

## PLANNING RATIONALE REPORT

Address: 705 Kingston Road, City of Pickering

Prepared For: 705 Kingston Road Ltd.



Description

PROJECT No.:

DATE:



1:5000

SCALE:

CHECKED BY:

MP

DP-00

**THE BIGLIERI GROUP LTD.**  
Planning | Development | Project Management  
20 Leslie Street, Suite 121 Toronto, Ontario M2H 3L4  
126 Catharine Street North Hamilton, Ontario L8P 1A4  
Office: (416) 693-9155 Fax: (416) 693-9133  
tbgi@thebiglierigroup.com

2472 Kingston Road, Toronto, ON M1N 1V3  
21 King Street W Suite 1502, Hamilton, ON L8P 4W7  
T: 416-693-9155  
thebiglierigroup.com

TBG Project No.: 23005

# Contents

- Contents ..... 1
- Figures..... 5
- Tables..... 6
- 1.0 Introduction ..... 7
- 2.0 Site Location and Context..... 8
  - 2.1 The Subject Site..... 8
  - 2.2 Surrounding Area ..... 9
  - 2.3 Community Context..... 10
  - 2.4 Transportation Network ..... 11
    - 2.4.1 Road Network ..... 11
    - 2.4.2 Public Transit ..... 12
    - 2.4.3 Active Transportation ..... 13
  - 2.5 Nearby Development Applications and Approvals ..... 14
- 3.0 Proposal ..... 17
  - 3.1 Description of Proposed Development ..... 17
- 4.0 Required Approvals..... 24
  - 4.1 Official Plan Amendment ..... 24
  - 4.2 Zoning By-law Amendment ..... 24
- 5.0 Policy Context and Analysis..... 27
  - 5.1 Planning Act..... 27
  - 5.2 Provincial Planning Statement, 2024..... 29
    - Planning for People and Homes (2.1) ..... 29
    - Housing (2.2) ..... 29
    - Settlement Areas and Settlement Area Boundary Expansions (2.3)..... 30
    - Strategic Growth Areas (2.4) ..... 31
    - Energy Conservation, Air Quality and Climate Change (2.9) ..... 32
    - Transportation and Infrastructure Corridors (3.3)..... 33
    - Sewage, Water and Stormwater (3.6)..... 33

Public Spaces, Recreation, Parks, Trails and Open Space (3.9) .....	34
Summary .....	35
5.3 Durham Region Official Plan .....	35
Regional Structure (Chapter 1) .....	36
A Prosperous Region (Chapter 2) .....	37
Healthy Communities (Chapter 3) .....	37
Housing Supply .....	37
Housing Options .....	38
Affordable Housing .....	38
Climate Change & Sustainability (3.2) .....	38
Complete Communities (3.3) .....	40
Built Environment .....	41
Age-Friendly Planning .....	42
Community Hubs .....	43
Supportive Infrastructure & Services (Chapter 4) .....	43
Regional Infrastructure & Services .....	43
Water & Sewage .....	43
Aligning Growth & Infrastructure Planning .....	43
Vibrant Urban System (Chapter 5) .....	44
Growth Management .....	44
Intensification within the Delineated Built-up Area .....	44
Development within Urban Areas .....	44
Strategic Growth Areas (5.2) .....	46
Rapid Transit Corridors .....	48
Protected Greenlands System (Chapter 7) .....	48
Aquifer Vulnerability .....	48
Connected Transportation System (Chapter 8) .....	49
Transit Priority Network (8.1) .....	49
Environmental & Community Impacts (8.6) .....	49
Summary .....	50

5.4	Pickering Official Plan .....	50
	Principles and Frameworks (Part 1) .....	51
	The Planning Framework (Chapter 2) .....	51
	Urban Goals .....	51
	Urban System.....	52
	Neighbourhoods .....	53
	South Pickering Urban Area .....	54
	Population Target.....	54
	Employment Target.....	54
	Strategic Policies (Part 2).....	55
	Land Use (Chapter 3) .....	55
	Land Use Goal.....	55
	Land Use Objectives .....	55
	Land Use Categories and Policies .....	55
	Mixed Use Areas .....	56
	Transportation (Chapter 4) .....	58
	Transportation Objectives .....	58
	Transportation Involvement and Coordination .....	59
	Sidewalks, Walkways, Trails and Bikeways.....	59
	Housing (Chapter 6) .....	59
	Housing Goal .....	59
	Housing Objectives .....	59
	Housing Mix and Supply .....	60
	Infill, Intensification and Redevelopment .....	61
	Community Services (Chapter 7) .....	61
	Trails and Greenspaces .....	61
	Infrastructure .....	62
	Community Design (Chapter 9).....	62
	Resource Management (Chapter 10) .....	62
	Stormwater Management.....	63

Waste Management .....	64
Neighbourhoods and Settlements (Part 3) .....	65
Urban Neighbourhoods (Chapter 12) .....	65
Woodlands Neighbourhood Policies .....	65
Detailed Design Considerations (Chapter 14) .....	65
Summary .....	65
5.5 City of Pickering, Official Plan Amendment 38 .....	65
Kingston Mixed Corridor and Brock Mixed Node Intensification Areas (Chapter 11A) .....	69
Summary .....	87
5.6 Kingston Road Corridor Design Guidelines .....	88
5.7 City of Pickering Zoning By-law (2324/86), Parent By-law 3036) .....	88
Summary .....	90
6.0 Affordable Housing Brief .....	91
7.0 Supporting Documentation .....	93
7.1 Functional Servicing and Stormwater Management Report .....	93
7.2 Transportation Impact Study .....	94
7.3 Noise and Vibration Study .....	95
7.4 Wind Study .....	95
7.5 Hydrogeological Report .....	95
7.6 Geotechnical Report .....	96
7.7 Environmental Site Assessment .....	96
7.8 Facility Fit Plan .....	97
7.9 Arborist Report .....	97
7.10 Office Market Demand Analysis .....	97
8.0 Planning Analysis .....	98
8.1 Transit Supportive Intensification .....	98
8.2 Kingston Road Corridor Gateways .....	98
8.3 Compatibility .....	98
8.4 Public Space and Urban Design .....	99
9.0 Conclusion .....	100

# Figures

- Figure 1 – Subject Site ..... 9
- Figure 2 – Map 3b. of the Regional Official Plan, Road Network ..... 11
- Figure 3 – Map 3a. of the Regional OP, Transit Priority Network ..... 12
- Figure 4 – Sample Rendering of a Raised Cycle Track and Sidewalk ..... 13
- Figure 5 – Map 3d. of the Regional Official Plan, Active Transportation Network..... 14
- Figure 6 – Nearby Development Applications ..... 16
- Figure 7 – Proposed Site Plan ..... 18
- Figure 8 – Proposed Phasing Plan ..... 19
- Figure 9 – Buildings 1 & 2, South Elevation ..... 21
- Figure 10 – Buildings 3, 4 & 5, South Elevation ..... 22
- Figure 11 – 3D Renderings ..... 23
- Figure 12 – Map 1 of the Regional OP, Regional Structure..... 36
- Figure 13 – Schedule I of the Pickering OP, Land Use Structure..... 51
- Figure 14 – Schedule II of the Pickering OP, Transportation System ..... 58
- Figure 15 – Schedule III D of the Pickering OP, Resource Management..... 63
- Figure 16 – Schedule XIV of OPA 38 ..... 66
- Figure 17 – Schedule I of By-law 2324/86 and Context Map ..... 88

# Tables

Table 1 – Easements on the Subject Site .....	8
Table 2 – Nearby Development Applications.....	14
Table 3 – Proposed development Statistics .....	20
Table 4 – Unit Type Breakdown .....	20
Table 5 – Proposed Zoning Definitions.....	24
Table 6 – Regional Official Plan SGA Density Targets.....	46
Table 7 – OP Table 1: South Pickering Urban Area Population Targets.....	54
Table 8 – OP Table 2.....	55
Table 9 – OP Table 5: Mixed Use Areas: Permission Uses by Subcategory .....	57
Table 10 – OP Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory.	57
Table 11 – OP Table 5 – OPA 38 Revisions .....	68
Table 12 – Table 6 – OPA 38 Revisions .....	68



# 1.0 Introduction

The Biglieri Group Ltd. (“TBG”) has been retained by 705 Kingston Road Ltd.(Resident) to prepare planning applications and to obtain municipal approval required to facilitate a proposed five-tower mixed-used development. The proposed development is located on the lands known municipally as 705 Kingston road, in the City of Pickering.

This Planning Rationale Report (“PRR”) has been prepared in support of Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications.

This Planning Rationale Report, in conjunction with all other supporting materials submitted as part of this application, has evaluated the merits of the proposed development in the context of all applicable provincial and municipal policies. It is TBG’s professional opinion that the proposed development is consistent with the policies of the Provincial Planning Statement (2024), conforms to the Official Plan of Durham Region (2024), and largely meets the planning intent of the Official Plan of the City of Pickering. The proposed development conforms to Official Plan Amendment 38, which sets policy directions for growth along the Kingston Road corridor.

The PRR is submitted along with supporting materials identified in the Pre-Application Checklist dated to November 29, 2023, and through discussion with municipal staff. It is our understanding that the materials provided herein are sufficient to review the applications under Section 34 of the Planning Act.

# 2.0 Site Location and Context

## 2.1 The Subject Site

The subject site is located at the southeast corner of Kingston Road and Whites Road North and is municipally known as 705 Kingston Road. The Site is legally described as:

PT LT 28 RANGE 3 CON BROKEN FRONT PTS 1, 2, 3, 4 & 5, 40R9869 EXCEPT PARTS 1, 2 AND 3 PLAN DR1379833; S/T PTS 3 & 4 40R9869 AS IN LT312559; T/W PT LT 28 RANGE 3 CON BROKEN FRONT PTS 9 & 10, 40R9869 AS IN LT312559; T/W PT LT 28 RANGE 3 CON BROKEN FRONT PT 7, 40R9869 AS IN LT312559 ; S/T LT301696,LT301697 CITY OF PICKERING

The Site has approximately 178.24 meters of frontage on Kingston Road, and a total lot area of 2.73 hectares (6.75 acres). The Site has two (2) accesses from Kingston Road. It currently contains a stand-alone pad restaurant and a multi-tenant commercial building that includes fast food restaurants, retail stores, and a bank. The site does not contain any natural heritage features or TRCA regulated areas.

