixed use area and serviced by public transit.

**Policy 2.7** states that *the City Council shall:*

- a) encourage a variety of uses in close proximity to one another through a well-designed, compact urban form;*
- b) make efficient use of infrastructure, land and services, and facilitate local economic and social interactions between people;*
- c) increase overall the number of housing, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area;*
- d) direct new residents, jobs, and activities to areas where adequate amenities, services, and facilities either exist or will be provided;*
- e) encourage the integration of people of varied backgrounds, cultures, and lifestyles into the urban system;*
- g) improve the physical design of neighbourhoods, streets and the public realm, making them safer, more attractive, more comfortable, more human in scale, and more respectful of cultural and natural heritage.*

**Evaluation:** The proposed development contributes mixed use opportunities to the City of Pickering, and offers a range of housing options and business opportunities for existing residents and new residents to work and shop in the urban area of the City of Pickering in more compact urban form. The proposed development will provide approximately 46 people and jobs<sup>1</sup> per hectare on the Subject Lands. The proposed development contemplates a gateway feature at the corner of Kingston Road and Rougemount Drive to enhance the pedestrian realm. In addition, the Subject Lands are supported by multiple bus routes that run along Kingston Road to provide easy access for local and future residents. Sufficient parking spaces is also provided on the Subject Lands for residents and employees of the area.

### **South Pickering Urban Area**

**Policy 2.10** regarding *the South Pickering Urban Area Employment Target* states that *City Council:*

- a) adopts an employment target for the South Pickering Urban Area of 51,200 jobs for the year 2016;*
- b) shall endeavour to accommodate this population over the times from of the Plan generally as set out in Table 1;*
  - a. Rougemount 3,400 population target by 2016.*

Further, **Policy 2.11** states *City Council:*

- a) adopts an employment target for the South Pickering Urban Area of 51,200 jobs for the year 2016;*
- b) despite Section 2.11(a) adopts an employment target for the City Centre of 13,500 jobs for the year 2031; and*
- c) shall endeavour to accommodate urban employment in the South Pickering Urban Area as follows:*
  - i. primarily in Mixed Use Areas and Employment Areas as designated on Schedule I to this Plan; and*

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<sup>1</sup> "City of Pickering 2017 Development Charges Background Study", Watrson & Associate Economists Ltd, 2017.

- ii. *as home occupations in Urban Residential Areas.*

**Evaluation:** The proposed development will contribute approximately 46<sup>2</sup> people and jobs per hectare within the Subject Lands supporting population and employment targets for the South Pickering Urban Area Employment.

### Chapter 3 – Land Use

Table 2: Land Use Categories and Subcategories

Land Use Category	Criteria for Determining Subcategories	Land use Subcategories
Mixed Use Area	The location, scale and relative number of people served by the Area	Local Nodes Community Nodes Mixed Use Mixed Corridors Specialty Retailing Node City Centre

### Mixed Use Areas

**Policy 3.6** states City Council:

- a) *shall recognize as Mixed Use Areas on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;*
- b) *may zone lands designated Mixed Use Areas for one or more purposes as set out in Table 5, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 6;*
  - a. *Mixed Corridors Permitted Uses in Table 5: Community gardens; Farmers' markets; all uses permissible in Local Nodes, at a larger scale and intensity, and servicing a broader area.*
  - b. *Mixed Corridors Table 6:*
    - i. *Maximum net residential density of over 30 dwelling units per hectare and up to and including 140 units per net hectare.*
    - ii. *Maximum gross leasable floor space for the retailing of goods and services is determined by site-specific zoning.*
    - iii. *Maximum floor space index is up to and including 2.5 FSI.*
  - c. *in establishing performance standards, restrictions and provisions for Mixed Use Areas, shall have particular regard to the following:*
    - i. *encouraging development in an integrated manner for a wide variety of uses and purposes; and*
    - ii. *encouraging intensification over time, up to the maximum net residential densities and maximum floorspace indices;*
  - d. *despite Section 3.6(c)(ii) and Table 6, may limit net residential densities, floorspace indices, and gross leasable floorspace for the*

<sup>2</sup> "City of Pickering 2017 Development Charges Background Study", Watson & Associate Economists Ltd, 2017.