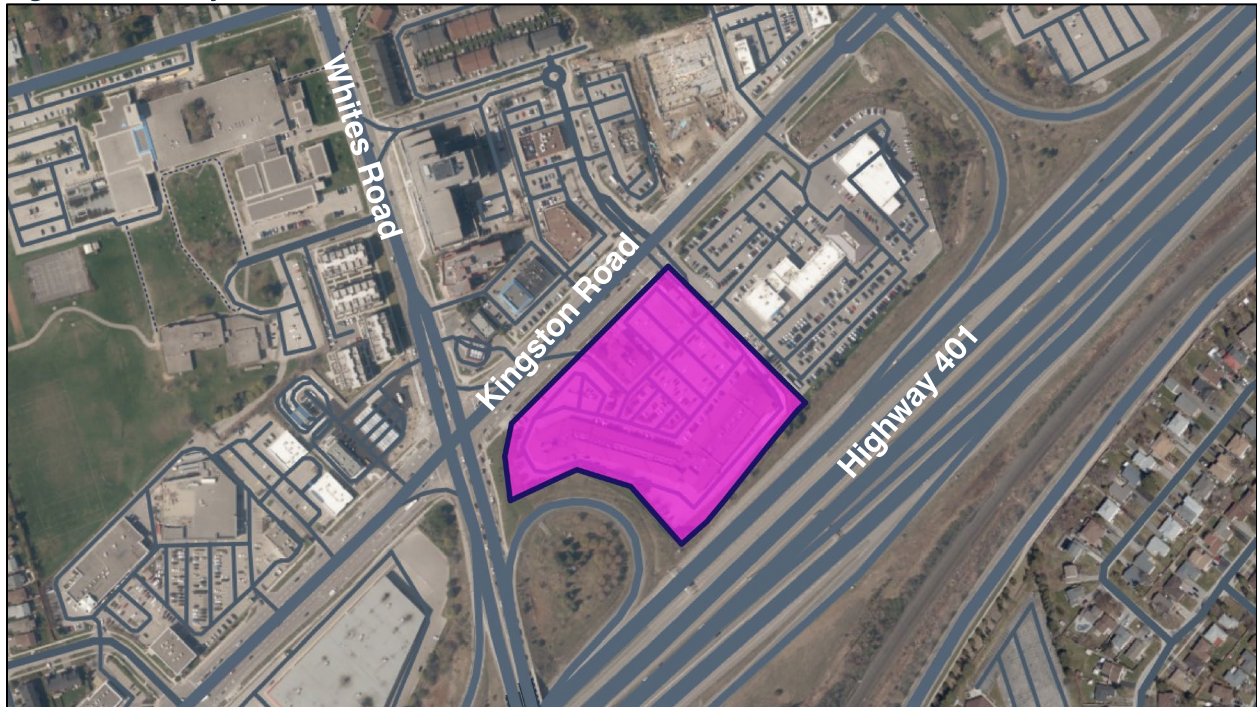
The site contains a number of easements which are outlined below:

*Table 1 – Easements on the Subject Site*

Easement Instrument	Associated Party	Purpose
LT312559	704130 Ontario Inc.	Easement for purposes of right-of-way access, maintenance and access to storm sewer, watermain, and sanitary infrastructure.
LT301696	Regional Municipality of Durham	Easement for purposes of access, repair, installation, examination, and more, of existing sanitary infrastructure.
LT301697		Easement for purposes of access, repair, installation, examination, and more, of existing watermain infrastructure.

Given the eventual construction of the proposed public road and servicing plan, the nature and necessity of the current easements will be evaluated and new easements may be required. Details on potential changes to easements will be provided at the detailed design phase.

Figure 1 – Subject Site



## 2.2 Surrounding Area

The surrounding context of the subject site primarily constitutes low-rise commercial plazas that front onto Kingston Road, low-rise and mid-rise residential uses including an apartment building, townhouses, detached, and semi-detached units, and the major highway corridor located to the south. The following is a more detailed outline of the mix of uses surrounding the site:

**North:** North of the subject site there are commercial plazas containing retail, restaurants, a gas bar, personal service uses and a convenience store. Further north there is a 12-storey mid-rise condo building that fronts onto Whites Road, as well as low-rise residential uses including townhouses and single detached houses.

**East:** East of the subject site there are commercial uses including a car dealership, an auto repair shop, and a daycare.

**West:** West of the subject site there are a series of low-rise commercial plazas that house retail uses, banking establishments, a grocery store, restaurants, a pharmacy and a medical centre. Dunbarton Highschool is located to the northwest. Further west there are low-rise residential uses.

**South:** Immediately south of the subject site is Highway 401. South of Highway 401 there are low-rise residential uses.

## 2.3 Community Context

The Subject Site and surrounding area are identified as a mixed use, rapid-transit corridor within the regional and local policy context. As such, the surrounding area is rapidly evolving to accommodate higher density mixed-use development that will more efficiently use land and municipal services. Higher density development is already evident in the immediate surrounding context of the Site, which includes a 12-storey residential development at 1469 Whites Road, approximately 200 metres from the subject site, which was completed in 2024. Multiple additional proposals are at different stages of the planning process. See section 2.5 Nearby Development Applications on this report for further information.

The following community services, amenities and resources are located in relative proximity of the subject property.

### Education:

- The subject site is in the jurisdiction of the Durham District School Board (DDSB) and Durham Catholic District School Board (DCDSB).
  - The subject site is within the Dunbarton High School (9-12) (450 m away), Frenchman's Bay Public School (JK-8) (1.76 km away), and Altona Forest Public School (JK-8) (1.1 km away) catchment area for the DDSB
  - St Mary Catholic Secondary School (9-12) (1.9 km away), St Monica Catholic School (1-8) (2.0 km away), and St. Elisabeth Seton Catholic School (JK-8) (1.65 km away) for the DCDSB catchment area.
- The future Durham-Scarborough-Durham BRT line will provide more convenient options to higher education facilities including University of Toronto Scarborough Campus and Centennial College Progress Campus (approximately 7 and 10 km away respectively)

### Health and Wellness:

- Lakeridge Health Ajax Pickering is the nearest hospital located approximately 8.0 km from the subject site.
- Two pharmacies are located within walking distance of the site, Shopper's Drug Mart and Durham Drug Store are approximately 420 m and 340m away from the site, respectively.

### Parks and Recreation:

- Frenchman's Bay Marina is approximately 2.76 km southeast of the subject site
- Steeple Hill Park is a Neighbourhood Park with a range of play structures for various age groups is located approximately 0.76 km west of the subject site
- Rotary Frenchman's Bay West Park, a conservation area with seasonal public washrooms, beach access and a series of trails is situated approximately 1.5 km south of the subject site

## Community Services:

- The nearest Durham Region Police Services station is located approximately 4.6 km from the subject site at 1710 Kingston Road in Pickering.
- The nearest Fire Station is Pickering Fire Station 2 is located at 553 Kingston Road Pickering, approximately 0.9 km from the subject site.
- Scotiabank and Bank of Montreal branches are in close proximity to the site, approximately 280 m and 140 m away, respectively.
- Various commercial/retail plazas are located in walking distance from the subject site, offering a range of good and services; the commercial element is expected to evolve along Kingston Road as more intensification occurs along the corridor.

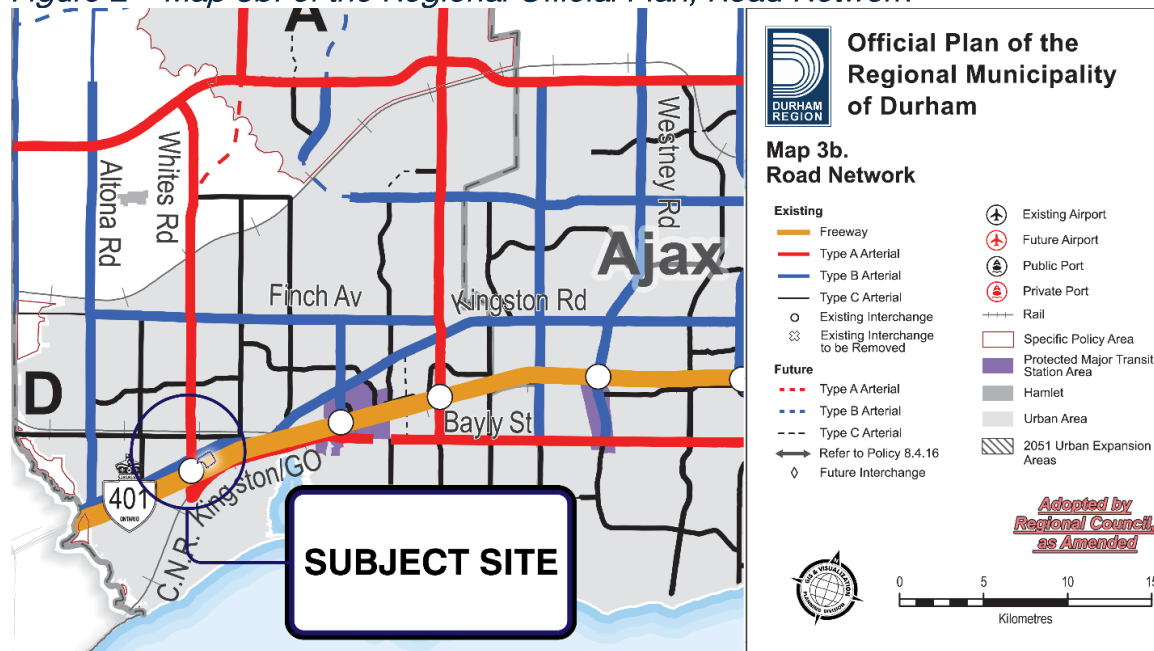
## 2.4 Transportation Network

### 2.4.1 Road Network

The subject site is well serviced by the local, regional, and provincial road network. It is located southeast of the intersection of Kingston Road and Whites Road and has approximately 178.24 meters of frontage onto Kingston Road. As per Map 3b of the Region of Durham Official Plan, Kingston Road is classified as a *Type B Arterial* and Whites Road is classified as a *Type A Arterial*. Per the Durham ROP, Kingston Road has a right-of-way width of 45 metres.

The subject site is also located immediately north of Highway 401, with highway on ramps located to the immediate west of the Site that can be accessed from Whites Road. As such, the surrounding road network provides accessible east/west and north/south regional connections to Toronto and inter-Regional destinations.

Figure 2 – Map 3b. of the Regional Official Plan, Road Network

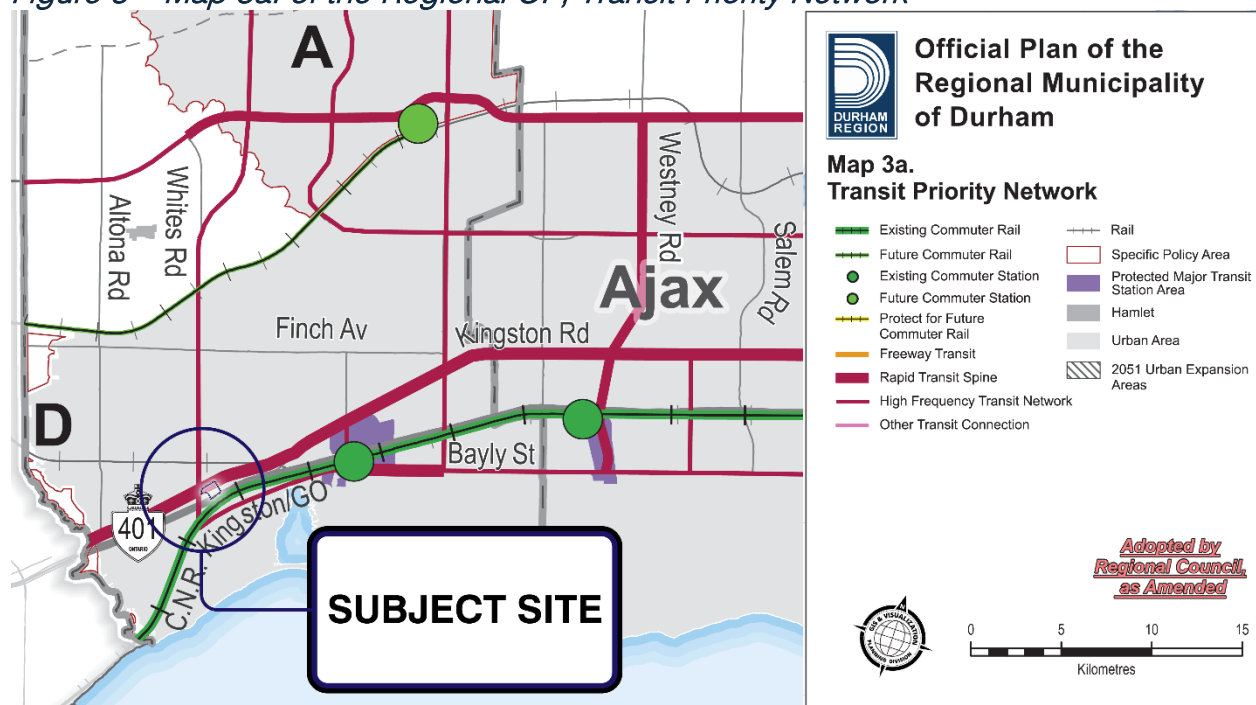


## 2.4.2 Public Transit

The subject site is well serviced by Durham Region Transit (DRT). There are four bus stops at the intersection of Kingston Road and Whites Road (approximately 250 metres west of the Site). Kingston Road is serviced by the 900 PULSE (operates every 30 minutes), the 920 (operates every 15 to 30 minutes), and the 118 (operates every 30 minutes). These offer east/west connection to Morningside Drive in Scarborough to the west and to Pickering Parkway GO Bus Terminal, Pickering GO Station and Ritson Road to the east. Whites Road is also serviced by several bus routes including the 118 (operates every 30 minutes) and the 121+ (operates every 30 minutes). The 118 offers north/south connection to Taunton Road and the 121+ offers north/south connection to Finch Avenue.

The subject site will also be serviced by the future Scarborough-Durham Bus Rapid Transit route that will connect west from Scarborough Centre to Simcoe Street to the east. The subject site will also be serviced by the future Durham-Scarborough Bus Rapid Transit route that will connect west from Scarborough Centre to Simcoe Street to the east. A future stop will be located at the intersection of Kingston Road and Whites Road, immediately adjacent to the development site. This route is 36 kilometres in length and will offer 5 minute or less frequency during peak hours. Existing and future public transit routes are located within a 1–3-minute walk from the site.

Figure 3 – Map 3a. of the Regional OP, Transit Priority Network



### 2.4.3 Active Transportation

The subject site fronts onto Kingston Road which has sidewalks on both the north and south sides of the street. Whites Road also has sidewalks on both sides of the street. The intersection of Whites Road and Kingston Road is signalized with a pedestrian crossing and dedicated pedestrian lights.

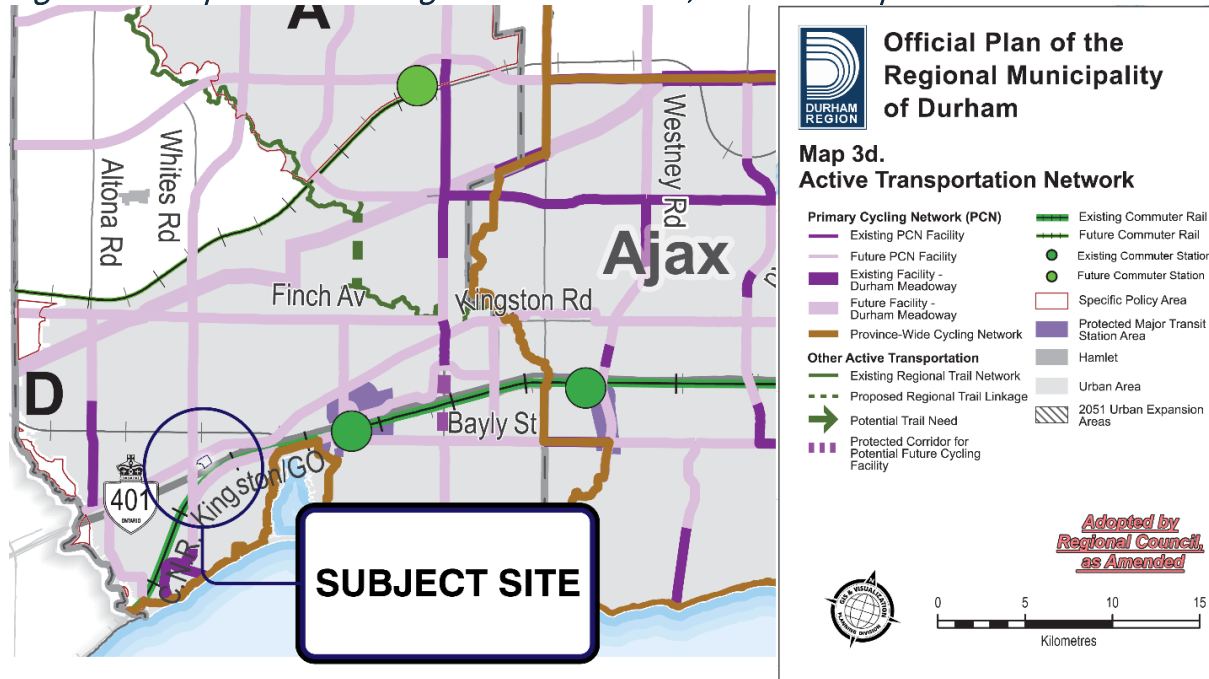
Kingston Road features a small stretch of bike lane on either side of the street that spans approximately 850 metres to the east. Kingston Road and Whites Road are both identified as future Protected Cycling Facilities on Map 3d of the Durham Region Official Plan. As part of Metrolinx's Durham-Scarborough BRT plans, bike lanes are being contemplated along the Kingston Road corridor, adjacent to the site.

*Figure 4 – Sample Rendering of a Raised Cycle Track and Sidewalk*



Source: Metrolinx

Figure 5 – Map 3d. of the Regional Official Plan, Active Transportation Network



## 2.5 Nearby Development Applications and Approvals

Table 2 below outlines nearby developments, with a focus on mixed-use developments along the Kingston Road corridor. These developments are in various stages of the planning process. Development further east of the subject site, in the Pickering City Centre have been excluded. While the Pickering City Centre is also considered a strategic growth area, the policies guiding growth here differ from those along the Kingston Road corridor.

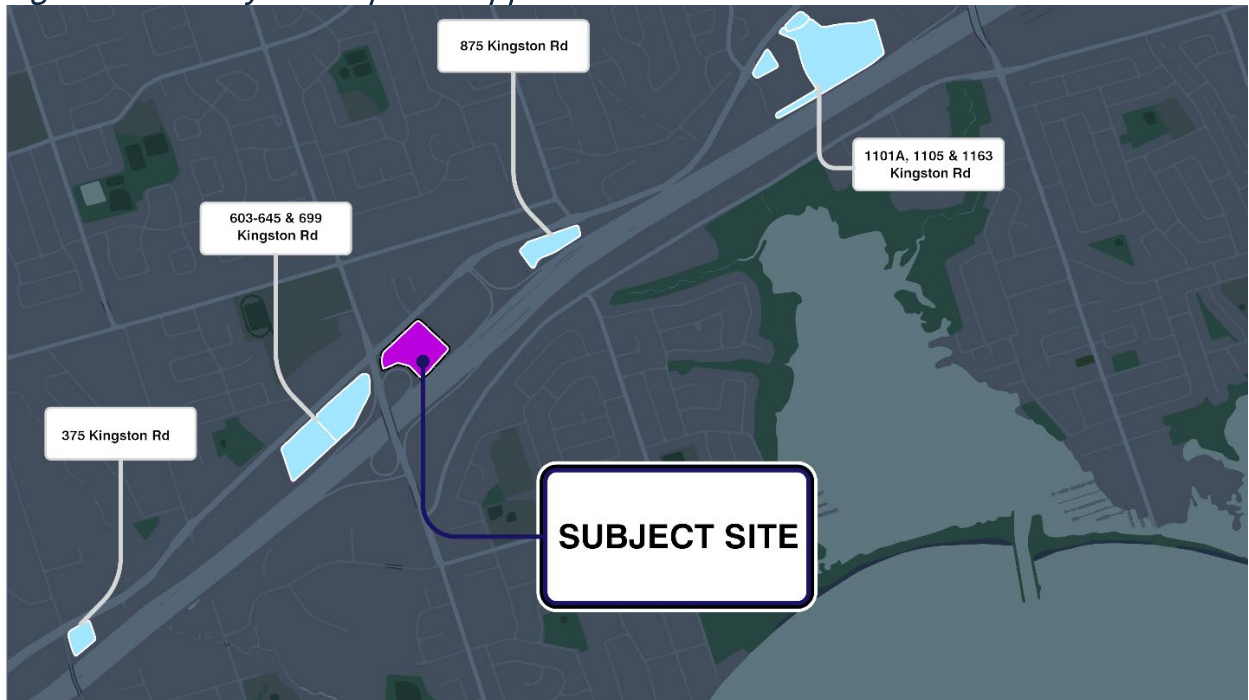
Table 2 – Nearby Development Applications

Address	Applications	Status	Description
375 Kingston Rd	OPA & ZBA	Under appeal	<ul style="list-style-type: none"> <li>• 2-tower, shared podium, mixed-use proposal</li> <li>• 25- &amp; 31-storey towers, 4-storey podium</li> <li>• 1,532 m<sup>2</sup> commercial at-grade (Kingston frontage)</li> <li>• 580 Residential units</li> <li>• 551 parking spaces (0.95 spaces/unit: 0.8 residents, 0.15 visitor/commercial combines)</li> <li>• FSI: 4.94</li> </ul>
603-643, 645 & 699 Kingston Rd	OPA & ZBA	Under appeal	<ul style="list-style-type: none"> <li>• 7-tower, 3 mid-rise, mixed-use proposal</li> <li>• 24- to 36-storey towers, 4- to 6-storey podiums</li> </ul>



			<ul style="list-style-type: none"> <li>• 2,707 m<sup>2</sup> commercial at-grade (Kingston frontage)</li> <li>• 3,457 m<sup>2</sup> office commercial</li> <li>• 3,460 Residential units</li> <li>• 2,768 parking spaces (0.8 spaces/unit: 0.65 residents, 0.15 visitor/commercial combined)</li> <li>• FSI: 5.2</li> </ul>
875 Kingston Rd	OPA & ZBA	Under review	<ul style="list-style-type: none"> <li>• 2-tower, mixed-use proposal</li> <li>• 17-storey towers, 5-storey podiums</li> <li>• 629.9 m<sup>2</sup> commercial at-grade (Kingston frontage)</li> <li>• 400 Residential units</li> <li>• 402 parking spaces (1.0 spaces/unit: 0.8 residents, 0.15 visitor, 0.035 per m<sup>2</sup> commercial)</li> <li>• FSI: 5.03</li> </ul>
1101A, 1105 & 1163 Kingston Rd	OPA & ZBA	Under appeal	<ul style="list-style-type: none"> <li>• 4-phase, 14-tower, mixed-use proposal</li> <li>• 17- to 35-storey towers,</li> <li>• 7,149 m<sup>2</sup> commercial at-grade (Kingston frontage)</li> <li>• 716 m<sup>2</sup> daycare</li> <li>• 5,238 Residential units</li> <li>• 4,211 parking spaces (0.80 spaces/unit)</li> <li>• FSI: 5.0</li> </ul>

Figure 6 – Nearby Development Applications



# 3.0 Proposal

## 3.1 Description of Proposed Development

The proposed development consists of five high-rise towers that will offer a mix of residential and commercial uses. The proposed towers range in height from 28 storeys to 35 storeys and are all situated on four-storey podiums. The site plan is configured such that Building 1 (28 storeys) is located nearest to the intersection of Kingston Road and Whites Road, within closest proximity to Kingston Road. To the east, the four-storey podium of Building 2 will front onto Kingston Road. The tower portion of Building 2 (31 storeys) is set back from the Kingston Road property line by approximately 19.4 metres. Buildings 3, 4 and 5 will all be 35 storeys in height and will be located parallel to each other on the southern portion of the Site. These buildings sit on top of the shared four storey podium. Buildings 1 and 2 will be part of the first phase of development, while buildings 3, 4 and 5 will be part of the second phase of development. One level of underground parking is contemplated, with two levels, B2 and B1, located on top. These levels contain parking, loading/servicing and commercial uses. These levels are located below the Kingston Road grade, and thus are not considered storeys.