*retailing of goods and services below the maximums set out in the Table:*

- i. to address concerns related to such matters as design, compatibility and scale of development;*
- e. despite Section 3.6(c)(ii) and Table 6, may permit net residential densities and floorspace indices below the minimums set out in the Table, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in the Table;*
- f. shall ensure Mixed Use Areas are designed and developed consistent with the community design provisions of this Plan (Chapters 9 and 14), and any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);*

**Evaluation:** The proposed amendments seek to permit a maximum of 691 units per hectare, with a maximum FSI of 4.94. The proposed density is appropriate given the site's proximity to public transportation infrastructure and emerging policy changes for the Kingston Road Mixed Use Corridor. In addition, the proposal will allow residents to live at a location where their daily needs can be met. The proposed residential uses will contribute to a complete community, providing a range of housing stock within walking distance to a mix of uses which will support the residential density proposed. The proposal, while exceeding the current density limits, is in keeping with the density limits proposed through OPA 38.

The proposed heights and density are subject to the bonusing policies in the Official Plan. Given the amendments to the *Planning Act* approved under Bill 108, further discussions with City Staff as to the application of these policies will occur through the review process.

## **Chapter 4 – Transportation**

**Section 4.10 b) (ii)** states that *Type B Arterial Roads: are designed to carry moderate volumes of traffic at moderate speeds, within a municipality; have some access restrictions; and generally have a right-of-way width ranging from 30 to 36 metres.*

**Evaluation:** Kingston Road is designated as "Type B Arterial Roads". The proposed development has incorporated existing widenings along Kingston Road to carry larger volumes of traffic at moderate high speeds.

## **Chapter 5 – Economic Development**

**Policy 5.2** states *City Council shall:*

- a) support local businesses, create more local jobs, and diversify the City's economic base;*

- b) *identify, attract and support businesses that can provide local employment opportunities that are socially and ecologically responsible, and that operate in a global economic setting;*
- c) *provide a wide range of locations for economic activities;*
- d) *improve the balance between the City's residential and commercial-industrial tax base; and*
- e) *create a major node of corporate offices in the City Centre.*

**Evaluation:** The proposed development will contribute to the intended retail and service job growth by providing for 1,532 sq. m. of at-grade commercial space.

## **Chapter 6 – Housing**

**Policy 6.2** state *City Council shall:*

- a) *encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*
- b) *ensure that a sufficient supply of designated and serviceable residential land is available to meet the existing and future housing needs of the City;*
- c) *encourage the provision of an adequate range of housing and tenure types to be available and integrated within the City's neighbourhoods and villages to meet the needs of existing and future populations; and*
- d) *encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing.*

**Evaluation:** The development will contribute to providing for the intended residential growth within the Kingston Road Mixed Use Corridor by providing a total of 580 new residential units. The proposed residential units will consist of a range of sizes appropriate in an urban environment. These units will be designed to meet the accessibility needs of seniors and residents with special needs. The proposed development will offer units that represent attainable housing options in the City of Pickering (as noted previously).

**Policy 6.3** states *City Council shall promote an adequate supply and mix of housing by:*

- a) *maintaining a minimum 10 year supply of residentially designated lands to meet anticipated long-term housing demands;*
- b) *maintaining a minimum 3 year supply of residential land in the form of draft approved plans and/or registered plans, to meet anticipated short-term housing demands;*
- c) *encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location, as established in Appendix I - Quality of Life Indicators and Performance Targets; and*
- d) *obtaining the following distribution of housing forms throughout the municipality during the timeframe of this Plan:*
  - i. *57 percent single detached homes;*



- ii. 12 percent semi-detached homes;
- iii. 19 percent attached homes; and
- iv. 12 percent apartments

**Evaluation:** The proposed development contributes to the City of Pickering's ability to accommodate residential growth for a minimum of 10 years through residential intensification of an underutilized site. Further, the proposed high rise mixed use development will support a range of housing forms within the City.