The proposed development has been configured to create a welcoming and activated pedestrian environment along Kingston Road. Only the shortest of the towers (28 storeys) fronts onto Kingston Road. The impacts of this tower on the pedestrian experience are minimized by a 3.0 m step back at the fifth floor. As such, road users will experience the Kingston Road frontage as a four-storey active street wall, with perforations allowing for a privately owned public space (“POPS”), mid-block connections to commercial uses, parking and residential towers. The pedestrian experience is further enhanced due to the provision of at-grade commercial uses, as well as residential lobby accesses.

The development proposes several significant improvements to the open space and public realm components, compared to the existing condition. A parkland dedication measuring 2,193 square metres or 10% of the net site area will be conveyed to the City on the northeast corner of the site. POPS spaces along the northern edges of the site and to the south of the park space will provide connectivity through the subject site, providing convenient connections to existing sidewalks along Kingston Road and Whites Road. Three POPS spaces are proposed, with a collective area of 815 square metres. Walkways are planned to line both sides of public and private vehicular roadways.

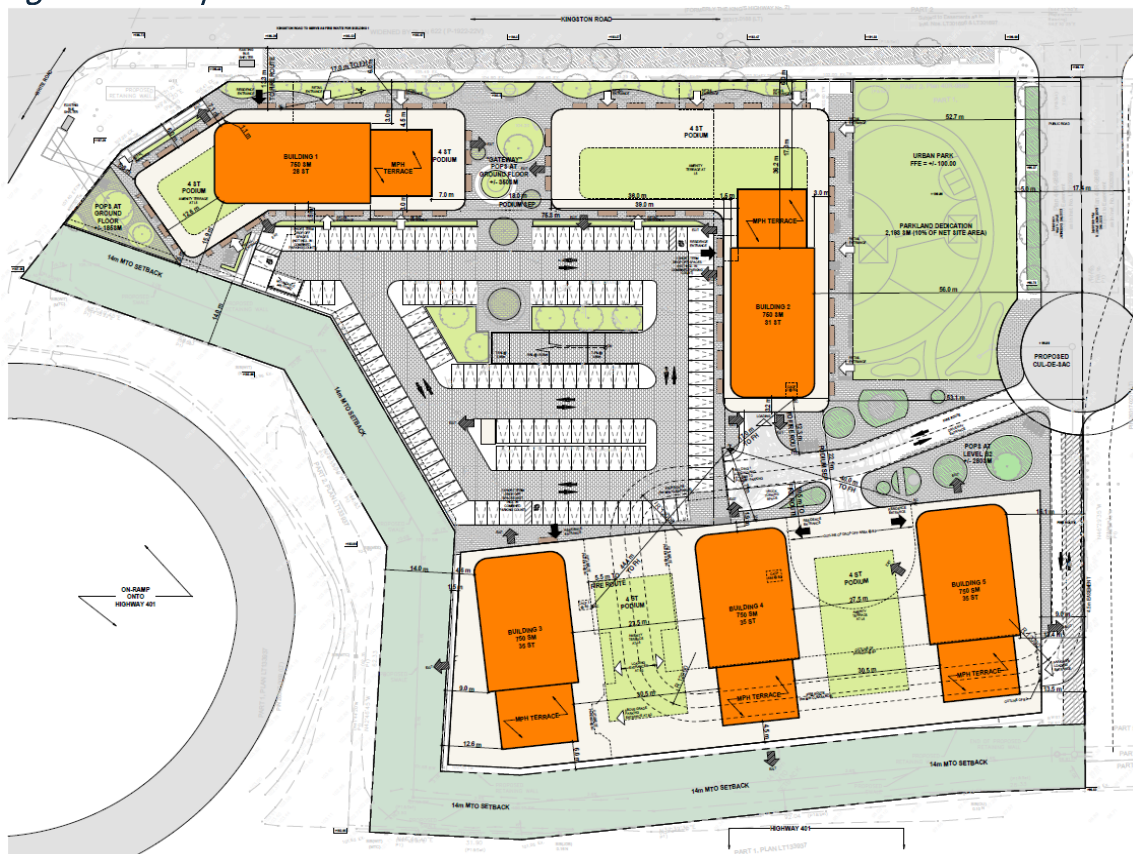
A total of 1,748 residential units are proposed on the subject site, ranging from studio to three-bedroom units. As per the Ontario Building Code, 15% of residential units are planned to be accessible and barrier-free. Outdoor and indoor amenities are being provided at a rate of 6.84 square metres per unit. A total of 3,149 square metres of indoor amenities are

provided; 6,648 square metres of outdoor amenities have been provided. Outdoor amenities are provided on podium level roofs, and include a range of installation including, BBQ lounges, a playground, a dog run/relief area, and work from home areas.

Vehicular access to the proposed development will be from the east side of the subject site via a public road that will connect to Kingston Road. The road will connect to the at grade parking lot located to the south of Buildings 1 and 2, as well as to the ramps to the underground and surface parking lot.

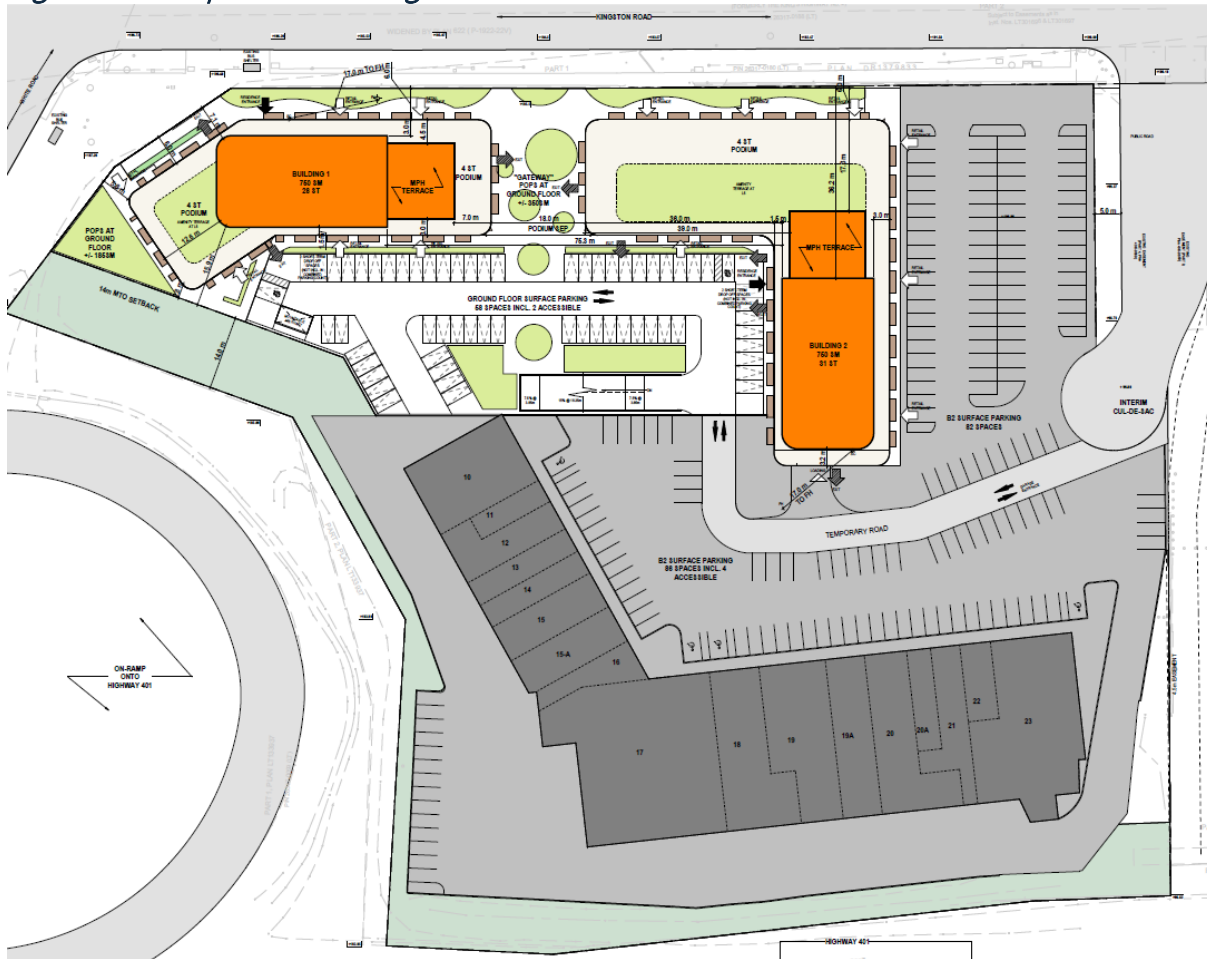
Parking will be provided internal to the Site. Combined visitor and commercial parking spaces will be located on three levels as follows, B2 (at grade), B1 and G (above-grade). The at-grade and above-grade parking will be screened from Kingston Road and Whites Road by the podiums of Buildings 1 and 2 and the Gateway POPS. Visitor and Commercial parking spaces have been combined as the TIS has demonstrated largely distinct peak times for different uses (see section 7.0). A total of 350 visitor/commercial spaces are provided, at a rate of 0.2 spaces per unit. Residential parking uses are accommodated in one level of underground parking, P1, which will span all development phases. Additional residential spaces are located on levels B1 and B2, as well as on levels G through 4, in the podium shared by towers 3 to 5. A total of 1,138 residential parking spaces are provided, at a rate of 0.65 spaces per unit. The combined parking rate is 0.85 spaces per unit.

*Figure 7 – Proposed Site Plan*



The proposal is expected to be delivered in two phases as follows. Phase 1 will include Buildings 1 and 2, along with underground and above-grade parking. Phase 1 will see the partial retention of existing commercial uses on the southern portion of the site. Phase 1 will improve the road condition along Kingston Road and Whites Road, providing active uses along these frontages. Two POPS spaces are proposed as part of Phase 1. A temporary road will bisect the site east-west and will provide access to Phase 1 buildings, the retained commercial structure and the reconfigured temporary surface commercial parking. Phase 2 will see the demolition of the remaining commercial spaces and surface commercial parking, to allow for the development of Buildings 3, 4 and 5, along with their shared podium. Phase 2 will deliver the remaining residential and combined visitor/commercial parking spaces. The parkland, third POPS, public right-of-way and private driveways will be delivered as part of Phase 2. The project team expects phasing and interim conditions to be refined throughout the application process in collaboration with municipal staff. An interim cul-de-sac and road condition is planned through both Phases. The ultimate road design for the public right-of-way would require contributions from landowners to the east for the ultimate condition to be delivered in full.

**Figure 8 – Proposed Phasing Plan**



*Table 3 – Proposed development Statistics*

Building	Height	Residential GFA (m <sup>2</sup> )	Non Residential GFA (m <sup>2</sup> )	Total Units
Building 1	29 Storeys (96.12 m)	21,065	1,106	316
Building 2	31 Storeys (104.97m)	24,145	1,683	376
Building 3	35 Storeys (116.77 m)	20,848	0	330
Building 4	35 Storeys (116.77 m)	20,828	0	330
Building 5	35 Storeys (116.77 m)	20,809	0	330
Podium & P1/B2/B1		8,504	1,133	66
Total		116,199	3,922	1,748

*Table 4 – Unit Type Breakdown*

Unit Type	Average Size Range (ft <sup>2</sup> )	Number	Percentage
Bachelor	364-452	128	7.3
1 Bed	487-525	413	23.6
1 Bed + Den	554-622	471	27
2 Bed	678-690	450	25.7
2 Bed + Den	766-868	125	7.2
3 Bed	859-904	161	9.2
Total		1,748	100%

\*Avery Size Ranges may fluctuate as architectural plans are refined

Figure 9 – Buildings 1 & 2, South Elevation

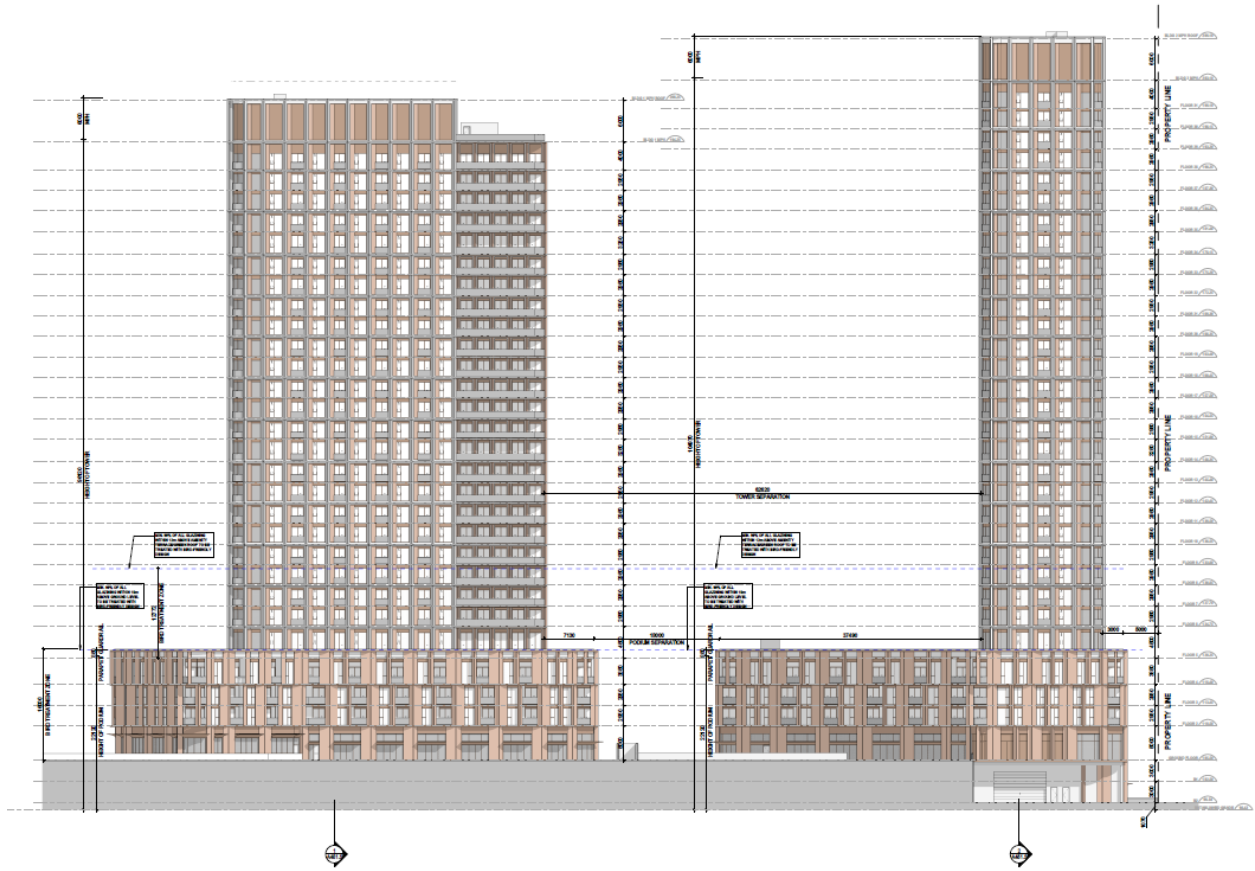






Figure 11 – 3D Renderings



1 Street View From Kingston Road Looking Southwest To Parkland



2 Street View From On-Site Public Road Looking Southwest To Gateway

# 4.0 Required Approvals

## 4.1 Official Plan Amendment

While the proposal is in alignment with the policies introduced by OPA 38, and related development guidelines, an Official Plan Amendment is required given that OPA 38 remains under appeal at the Ontario Land Tribunal and is not in full force and effect. The proposed amendments to the Official Plan are intended to increase the permitted density on the subject site from ‘over 30 and up to 140’ dwellings per net hectare, to a net residential density of ‘over 60 units per hectare’ with no maximum identified. In support of additional density on the site, the amendment also seeks to increase the maximum floor space index to a value of 5.0, from the current FSI permissions of ‘up to and including 2.5’.

## 4.2 Zoning By-law Amendment

The proposed amendments to the Zoning By-law seek to facilitate the proposed development by amending the in-effect by-law to better reflect the most recent policy direction of the City of Pickering. A site-specific zoning by-law amendment is required to implement site specific zoning for the subject site.

TBG proposes to amend the By-law and rezone the subject site to a Whites Precinct Multi-Unit “WP-MU-XX” site-specific zoning, as has been proposed for other redevelopment sites along the corridor.

The following exceptions are required to implement the proposed development:

- Rezone the subject lands from X to WP-MU-XX Zone and OS-P Zone for the public park
- Prescribe site specific building standards as detailed within the enclosed Zoning By-law Amendment, such as definitions, setbacks, height, parking rates, and more.

These standards provide for an urban built form on the subject site which conforms to the intent of the City of Pickering Official Plan, the endorsed Intensification Plan and UDGs, and the Draft Kingston OPA as discussed in the following sections of this Report. Further, a number of standards are consistent with the Pickering City Centre By-law, as they represent appropriate zoning standards for dedicated Intensification Areas. The following table outlines the general content of the Zoning By-law Amendment. Please see enclosed Amendment for the full text:

*Table 5 – Proposed Zoning Definitions*

a) Floor Space Index (FSI)	i) the area shown on Schedule I to this By-law, zoned “WP-MU-X” and “OS-P” shall be the
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	<p>extent of the lands for the purposes of calculating FSI</p> <p>ii) minimum FSI – 0.75</p> <p>iii) maximum FSI – 5.0</p>
b) Number of Dwelling Units	i) maximum 1,748 units
c) Building Height	<p>i) the maximum height of a building wholly located within the dashed lines, is specified by the number following the HT symbol as shown on Schedule III to this By-law</p> <p>ii) notwithstanding Section 5 (2) c) i) above, mechanical penthouses, balconies, enclosed stairwells providing roof access and architectural features such as parapet walls are permitted to project the maximum height</p>
d) Podium Requirements	<p>i) minimum height of podium – 11.0 metres (3-storeys)</p> <p>ii) maximum height of podium – 23.0 metres (6-storeys)</p>
e) Building Location and Setbacks	<p>i) no building or part of a building, or structure shall be erected outside of a building envelope, as shown on Schedule II to this By-law</p>
f) Setback for Below Grade Parking Structures	i) minimum – 0.0 metres
g) Tower Floor Plate	<p>i) maximum tower floor plate for buildings greater than 37.5 metres in height – 750 square metres</p> <p>ii) notwithstanding Section 5 g) i) above, balconies shall be excluded from the calculation of tower floor plate</p>
h) Building Separation	i) minimum – 15.0 metres, which shall be measured from the main wall of each

	<p>building but shall exclude balconies, steps and other similar encroachments for any portion of a building less than 37.5 metres</p> <p>ii) minimum –18.0 metres for any portion of a building greater than 37.5 metres in height, which shall be measured from the main wall of each building, but shall exclude balconies, steps and other similar encroachments.</p>
<p>i) Main Wall Stepback for Buildings greater than 37.5 metres</p>	<p>i) minimum main wall stepback – 1.0 metres from the main wall of a point tower and the main wall of a podium on any building face abutting a street line</p> <p>ii) despite Section 5 (2) i) i) above, a main wall stepback shall not be required for any building face located beyond the 6th storey</p>
<p>k) Amenity Space Requirements for Apartment Dwellings</p>	<p>i) minimum – 2.0 square metres of indoor amenity space is required per apartment dwelling unit</p> <p>ii) minimum – 2.0 square metres of outdoor amenity space is required per apartment dwelling unit (a minimum contiguous area of 40.0 square metres must be provided in a common location)</p>
<p>l) Landscaped Area</p>	<p>i) minimum 10 percent of the land area</p> <p>ii) the area shown on Schedule I to this By-law, zoned “WP-MU-X” shall be the extent of the lands for the purposes of calculating landscaped area</p>
<p>m) Non-Residential Uses</p>	<p>i) minimum 3,900 square metres of Gross Leasable Floor Area shall be located on the lands, as shown on Schedule I to this By-law</p>

See enclosed Zoning By-law Amendment for more information.

# 5.0 Policy Context and Analysis

The sections below analyze the proposal for consistency with the policies of the *Planning Act*, Provincial Planning Statement (2024), conformity to the policies of the Durham Region and City of Pickering Official Plan and the Council-endorsed Official Plan Amendment #38. The enclosed Urban Design Brief, prepared also by TBG, addresses how the proposed application conforms to the Kingston Road Corridor and Specialty Retailing Node Intensification Plan Draft Urban Design Guidelines.

## 5.1 Planning Act

The *Planning Act* is the provincial legislation that outlines land use planning permissions in Ontario. The purposes of the *Planning Act* are outlined in Section 1.1 and include the following:

*2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*

*(a) the protection of ecological systems, including natural areas, features and functions;*

*(e) the supply, efficient use and conservation of energy and water;*

*(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

*(h) the orderly development of safe and healthy communities;*

*(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

*(j) the adequate provision of a full range of housing, including affordable housing;*

*(k) the adequate provision of employment opportunities;*

*(l) the protection of the financial and economic well-being of the Province and its municipalities;*

*(m) the co-ordination of planning activities of public bodies;*

*(p) the appropriate location of growth and development;*

*(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

*(r) the promotion of built form that,*

- (i) is well-designed,*
- (ii) encourages a sense of place, and*
- (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

*s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The above outlined matters of Provincial interest have informed the proposed development and the provided application materials. The following is a high-level overview of how these considerations apply to the application and have been addressed.

The subject site is not located within the natural heritage system and is not identified as containing any natural heritage features. As such, there are no anticipated impacts of the proposed development on any natural areas, features, or functions.

The proposed development will efficiently use existing and planning regional and municipal infrastructures, is transit supportive, and will offer a diverse mix of housing options to future residents. The proposal includes five high rise buildings that will be fully serviced by municipal infrastructure. The development has been designed to offer an appropriate level of infill for the subject site that is sensitive to the existing policy framework and the current and planned surrounding context. The Site is serviced by existing Durham Region Transit infrastructure and will be serviced by the future Durham-Scarborough Bus Rapid Transit Route. The proposal includes a total of 1,748 residential units with a unit mix ranging from Bachelor apartments to three bedroom apartments. As such, the proposed development will offer a range of unit sizes and types in a location that is appropriately serviced by transit and other community services and facilities.

In addition to residential units, the proposed development will also house 3,922 square metres of commercial gross floor area (GFA). All commercial units will be in the podiums of buildings one and two and will be directly accessible from Kingston Road and/or the future public park. Commercial units will also be accessible internally via the decked parking structure. This will generate employment opportunities for current and future residents.

The built form of the development incorporates several privately owned public spaces, as well as a 0.22 hectare park block that will offer a variety of outdoor amenity areas to residents and surrounding community members. The buildings have been designed with four storey podiums to create a safe and welcoming pedestrian environment that does not overwhelm the streetscape. The four storey podiums will specifically front onto Kingston Road and will offer street fronting commercial uses and will contribute to an activated streetscape.