**Policy 6.4** states *City Council shall:*

- a) *require that a minimum 25 percent of new residential construction, on a City-wide basis, be of forms that would be affordable to households of low or moderate income, reflecting affordable housing forms identified in Appendix I - Quality of Life Indicators and Performance Targets;*
- b) *encourage the affordable component of new residential construction to be in the early phases of a development;*
- c) *encourage the provision of housing for people with special needs, including assisted housing for low income people, seniors, emergency accommodation, and other forms of supportive housing;*
- d) *zone to permit the operation of group homes within all residential areas;*
- e) *zone to permit accessory apartments, garden suites, and rooming homes where appropriate; and*
- f) *support providers of assisted and special needs housing, including the Durham Region Non-Profit Housing Corporation, in the provision and integration of assisted and special needs housing in the City.*

**Evaluation:** The proposed residential units will consist of a range of sizes appropriate in an urban environment. These units will be suitable for all residents and will be designed to meet the accessibility needs of seniors and those with special needs. The proposed development assists in meeting the attainable housing target (which is measured across the entire City) by providing units of varying sizes and ultimately price points that represent attainable housing options in the City of Pickering and the regional housing market, therefore addressing the affordable housing policies.

**Policy 6.5** states *City Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging:*

- a) *major intensification in Mixed Use Areas as designated on Schedule I;*
- b) *infill development of vacant or under utilized blocks of land;*
- c) *in Mixed Use Areas and Residential Areas, redevelopment and conversion of non-residential uses to residential uses, including the addition of residential uses in mixed use forms; and*

- d) *methods for the provision of compact housing form, with regard to housing type, architectural design and cost-effective development standards, where technically feasible.*

**Evaluation:** The proposed development contributes to the City of Pickering's target of 11,500 additional residential units within the South Pickering Urban area by providing 580 new residential units.

## **Chapter 7 – Community Services**

**Section 7.10** states *City Council shall:*

- a) *encourage appropriate intensification and use of existing municipal infrastructure, including roads and storm sewers;*
- b) *encourage appropriate intensification and use of existing regional infrastructure, including roads, piped water and sanitary sewers;*

**Evaluation:** The Subject Lands will take advantage of the existing and planned municipal infrastructure, including roads and storm sewers through intensification.

**OPA 31 Section 7.12** states *City Council shall require, subject to approval of the applicable jurisdiction with responsibility for the road, and any requirements of any other applicable agencies, the inclusion of conduit for fiber optic cable in all public rights-of-way, where such conduits or trenches do not already exist or where a need is identified, through new development, redevelopment, road construction and reconstruction, in accordance with the City's "Dig Once" Standard, and shall:*

- a) *ensure that all new development or development is designed to provide the infrastructure for the delivery of, current or future, leading edge information and communication technologies; and*
- b) *require applications for development to provide an ICT Implementaiton Plan which demonstrates how ICT technologies are the be designed and implemented, including information regarding conduit construction and ownership, and demonstrates that the associated conduit and wiring meets or exceeds the minimum industry standards.*

**Evaluation:** Through the Site Plan Approval process, the Owner shall work with internet / utility providers to incorporate state-of-the-art internet communications technology within the residential and non-residential components of the building and where necessary off-site connections to ensure the most commercially viable service to the residents and employees within the development occurs.

## **Chapter 9 – Community Design**

**Section 9.1** regarding the Community Design goal states *that City Council shall promote development at various scales which, through their adherence to principles of good, high quality community design, will produce built and natural environments in Pickering that offer enjoyment, comfort and safety for all users, and evoke a desirable image and sense of place for the City.*

**Evaluation:** The proposed building structures will be consistent with the surrounding buildings and to provide good, high quality community design that offer enjoyment, aesthetics, comfort and safety for all users.