For the above noted reasons, it is our professional opinion that the proposed development has regard for the above noted matters of provincial interest.

## 5.2 Provincial Planning Statement, 2024

The Provincial Planning Statement (2024) is a streamlined provincial policy framework that guides land use planning decisions in Ontario. The PPS was issued under Section 3 of the Planning Act and approved by the Lieutenant Governor in Council. It came into effect on October 20<sup>th</sup>, 2024. As outlined in the introductory section of the PPS, the policy document envisions among other things, that the Province increase its housing supply and offer a full range and mix of housing options. The following policies apply to the proposed development:

### Planning for People and Homes (2.1)

*2.1.6. Planning authorities should support the achievement of complete communities by:*

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed development will accommodate a range of mix of land uses by offering park space, publicly accessible private space, residential dwelling units and commercial space. A number of housing options are provided, in the form of bachelor units, 1-bedroom, 2-bedroom and 3-bedroom unit types. The subject site will be well served by a number of transit options, such as a dedicated cycle path, public transit in the form of dedicated BRT lanes, and sidewalks. The development site is located within an area of numerous public service facilities, institutional uses, commercial facilities and proposed park space.

### Housing (2.2)

*2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

*b) permitting and facilitating:*

- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

*2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

*c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

*d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The proposed project represents an intensified use on a previously developed site. In alignment with housing related policies, the proposal introduces new housing options, resulting in increase in housing stock for the City of Pickering. The inclusion of commercial uses at grade will accommodate a wide range of businesses and services, which overtime will assist in meeting the social, health, economic and wellbeing requirements of future residents. Lastly, the proposal is supportive of future transit investments along the Durham-Scarborough BRT route. As such, future residents will benefit from on-site mixed uses in addition to convenient, reliable transit connections through Pickering and the Greater Toronto Area (“GTA”).

### **Settlement Areas and Settlement Area Boundary Expansions (2.3)**

#### *2.3.1 General Policies for Settlement Areas*

*1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

*2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

*a) efficiently use land and resources;*

*b) optimize existing and planned infrastructure and public service facilities;*

*c) support active transportation;*

*d) are transit-supportive, as appropriate; and*

*e) are freight-supportive.*

*3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range*



*and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

*5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

The proposed mixed-use development aligns with general policies for settlement areas. The proposal contemplates the creation of transit-supportive development within a strategic growth area. Additionally, it is our opinion that the proposal qualifies as a more efficient use of land and resources, planned infrastructure and public service facilities, when compared to the existing form, use and intensity on the subject site. The proposal is expected to deliver a complete community on an underutilized site, with residential, commercial, and greenspace uses, in close proximity to transportation options. In this way, the project is aligned with the province's vision of intensification in the form of complete communities.

## **Strategic Growth Areas (2.4)**

### *2.4.1 General Policies for Strategic Growth Areas*

*1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

*2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

*a) to accommodate significant population and employment growth;*

*b) as focal areas for education, commercial, recreational, and cultural uses;*

*c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and*

*d) to support affordable, accessible, and equitable housing.*

*3. Planning authorities should:*

*a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*

*b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*

*c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

*d) consider a student housing strategy when planning for strategic growth areas; and*

*e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

### *2.4.3 Frequent Transit Corridors*

*1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*

The proposal is highly responsive to relevant policies from section 2.4 above, especially with regards to the delivery of complete community developments in Strategic Growth Areas (“SGA”). The subject site falls within a Rapid Transit Corridor along Kingston Road, which has been identified as a Strategic Growth Area. In support of SGA related goals, the proposal provides significant population growth, while maintaining a proportion of employment uses on-site. This is being done on a site that is underutilized, with a wealth of existing vehicular and transit options, and future inter- and intra-regional rapid transit investment adjacent to the site. The inclusion of varied uses, and the proposed animation along Kingston Road will serve to catalyze other complete community developments in the vicinity. Additionally, the development concept is responsive to the existing built form. Variations in heights provide for a certain degree of transition, while the four-storey podium creates a human-scaled experience for road users at grade.

With respect to frequent transit, the subject site is located along a future bus rapid transit corridor. The new density introduced to the subject site will support future transit investments, ensuring their long-term viability. Frequent transit along the Kingston corridor will provide future residents with convenient connectivity to jobs, goods and services across the GTA.

### **Energy Conservation, Air Quality and Climate Change (2.9)**

*1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

*a) support the achievement of compact, transit-supportive, and complete communities;*

*b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*

*c) support energy conservation and efficiency;*

*d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*

*e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The proposed development is responsive to policies included in section 2.8 as it represents a compact, transit-supportive complete community on the site. Additionally the project has been design to satisfy the requirements of the City of Pickering's updated Integrated Sustainable Design Standards. See the Sustainability Checklist included in this submission for further information.

### **Transportation and Infrastructure Corridors (3.3)**

*3. Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

*New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*

The proposed project has been developed in coordination with plans for future rapid transportation along the Kingston Road corridor. The development is not expected to negatively impact the proposed Durham-Scarborough-Durham BRT project.

### **Sewage, Water and Stormwater (3.6)**

*1. Planning for sewage and water services shall:*

*a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*

*c) promote water and energy conservation and efficiency;*

*d) integrate servicing and land use considerations at all stages of the planning process;*

*8. Planning for stormwater management shall:*

*a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*

*b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*

- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale*

The proposed project has been refined in order to optimize future connections to existing public water and waste water services. The site consists of the development area, the parkland dedication block, and the proposed municipal ROW block. Each block is proposed to have its own storm sewer network which will connect to a proposed municipal system conveying flows to the sites existing storm outlet. Since the sites existing storm outlet is located at the southeast corner of the site but the proposed ROW ends in a cul-de-sac which doesn't extend all the way to the outlet, a 4.5m wide municipal easement is proposed over the conveyance storm pipe along the south eastern property line.

For the development block, the proposed underground limits of the site covers a majority of the developable area, so the majority of stormwater will be captured by area drains and conveyed internally through the building via mechanical plumbing system to two separate storm tanks.

To meet SWM criteria, the runoff from the MTO setback is proposed to be conveyed with a swale and collected in catch basins which connect into the development blocks plumbing system.

For the parkland dedication block, a storm connection is provided to the site with a single catch basin at a low point to capture site drainage.

For the Municipal ROW block, a stormwater connection is provided to capture and collect runoff from the ROW.

### **Public Spaces, Recreation, Parks, Trails and Open Space (3.9)**

*1. Healthy, active, and inclusive communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for*

*recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed development supports the development of healthy, active and inclusive communities through the provision of parkland and privately owned public spaces (“POPS”). Ten percent of the site area (less the MTO setback area) is to be conveyed to the City of Pickering. This unencumbered park space, with an area of 2,193 square metres, will be programmed by park staff and may provide a range of active and passive recreational and fitness installations. In addition to the parkland dedication, the proposed development includes three POPS installations totalling 815 square metres. These POPS spaces will provide connectivity throughout the site, allowing future users to easily access commercial units, parks and residences. Programming of these POPS is expected to include amenities such as signature pavers, seating, landscaping and generous walkways, further contributing to the outdoor space options in the community.

### **Summary**

The proposed development is in alignment with the Provincial Planning statement, as demonstrated in the above section. The proposal supports growth within settlement areas, promoting the intensification of an under-utilized site. The proposal provides for a compact, dense, mixed-used community supporting both housing and employment growth, as per Provincial priorities. The project team has worked to integrate the proposal with planned provincial investments in rapid transit and as such, the development will be transit-supportive and provide connectivity between future residents/users and the planned Durham-Scarborough BRT line. The site falls within a Rapid Transit Corridor Strategic Growth Areas. As such, the Provincial Planning Statement directs an appropriate level of intensification along this spine, in accordance with SGA related policies. A significant parkland dedication, alongside programmed POPS and landscaped walkways will contribute meaningfully to the public realm, benefitting all future road users and community members.

### **5.3 Durham Region Official Plan**

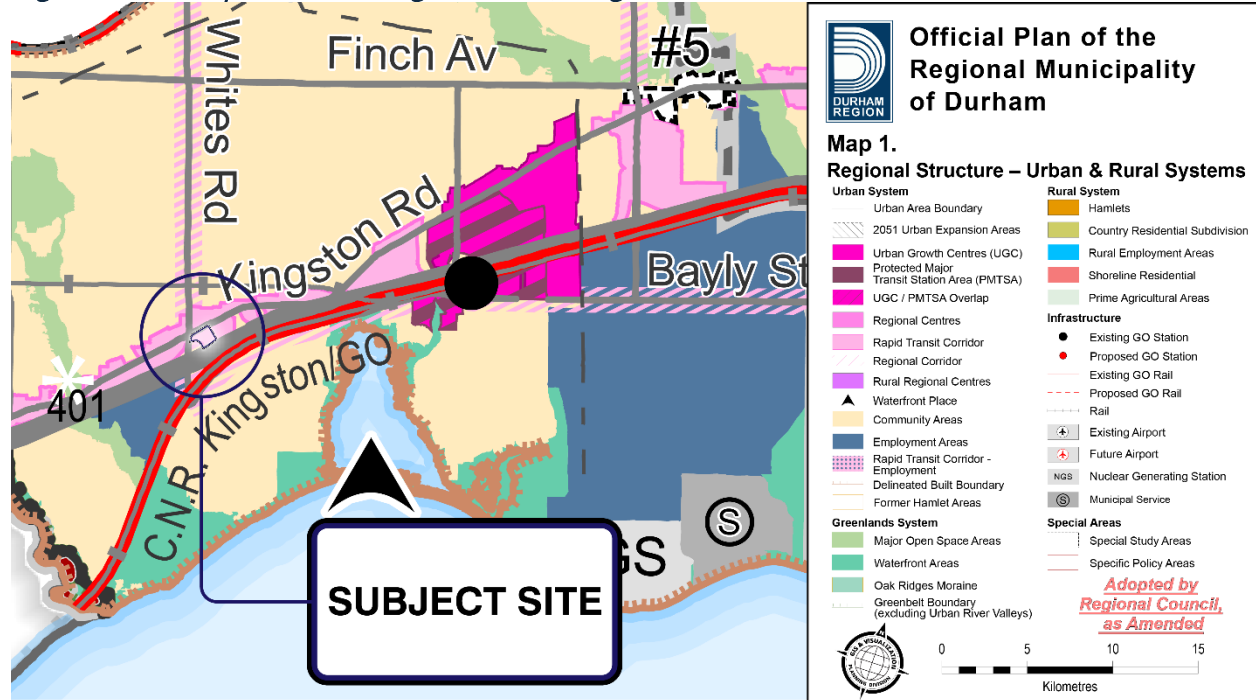
The Regional Municipality of Durham has released a new Regional Official Plan (‘DROP’) which is the culmination of work completed through Envision Durham; the Municipal Comprehensive Review (MCR) process. The new Regional Official Plan addresses a wide variety of strategic land use planning and development matters. Envision Durham also represents the Region’s provincially mandated exercise to ensure that the DROP conforms with Provincial Plans or does not conflict with them, has regard to matters of Provincial interest.

The Regional Municipality of Durham adopted the new Regional Official Plan with amendments at a Special Meeting of Durham Regional on May 17, 2023. The DROP was submitted to the Minister of Municipal Affairs for approval under Sections 17 and 26 of the

Planning Act, RSO 1990. The DROP was approved by the Province on September 3, 2024, with modifications.

## Regional Structure (Chapter 1)

Figure 12 – Map 1 of the Regional OP, Regional Structure



1.1.3 Direct population and employment growth to the Urban System with limited growth permitted within the Rural System, including Rural Settlements, where it is appropriate and compatible with surrounding uses, in accordance with Section 6.5.

1.1.4 Plan for a balance of residential growth with increased employment growth to achieve the population and employment forecasts outlined in this Plan, while aspiring to achieve a more balanced job to population ratio of 50% (one job for every two residents).

1.1.5 Ensure that necessary regional services and infrastructure are in place to accommodate the provincial population and employment forecasts within the Regional Structure by 2051:

- a) 1,300,000 people; and
- b) 460,000 jobs.

1.1.6 Plan for and implement services and infrastructure to enable the achievement of a minimum 50% annual rate of intensification regionwide.

The proposed development is supportive of Regional structure policies in that it supports intensification within the Region's urban area. The proposed mixed-use development is expected to contribute meaningfully towards accommodating population growth, while retaining some employment opportunities on-site.

## **A Prosperous Region (Chapter 2)**

*2.1.13 Encourage greater diversification of the Region's economic base with a range of high-quality employment opportunities by:*

*b) supporting the development of Strategic Growth Areas as attractive locations for high-density, mixed-use development, including major offices, major institutional development, and other business and economic activities, supported by transit and other community amenities, in accordance with Sections 5.2 and 8.1;*

The proposed development supports the overall economic prosperity of the Region through the provision of 3,922 square metres of commercial space. Commercial spaces have been positioned in such a way as to animate both Kingston Road, POPS, parkland frontages. Commercial activities will be supported by on-site residential uses, while also being highly visible and accessible from the public realm. Employment opportunities resulting from the commercial space provided will be highly connected to other Regional destinations via the existing vehicular network and planned higher order transit investments along Kingston Road. No office commercial space is included as part of this proposal. An Office Demand Market Analysis, as prepared by N. Barry Lyon Consultants and included as part of this submission, demonstrates that office space would not be competitive nor viable here.

## **Healthy Communities (Chapter 3)**

### **Housing Supply**

*3.1.2 Provide a minimum of 15-year supply of land through residential intensification, redevelopment, on lands designated and available within Settlement Areas for residential development and through Urban Area Boundary expansions, in accordance with Section 5.7, if necessary.*

*3.1.3 Support opportunities to ensure that a wide range of affordable and market-based housing options are provided in Urban Areas. Outside of Urban Areas, housing options shall be locally appropriate and consistent with the character of the area.*

*3.1.4 Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.*

*3.1.11 Prioritize transit-supportive development, including potential air rights development, in proximity to transit, including Regional Corridors and Protected Major Transit Station Areas.*

The proposed development contributes to the Region's housing supply; 1,748 units in a range of sizes and types are planned as part of this proposal. These contributions to Pickering and Durham's housing supply are being done through the intensification of an underutilized site within the Regional Settlement Areas. While no affordable housing units are currently included in this proposal, the project team is open to discussing further with municipal staff. Additionally, the proposed housing contribution may serve to support housing affordability, by increasing the housing stock in the community.

### **Housing Options**

*3.1.18 Require an Affordability and Accessibility Analysis as part of a Planning Justification Report for all major residential development applications, which include 100 units or more, that:*

- a) justifies how the development application will contribute to achieving affordable housing targets;*
- b) identifies opportunities to include a variety of special needs housing options to accommodate seniors and persons with disabilities; and*
- c) identifies how residents would be able to access health care, social services and other amenities in their community.*

### **Affordable Housing**

*3.1.20 Require that at least 25% of all new residential units produced throughout the region to be affordable to low and moderate income households.*

*3.1.21 Require that at least 35% of all new residential units created in Strategic Growth Areas to be affordable to low and moderate income households.*

*3.1.22 Encourage affordable housing, including additional residential units, microhomes, and medium and high-density apartments in areas that are well served by local amenities including transit, schools and parks.*

As part of this proposal, the project team produced an Affordable Housing Brief (see section 7.0 of this report). No affordable units are currently proposed on-site; the project team remains open to discussing this further with municipal staff. With regards to suite accessibility, a minimum of 15% of the residential units are planned to be accessible suites of varying sizes. The mixed-use nature of this project means that a range of community-oriented businesses and services may be available in the building podium, alongside traditional retail, providing convenient access to future residents.

### **Climate Change & Sustainability (3.2)**

*3.2.3 Reduce GHG emissions, improve air quality, encourage sustainability, and adapt and mitigate impacts of a changing climate by encouraging the following measures through development, redevelopment and infrastructure projects:*



*a) green infrastructure, including low impact development and stormwater management systems, planting of native species, green roofs, bird-friendly design and other sustainable design practices, in accordance with the policies of this section and Section 4.1;*

*b) increasing the tree canopy by promoting tree planting, naturalizing priority areas and reducing energy use through sheltering and shading, in accordance with Policy 3.2.22;*

*h) community design that promotes intensification, walkable communities and compact built form, and prioritizes active transportation, supports public transit and transportation demand management, reduces single occupancy vehicle use, and supports measures to balance jobs and population growth to reduce long distance single occupancy vehicle trips to reduce GHG emissions caused by vehicles, in accordance with Sections 8.1, 8.2 and 8.3;*

**3.2.8 Reduce GHG emissions from vehicle use by:**

*a) implementing transportation demand management measures, in accordance with Section 8.3;*

*b) enhancing opportunities for active transportation, including walking, cycling, taking public transit and carpooling through built form, including the co-location of public facilities, amenities and retail uses, in accordance with Section 8.2; and*

*c) ensuring communities are designed for all road users, while prioritizing the safety of pedestrians and cyclists.*

**3.2.11 Encourage new development to:**

*a) include electric vehicle charging facilities, or at a minimum, preinstall conduits and other infrastructure to support future charging facilities;*

*b) be net-zero or net-zero ready upon construction;*

*c) support alternative, renewable energy sources and energy storage, including district energy and green technology, in accordance with Section 4.3;*

*d) support active transportation by providing safe and sheltered bicycle parking and storage;*

*e) incorporate sustainable and green design principles, identified in Policy 3.2.10; and*

*f) include measures which provide for water conservation and reuse through greywater systems, rain barrels, low flow taps and toilets, and drought-tolerant native plantings and trees.*

The proposed development integrates sustainable design practices and resilience where possible. The mixed-use, complete community nature of the proposal represents a more efficient use of land on the site when compared to the existing condition. The integration of parkland and POPS spaces, along with commercial spaces at-grade promote walkability and provide connections to the surrounding community. The proximity of existing and future transit options may lead to fewer trips generated by personal vehicles, as future residents will have convenient local and regional connections adjacent to their homes. Greenspaces, POPS and stormwater management further contribute to the resilience of the project in the face of climate change. The project team expects to include landscape interventions that will support the resilience of the project. Lastly, the project integrates electric vehicle charging points, encouraging the use of non-carbon emitting private transportation options. Upon full build out, 50% of residential parking spaces will be design to support electric vehicles (40% through rough-in and 10% EV ready). Regarding combined visitor/commercial spaces, 20% of such spaces will be roughed-in for future EV service.

### **Complete Communities (3.3)**

*3.3.1 Support the development of healthy, sustainable and complete communities that incorporate:*

- a) a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1;*
- b) employment opportunities in accordance with Policy 2.1.13;*
- c) community hubs that cluster together community uses, services, facilities, and shopping, in accordance with Policies 3.3.26 to 3.3.28;*
- d) active transportation and the use of multi-modal transportation options;*
- f) safe, publicly accessible recreation areas, parks, open spaces, trails and other recreation facilities;*
- g) age-friendly and universally accessible spaces for residents of all ages and abilities through universal accessibility design principles, in accordance with Policies 3.3.14 to 3.3.16;*
- j) vibrant places and spaces, including a public realm characterized by compact built form; and*
- k) climate resilient development, with an emphasis on the reduction of GHG emissions, in accordance with Sections 3.2 and 4.1.*

The project team has worked to deliver a mixed-use complete community on the subject site. The proposal includes 1,748 residential units, from studio to 3-bedroom units ranging from 435 square feet to 906 square feet. This range in unit sizing means that a wide range of end users will reside in this community. In addition to residential uses, commercial opportunities at grade will provide local employment opportunities. The Draft Zoning By-law Amendment is seeking a wide range of zoning permission for commercial spaces on-site including financial institution, food store, office-medical, personal service shop, retail store, restaurant, and temporary sales office. As such, future commercial tenants may provide goods and services locally to residents of the proposed development, and for the wider community. The proposal improves upon the existing pedestrian network by reworking circulation along Kingston Road and providing organic connections via the proposed parkland and POPS. This connectivity may promote a more walkable built form, compared to the existing uses, allowing future residents to easily efficiently access Kingston Road. Future BRT service along this corridor, with a stop planned adjacent to this proposal, will provide public transit connections throughout the Region and beyond.

### **Built Environment**

*3.3.3 Promote a high-quality public realm with regard for quality urban design, architectural and landscape treatment through the development review process with consideration for:*

- b) opportunities for placemaking and public gathering;*
- c) integrating landscaping, beautification and streetscape design measures including green infrastructure and low impact development techniques;*
- d) compatibility and integration with surrounding land uses and built form;*
- e) pedestrian, transit supportive, and transit-oriented development pattern that supports active transportation;*
- f) age-friendly planning and accessibility for residents of all ages and abilities through universal accessibility design principles, strategic placement and orientation of buildings, including street front facing buildings and entrances, in accordance with Policies 3.3.14 to 3.3.16;*
- g) streetscape design that addresses the unique needs of all road users;*
- h) pedestrian scale, safety, comfort and connectivity, including pedestrian-oriented destinations;*
- i) centrally located and accessible public spaces, parks, recreational structures and public buildings;*
- k) energy efficient building design, in accordance with Section 4.3;*

*l) sustainable urban design that incorporates green infrastructure and low impact development, in accordance with Section 4.1;*

*m) light and noise trespass and pollution, in accordance with Policy 3.3.10 and 3.3.11;*

*n) the application of crime prevention through environmental design techniques;*

*o) identifying, protecting and developing gateways as attractive points of entry to the region;*

The project team has worked to delivery high quality urban design interventions throughout the subject site. By locating density at the intersection of Whites Road and Kingston Road, in proximity to the future BRT stop, the proposal is exemplary of transit-oriented development and will be supportive of future transit investments. The Kingston Road streetwall will present itself as a four storey volume along the Kingston Road frontage. This low-rise podium height will create a pleasant at grade experience for road users. Commercial and lobby uses at grade will further animate the streetscape, supporting a pleasing at-grade experience along Kingston Road. Connectivity through the site is provided by a comprehensive sidewalk network, with parkland dedication and POPS further serving to connect commercial and residential uses to Kingston Road and the wider corridor. Outdoor spaces will provide connectivity, while also affording opportunities for placemaking and gathering, depending on the final programming of the site. These improvements to connectivity on the subject site take into consideration the gateway location of the proposal at the intersection of the Regional Corridor along Whites Road and the Rapid Transit Corridor along Kingston Road. For more discussion of the urban design considerations, please see the enclosed Urban Design Brief also prepared by The Biglieri Group.

### **Age-Friendly Planning**

*3.3.15 Encourage area municipalities to support independent, active and healthy aging of all residents within their communities by implementing the Age-Friendly Durham Strategy and Action Plan and the Durham Community Safety and Well-Being Plan through their official plans. This includes integrating:*

*a) a full range of housing options near community hubs that support the clustering of community facilities, programs, services, community facilities, retail and commercial uses and green spaces, in accordance with Policies 3.3.26 to 3.3.28.*

The proposed project supports age-friendly planning due to its mixed-use complete community structure. Commercial space integrated within the proposed project may allow for a range of services and goods, which would be easily accessible to future residents of all ages. Additionally, the range of suite types and sizes may allow residents to age in place;

future residents may be able to remain in the community while growing or downsizing their housing needs over time.