**Section 9.2** states that to achieve the community design goal, City Council shall:

- a) *encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians;*
- b) *encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection;*
- c) *encourage private and public developments that provide an integrated mix of uses, activities and experiences;*
- d) *encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy for both pedestrians and vehicles to move about in a variety of directions;*
- e) *(e) encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings;*
- f) *encourage developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering's public realm;*
- g) *encourage, where appropriate, the creation of landmarks and other distinctive elements including buildings, open spaces, landscapes and natural features that make it easy for people to understand where they are, and how they get to the various places, amenities and facilities they require;*
- h) *encourage the design of buildings and places that can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities;*
- i) *encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use.*

**Evaluation:** The proposal responds to these design objectives in the following manner:

- By proposing a development that ensures pedestrians/residents are able to traverse the development safely (i.e. sidewalks will be connected with adjacent lands). The proposal also includes an assortment of landscaping features within its design to compliment the adjacent natural features and reduce the carbon footprint.
- The proposal will provide for residential and commercial uses that will maintain the low-rise scale of the surrounding community.
- The proposed scale and form of the buildings will seamlessly integrate with the surrounding areas and promote a high quality public realm.

## **Chapter 12 – Urban Neighbourhoods**

**Policy 12.7** states City Council shall:

- a) in the established residential areas along Woodview Drive, Twyn Rivers Drive, Sheppard Avenue and Rougemount Drive, encourage and where possible require new development to be compatible with the character of existing development;*

**Evaluation:** An attractive architectural design and range of materials are provided to reflect high quality building design and contribute to the existing and planned residential, employment and commercial character of the area. A high quality building design at this location can create a welcome vista at this prominent location. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, masonry, concrete, and back-lit glass. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

The proposed massing has been designed to mitigate shadow impact on adjacent lands, maximize Skyview, and reduce wind impact. The design of the building will ensure pedestrians will be protected from the elements. The façade design will incorporate weather protection features such as canopies, awnings, overhanging and recesses entrances to create a favorable microclimate and comfort zone on the proposed pedestrian zone.

The proposal contemplates architectural design features for wind reduction, including strategic placement of buildings and the use of base building and tower setbacks to deflect down washing winds. As per the Pedestrian Level Wind Study prepared by Gradient Wind, most grade-level areas within and surrounding the Subject Lands are predicted to experience conditions that are acceptable for the intended pedestrian uses throughout the year. The wind conditions at grade are generally predicted to be similar to the existing conditions. The proposed design features, including parapet walls, stepping facades, balconies, landscaping and plantings to assist in mitigating wind conditions on the Subject Lands and contribute to anticipated pedestrian comfort conditions. Through the Site Plan application process, detailed design and additional evaluation will occur to ensure mitigation of higher wind activity around the tower built form are achieved.

The Transportation Impact Study prepared by Crozier and Associates states the proposed mixed-use development can be supported from a transportation operations and safety perspective with the noted recommendations.

## **Chapter 14 – Detailed Design Considerations**

**Section 14.2** regarding Community Image states that City Council shall

- a) require that development at all scales creates, reinforces, and enhances distinctive neighbourhoods, nodes and corridors, and enhances the specific character of existing developments and neighbourhoods.*

- b) consider identifying at certain locations in the City, gateways and landmarks and require that these locations be maintained and enhanced through community design measures;*

**Evaluation:** The scale of the proposed development will set a high standard for buildings in the surrounding areas to enhance the corridors and the character of existing neighbourhoods.

The proposed massing has been designed to mitigate shadow impact on adjacent lands, maximize Skyview, and reduce wind impact. The design of the building will ensure pedestrians will be protected from the elements. The façade design will incorporate weather protection features such as canopies, awnings, overhanging and recesses entrances to create a favorable microclimate and comfort zone on the proposed pedestrian zone.

The podium and tower elements will be clearly distinguished through setbacks and material selection. The application of 'heavy' masonry materials is proposed within the podium to anchor the building and to help the proposal fit into the Urban Village character defined for the Rougemount precinct, whereas lighter materials such as metal panel and spandrel glass are applied to the tower portion to minimize the perceived mass and weight.

The northwest corner of the site is recessed to enlarge the public realm through the introduction of a gateway feature. This recession continues along the designated primary frontage, fronts onto Kingston Road, to support additional spill-out opportunities for active commercial uses. A minimum setback has been provided along all building frontages to define the gateway feature in relation to the proposed primary entrance at the northwest corner, and the proposed at-grade active uses. The setback along the primary frontage allows for spill-out opportunities and a pedestrian connection with maximized indoor-outdoor space interaction. The commercial elevation and building entrances will also support a pedestrian-oriented environment while promoting the safety of the pedestrian realm through informal surveillance.

**Section 14.6** regarding Views and Vistas states that City Council shall:

- a) recognize significant views of prominent buildings and open spaces at the scales of neighbourhoods, streets, small public spaces and individual development sites;*
- c) evaluate new development proposals for their opportunity to maximize, create or enhance views and vistas;*
- e) endeavour to ensure that the design and layout of streets and pedestrian routes provide vantage points for significant views and vistas along their lengths; and*
- f) endeavour to ensure that the design of sidewalks and other portions of buildings adjacent to public spaces provides views from exterior to interior activity areas, including stairwells, corridors, and entrance and elevator lobbies.*

**Evaluation:** The proposed buildings will be oriented towards the arterial road corridors to establish a gateway in this location enhancing views in the area. Proposed sidewalks will provide connections for residents, employees and visitors that commute by public transit to access to the Subject Lands.

**Policy 14.7** states City Council shall:

- a) *promote the design, preservation, enhancement and creation of significant public open spaces in both the urban and rural areas that contribute to the City's image;*
- b) *encourage public open spaces that complement and support the uses and activities generated by surrounding buildings and uses;*
- c) *promote the provision of public open spaces for community uses and activities such as festivals and other public gatherings in areas that are readily accessible to people, or where demand warrants;*
- d) *encourage in urban areas the creation of smaller outdoor spaces such as small parks, gardens and courtyards, where appropriate, and endeavour to ensure these spaces are defined and complemented by the architectural and design features and the scale of the buildings that surround them;*
- e) *encourage within publicly-accessible open spaces, a high quality environment with adequate amenities such as appropriate paving, benches, bicycle racks, refuse containers, lighting and other elements that accommodate the intended users of the space;*
- f) *consider elevated public open spaces, both natural and built (including rooftops, bridges, hilltops and embankments) as possible vantage points that provide panoramic views of the surrounding landscape from which people may better appreciate and understand Pickering's image;*
- g) *encourage the design of open spaces to consider the user's sensory experiences of light, sound, smell, colour, water and temperature;*
- h) *encourage the design of private space adjacent to public streets and open space areas (e.g., outdoor patios) to support the function and enhance the appearance of the adjacent public streets or areas; and*
- i) *encourage the inclusion of water features, such as fountains, reflecting pools and spray features in the design of public and publicly-accessible open spaces.*

Further, **Policy 14.8** states City Council shall:

- a) *support the creation of specialty treatments including planted boulevards and median strips, theme lighting and street furniture, and other design features, on strategic streets in Pickering;*
- b) *encourage landscape design along streets to complement adjacent built forms and open spaces, to provide shade in the summer and visual interest throughout all seasons, and to accentuate the special character of particular streets;*
- c) *support, where appropriate, the use of sidewalks and adjacent publicly-accessible open spaces as outdoor patio restaurants;*

- d) *promote a unified design of decorative treatment for sidewalks within strategic areas, such as the City Centre, community nodes and other important shopping areas;*
- e) *require the partial vertical screening of surface parking lots through the use of low fences, walls or landscape elements;*
- f) *encourage reducing the scale of large surface parking lots by dividing the area through the use of landscaping, fencing and walls;*
- g) *require the provision of adequate weather protection, seating, visibility and lighting at transit stops on major roads;*
- h) *endeavour to ensure that seating on public and private streets is provided for pedestrians at waiting areas, bus stops, and near public facilities and institutions, and to support leisure activities, conversation and social interaction in commercial, civic or mixed use areas;*
- i) *require the provision of secure bicycle parking facilities on public streets, at bus terminals, transit stations, GO stations and near entrances to buildings that are important destinations, such as retail commercial buildings, and community or cultural facilities;*
- j) *endeavour to ensure that the design and pattern of pavement for pedestrian paths and sidewalks enhance the character of high activity areas along the street; indicate pedestrian crossing with a continuation of the sidewalk pattern over the crosswalk; indicate points where vehicular routes cross pedestrian paths; and accommodate higher volumes of pedestrian movement by widening sidewalks at intersections;*
- k) *require the planning and design of roads such that the placement of underground utilities supports the planting of trees and other large scale plant materials;*
- l) *where possible, endeavour to ensure that street accessories such as mailboxes, telephone booths, signage, vending machines, refuse containers, cycle racks and public and private above ground utilities are designed to enhance the aesthetic qualities and character of streetscapes, and located to minimize physical and visual obstruction;*
- m) *require the design of streetscaping elements to support on-street parking in areas of the City that are characterized by high pedestrian and commercial activity, to reduce vehicle speeds and to serve as a protective buffer between pedestrians and moving vehicles;*
- n) *where possible, endeavour to ensure that street fixtures such as traffic lights, traffic signs, lighting fixtures, fire hydrants, parking metres and cycle parking facilities are designed and located in a consistent and integrated manner to avoid clutter and to facilitate easy legibility and use;*
- o) *encourage an underground location for local utility lines and cables;*
- p) *where appropriate support the use of traffic calming measures to create safer environments for pedestrians and vehicles, and to maintain designated vehicle speeds and patterns of movement;*
- q) *support, where appropriate, the provision of cycling lanes within the paved surface of roads, which are separated from vehicular traffic by design features such as distinctive surface treatments, painted lines, symbols and signage;*

- r) *encourage utility providers to provide innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts and transit shelters;*
- s) *encourage utilities and infrastructure related to district energy to be considered and planned early in the development approvals process in order to minimize disruption and be cost effective; and*
- t) *require roadway lighting and other outdoor lighting be directed to eliminate or minimize, to the extent possible, direct light trespass, glare or up light.*

**Evaluation:** The proposed development will consist of residential and commercial uses, amenity space and an underground parking structure. The proposed built form is urban in nature and will contribute to the distinct Corridor atmosphere along Kingston Road.

Landscaping will be provided in order to enhance visual interest along the street edge, softening the existing hard edges. Plantings around the active edges of the site will be consistent with local tree and plant species, as well as be native, drought tolerant species. Together the proposed development will support a comfortable pedestrian realm along Kingston Road and Rougemount Drive.

The overall development will provide 1,262 sq. m. (13,584 sq. ft.) of outdoor amenity space and 1,160 sq. m. (12,486.1 sq. ft.) of indoor amenity space.

Attractive light standards and fixtures will be located around the building to enhance safety. Light standards will be of a similar design and style to existing light standards in the existing mixed use developments in the area to further integrate the proposal with its surrounding context. Cutoffs will be used to prevent light spillage onto adjacent properties.

Proposed signage will complement the overall design and program of the site. The proposed signage will provide wayfinding, identification and exposure along all abutting roads, as well as for the proposed residential and non-residential uses. Proposed signage will be of appropriate size and massing relative to the proposed building and will comply with City of Pickering sign standards.

**Section 14.9** regarding *Human Scale* states that *City Council shall:*

- a) *encourage the use of continuous horizontal projections such as cornices, roof overhangs or masonry courses within the first few storeys of buildings adjacent to pedestrian routes to establish human-scaled visual and physical references;*
- b) *encourage development at heights that are related to the width of the streets they front in order to establish a sense of enclosure along the public sidewalk, and to ensure reasonable sunlight on the street;*
- c) *encourage building designs that capitalize on the use of grade level windows and doors to permit visibility of human activities within the public areas of buildings;*



- e) *promote the design of buildings, spaces, and facilities to accommodate the varied range of human dimensions, levels of mobility and strengths.*

**Evaluation:** The proposed development meets the intent of police 14.9 by:

- Articulating the proposed mixed use building along Kingston Road and Rougemount Drive to create a vibrant pedestrian realm which does not exist on site today. The proposal will create a vibrant pedestrian realm through reduced setbacks along the street, edge, enhanced landscaping and pedestrian walkways to connect residents, employees and visitors to the subject lands and surrounding area.
- having the height of the proposed buildings will be consistent with the adjacent buildings in the areas.
- Incorporating at grade windows, which will be glazed, along all frontages to ensure visibility and safety for visitors.
- The design of buildings and entrances will be refined at the Site Plan stages.

**Section 14.10** for the Design of Buildings states that *City Council shall:*

- a) encourage buildings that can be identified and appreciated at various scales, including up close, from the immediate area (including nearby streets that offer direct views of the building), and when appropriate, from locations beyond the immediate area;*
- b) where groupings of buildings are proposed, require built forms, massing and architectural treatments that create cohesive and unified developments, and are architecturally compatible with each other and surrounding areas;*
- c) where new development is proposed within an existing neighbourhood or established area, encourage building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and building area to site area ratios;*
- d) require designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns and internal divisions, to assist in defining human scale and providing visual interest;*
- e) discourage the placement of building functions which do not directly support public activities, such as loading bays, utility rooms and other building mechanical features (e.g., exhaust grilles), from being located on building façades adjacent to streets;*
- f) require the orientation of the main front entrances to commercial, industrial, apartment and public buildings towards the street whenever possible, and to be visible from main pedestrian routes and vehicular approaches;*
- g) encourage building designs that consider both the initial lifespan of the building or structure, and its potential for future adaptation;*
- h) require the height, form, massing and articulation of the façade of new buildings to reflect its "position" or significance on the street (e.g., designing a commercial building that capitalizes on special opportunities provided at street corners or at the end of a view corridor);*

- k) encourage the use of high quality, low maintenance building materials to help ensure an attractive appearance over time;*
- l) discourage the use of corporate image building design and promote design which reflects neighbourhood character;*

**Evaluation:** An attractive architectural design and range of materials are provided to reflect high quality building design and contribute to the existing and planned residential, employment and commercial character of the area. A high quality building design at this location can create a welcome vista at this prominent location. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, masonry, concrete, and back-lit glass. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

Building edges will be animated and articulated by incorporating breaks in the streetwall through a variety of setbacks. Building frontages and tower facades provide balconies creating a rhythmic pattern that creates visual interest. Building and tower step backs help to maintain sky-views and sunlight access to the public realm and surrounding land uses.

The development's open space network is complemented by landscaped amenity areas and various green roofs on building podium. These above-grade landscape areas will provide a cool roof design to help reduce the urban heat island effect and will assist in the retention / diversion of rainfall.

The development's fenestration, grade related units, and building articulation (e.g., generous ground floor ceiling heights) provide active frontages on key streets and areas adjacent to primary building entrances. Fenestration adjacent to walkways also provide animation and enhanced safety through informal surveillance or "eyes on the street".

Overall, the development's proposed design is compatible and complimentary to the surrounding mixed use conditions (existing and future) through the appropriate application of building materials, building articulation, fenestration, and landscaping. The building design conforms to the vision and design direction of the Mixed Use Corridor and in our opinion is compatible with and complimentary to existing and future adjacent uses.

**Section 14.11** regarding *Personal Security* states that City Council shall:

- a) endeavour to ensure that the design of developments minimize conditions that are potentially dangerous to the public without impeding functional and aesthetic characteristics;*
- b) encourage the continuous occupancy and use of public spaces throughout daily, weekly and seasonal cycles by encouraging the mixing of spaces, activities and institutions which enable public presence at varied times;*
- c) discourage developments from having public and publicly-accessible spaces such as parking facilities, outdoor and indoor walkways, elevators, stairs and lobbies in remote or isolated locations;*

- d) *endeavour to ensure publicly-accessible spaces are located near public roads, transit stops and other high activity spaces to enable public surveillance;*
- e) *endeavour to ensure landscaping plants and materials are used in a manner that does not obstruct views into lobbies, windows, parking facilities and pathways, or any other views needed to ensure clear surveillance and safety;*
- f) *endeavour to ensure views are provided into, out-of, and through publicly-accessible interior spaces of developments through the use of transparent materials in stairways, lobbies, hallways, elevators and doors;*
- g) *discourage the creation of long passages or outdoor walks which cannot be adequately watched or monitored;*
- h) *endeavour to ensure adequate lighting, early detection (e.g., mirrors and transparency), and remote monitoring (e.g., cameras) are used in locations where personal security risks may be present;*
- i) *endeavour to ensure developments are designed to provide users a choice of routes between parking areas, public streets or walkway systems, and building entrances and exits; and*
- j) *discourage public or publicly-accessible underground pedestrian routes which do not enable adequate surveillance.*

**Evaluation:** The Subject Lands are supported by multiple bus routes run along Kingston Road to provide publicly-accessible spaces and high activity spaces to enable public surveillance. Sidewalks will be provided along Kingston Road and Rougemount Drive which enable adequate surveillance, lighting and pedestrian connectivity throughout the subject lands. The pedestrian connections provided on subject lands will create a gateway landscape at the corner of Kingston Road and Rougemount Drive where the landscape features will carry throughout the subject lands.

**Section 14.12 c)** regarding Barrier-Free Access states that City Council shall endeavour to ensure that barrier-free features are well integrated with the functional and aesthetic design of developments to preclude the perception of segregation.

**Evaluation:** The proposed development achieves barrier-free access by providing sidewalks to connect with adjacent lands and multiple bus routes for residents to access from and to the Subject Lands.

**Policy 14.13** states City Council shall:

- a) *promote the placement of a range of art in publicly-accessible and visible locations such as parks, prominent street corners, plazas and on buildings;*
- b) *encourage public art in a broad range of media, themes and formats in order to engage the observer, foster civic identity and promote social interaction; and*
- c) *consider integrating public art in the early stages of the design and planning of developments.*

**Evaluation:** The Client will work with City staff to determine the most appropriate form and location of public art opportunities (as required). Currently the proposal is offering a gateway feature at the corner of Kingston Road and Rougemount Drive for an opportunity for a public art installation.

**Section 14.14** regarding lighting stations:

- a) *promote the use of lighting to enhance and define the aesthetic and functional quality of public places such as promenades, sidewalks, squares and parks;*
- b) *promote the use of lighting fixtures that are compatible with the scale of pedestrian activity;*
- e) *reduce the effects of light pollution on the night-time sky and on adjacent uses by requiring the use of lighting fixtures that are particularly suited to the purpose and setting in which they are to be utilized.*

**Evaluation:** The proposed development will provide adequate lighting throughout the site to ensure safe pedestrian activity on the site. The proposed lighting will be contained wholly within the site and will be designed to be dark-sky friendly.

**Policy 14.15** states City Council Shall:

- a) *require the design of signs to be used to enhance the appeal of developments, and to integrate with the architectural design of buildings, in order to contribute to the overall visual quality of the built environment;*
- b) *encourage the use of an appropriate variety of signage types, such as fascia signs, canopies and awnings, projecting signs, ground signs, and directory signs, which complement building designs rather than dominate them;*
- c) *encourage non-business related signs, such as directional signs, public information kiosks, and general identification signs, to be accommodated in the design of buildings that are adjacent to, and incorporate, public or publicly-accessible spaces; and*
- d) *prohibit the use of portable signs except under specific circumstances and by permit only.*

**Evaluation:** Proposed signage will complement the overall design and program of the site. The proposed signage will provide wayfinding, identification and exposure along all abutting roads, as well as for the proposed residential and non-residential uses. Proposed signage will be of appropriate size and massing relative to the proposed building and will comply with City of Pickering sign standards.

**In our opinion the proposed Official Plan Amendment and Zoning By-law Amendment applications conform with the City of Pickering Official Plan.**