### **Community Hubs**

*3.3.26 Support the development of complete communities by promoting community hubs that are broadly accessible to residents of all ages and abilities to co-locate into new cultural, health and community facilities and public service facilities.*

The proposal does not currently include community spaces/hubs on-site. However, given the broad range of zoning permissions being sought for the commercial spaces on the subject site, it is entirely possible that community benefitting businesses (e.g. childcare centres, medical offices, etc.) may occupy at-grade spaces in the proposed development. As the community matures and develops over time, the flexible grade-related commercial units may host a range of services for future residents.

## **Supportive Infrastructure & Services (Chapter 4)**

### **Regional Infrastructure & Services**

*4.1.2 Prioritize the provision of municipal water and sewage services within Urban Areas to development and redevelopment applications which produce an intensive and compact form of development to optimize the use of the services. This includes prioritizing the provision of municipal services and infrastructure to Strategic Growth Areas.*

### **Water & Sewage**

*4.1.20 Support the development of Urban Areas in accordance with the policies in Section 5.1, based on the principles of sequential development, progressive extension, improvement, rehabilitation and economical utilization of the regional water supply and sanitary sewage systems and minimization of financial impacts on the Region in accordance with Section 4.4.*

### **Aligning Growth & Infrastructure Planning**

*4.1.37 Allocate servicing capacity for development addressed in Policy 4.1.36, in consultation with the area municipality, at the time a development agreement is executed with the Region and the appropriate financial securities are in place.*

The proposed development represents an optimized use of existing municipal water and sewage infrastructure. The compact built form of the proposal leads to more efficient resource and infrastructure use. The Functional Servicing and Stormwater Management Report (“FSSR”), prepared by Counterpoint Engineering indicates that a suitable servicing scheme for the site is feasible. A new sanitary sewer is proposed along Kingston Road as part of the Regional Rapid Transit works. This sanitary sewer will be designed to accept and accommodate the proposed wastewater flows from this development. The size and location of this new sanitary sewer is not yet finalized. Once details are provided by the Region, the sites sanitary service connection will be detailed.

The proposed development is proposed to have 2 watermain connections. One set will be a private connection to the private development and one will be a public connection to public parkland dedication. The private connection is to be serviced, from the existing 400mm diameter watermain in Kingston Road, by a 200mm diameter fire service and one independent 150mm diameter domestic connection. The private servicing will also have a second dedicated fire connection as required by the Ontario Building Code (“OBC”) since the proposed buildings are above 84m high. The public park is to be serviced from the 200mm diameter watermain on Kingston Road by a 50mm diameter copper service.

## **Vibrant Urban System (Chapter 5)**

### **Growth Management**

*5.1.6 Plan for a minimum of 50% of all new residential units across the region to be provided through intensification on an annual basis within the delineated built-up area. The boundaries of the delineated built-up area are shown on Map 1.*

*5.1.8 Strive to ensure development within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities, by prioritizing and promoting intensification, redevelopment and growth within:*

*v) Rapid Transit Corridors;*

### **Intensification within the Delineated Built-up Area**

*5.1.12 Prioritize intensification within the delineated built-up area in accordance with the hierarchy of places, as outlined in Policy 5.1.8.*

### **Development within Urban Areas**

*5.1.15 Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles:*

*a) the achievement of compact, urban and pedestrian-oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;*

*b) logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas. The development of larger sites shall occur through detailed planning processes, in accordance with Policies 5.4.9 to 5.4.16;*

*c) a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public service facilities;*

*d) built form that considers social equity, human health and improves overall quality of life by developing high-quality urban environments that are accessible to people of all ages, abilities and incomes, in accordance with Section 3.3;*

*e) commercial uses are provided in appropriate locations, with larger concentrations directed to Strategic Growth Areas as deemed appropriate in area municipal official plans, as well as Rural Regional Centres, Regional Corridors, and Local Centres and Corridors;*

*f) existing underutilized shopping centres and plazas are encouraged to redevelop at higher densities with a mix of uses including residential uses, incorporating transit supportive and pedestrian-oriented built form, particularly within Strategic Growth Areas;*

*g) providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity, in accordance with Section 8.2;*

*i) with consideration of sustainability and the effects of development on the environment in accordance with Section 3.2;*

*m) appropriate stormwater management techniques and low impact development measures, as implemented by area municipalities.*

The proposed project achieves a compact, urban and pedestrian-oriented built form, delivering on the Region's intensification goals through the provision of 1,748 units. The mixed-use design seeks to make efficient use of existing municipal and regional infrastructure, by leveraging an underutilized site within the built-up urban region. Additionally, the project is aligned with growth management policies, in that the proposed development is in alignment with the future Kingston Road BRT corridor, which will provide connectivity throughout the region.

The proposed development is in direct Alignment with policy 5.1.15 f), whereby existing underutilized plazas, such as the subject site, are encouraged to be redeveloped at higher densities with a mix of uses. The design of the proposed project further aligns with development in urban areas policies. This is exemplified by the proposals mix of uses which will include a range of commercial, parkland, open space, and residential. The location of commercial space has been refined to frame the Kingston Road and Parkland frontages, largely focusing commercial activities along the Rapid Transit Corridor. Additionally, the site layout, POPS locations and landscaping strategies have been designed in a way to optimize connectivity with the future Whites Road BRT stop, which is expected to be adjacent to this development. The subject site is expected to follow urban design best practices including: the integration of mid-block connectivity, a low-rise experience at-grade, active frontages,

and high-quality materiality. These approaches support a rich quality of life for future residents and site users.

**Strategic Growth Areas (5.2)**

5.2.1 *Designate Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Rapid Transit Corridors as Strategic Growth Areas on Map 1.*

5.2.2 *Direct intensification and higher density, compact forms of residential, commercial and employment generating uses such as office and major office, major institutional uses and mixed-use development to Strategic Growth Areas.*

5.2.3 *Plan for the achievement of the following long-term transit supportive density targets within Strategic Growth Areas. The targets apply to the entirety of the area within the boundary delineation and when measuring are not netted of undevelopable features and are not applied on the basis of individual parcels:*

*Table 6 – Regional Official Plan SGA Density Targets*

<i>Strategic Growth Area</i>	<i>Minimum Transit Supportive Density Target (people and jobs per gross hectare)</i>
<i>Urban Growth Centers</i>	<i>200</i>
<i>Regional Centres (located along the Rapid Transit Corridor)</i>	<i>150</i>
<i>Regional Centres (located off of the Rapid Transit Corridor)</i>	<i>100-150</i>
<i>Protected Major Transit Station Areas</i>	<i>150</i>
<i>Rapid Transit Corridor</i>	<i>150</i>

5.2.8 *Plan for development within Strategic Growth Areas that:*

*a) incorporates transit-oriented development design principles, in accordance with Policy 8.1.3, and including:*

*i) enhancing mobility to and from transit services through an urban grid system of streets and walkways, and providing for active transportation connections within Strategic Growth Areas and adjacent neighbourhoods;*

*ii) orienting development and entrances towards streets and towards transit station and stop locations;*

*iii) incorporating design elements that contribute to complete, active and pedestrian-oriented streets and public places as part of a high-quality public realm through measures such as sidewalks, street furniture, patios, seating areas, street trees, landscaping, wayfinding and gateway features;*



*iv) providing active uses and entrances at grade, and integrating open space, parks and plazas along with public art and community spaces, and other considerations, in accordance with Section 3.3;*

*v) providing a mix of uses including residential uses, retail and commercial uses, compatible employment generating uses such as office and major office, educational and other institutional uses, public service facilities and entertainment and cultural facilities;*

*vi) providing compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit station locations while providing appropriate transition to adjacent neighbourhoods;*

*vii) facilitating the integration of transit stations within the community by optimizing street crossings to stations, reducing walking distances and, providing sheltered connections where appropriate;*

*b) provides a range of housing options, including additional residential units and affordable housing, in accordance with Section 3.1;*

*c) contributes to, and does not detract from, the long-term transit supportive density targets, in accordance with Policy 5.2.3;*

The proposed development exists at the intersection of a Regional Corridor, along Whites Road, and a Rapid Transit Corridor, along Kingston Road. As per Regional policies, the proposal serves to redirect growth and intensification in Strategic Growth Areas, such as the Kingston Road Rapid Transit Corridor.

With regards to minimum population and jobs per hectare on a Rapid Transit Corridor, the proposed development is expected to exceed the minimum with population alone. A total of 1,748 units are proposed on the subject site, ranging from bachelor to three-bedroom units. This range of unit types will permit a wide variety of population groups (i.e. downsizers, young families, newcomers to Canada, young professionals, etc.) to live in the future community. The FSSR, produced by the project team estimates an equivalent population of 3,525 persons. Using the floor space per worker assumption of 35 square metres per worker for a Tower-type development, from the Region's Housing Intensification Study Technical Report<sup>1</sup>, approximately 111 jobs would be created by the 3,922 square metres of commercial area included in the proposal. A population and jobs per hectare yield for this project can be approximated at 1,515, in excess of the Region's minimum targets.

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<sup>1</sup> Housing Intensification Study Technical Report, Region of Durham. August 24, 2021.  
<https://www.durham.ca/en/doing-business/resources/Documents/PlanningandDevelopment/Envision-Durham/Housing-Intensification-Study.pdf>

As per the above analyses, the proposed project delivers a mixed-use complete community, with a high regard for urban design, landscaping and connectivity. The proposed project includes a broad range of uses, with a significant commercial component, which may provide a multitude of goods and services to future residents and visitors. The layout of the site has been refined to provide convenient access to the surrounding community, with an emphasis on connections to transit options along Kingston Road. In this way, the proposed development is in alignment with policies that dictate growth in Strategic Growth Areas

### **Rapid Transit Corridors**

*5.2.24 Support the planning and development of Rapid Transit Corridors based on a built form that is compact, pedestrian-friendly, and implements transit-oriented development design principles. Rapid Transit Corridors are intended to provide for a full range and mix of uses including commercial, retail, institutional, residential, personal services, offices and other uses while implementing the built form principles contained in Policies 5.2.8 and 8.1.3.*

*5.2.26 Require area municipal official plans to include detailed policies for Rapid Transit Corridors that:*

*b) permit a full range and mix of uses including residential, commercial, compatible employment uses such as offices, and other uses, in a higher density, compact and pedestrian-oriented built form;*

*d) include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development.*

The proposed development has been designed in alignment with transit-oriented development principles. As discussed above, site circulation has been optimized to provide residents and site users convenient access to existing and future transportation infrastructure along Kingston Road. The proposed mix of uses and density on the site is expected to result in a compact built form, with many features of complete community concept.

### **Protected Greenlands System (Chapter 7)**

#### **Aquifer Vulnerability**

*7.5.20 Protect highly vulnerable aquifers and areas of high aquifer vulnerability, when considering new development or site alteration by implementing the relevant requirements of the applicable source water protection plan and by prohibiting uses considered to be high risk to groundwater, as identified in Table 3 outside of designated Urban Areas. A hydrogeological investigation may also be required to assess whether other uses not included in Table 3 will be a potential risk to groundwater within highly vulnerable aquifers and areas of high aquifer vulnerability thereby requiring potential prohibitions, restrictions and/or mitigation.*

Portions of the subject site have been identified as being within Highly Vulnerable Aquifers (“HVA”). As such, a Hydrogeological Report and Addendum Letter were prepared by Grounded Engineering. The Letter details the subsurface investigation completed on the property, which demonstrated that the soils observed on the site are not consistent with those typically found in HVAs. Boreholes and on-site permeability testing found that soils on the subject site are of moderate to low permeability. As such, the site soils are not considered to be significant in terms of groundwater recharge. The letter finds that the proposed uses on the subject site are not expected to generate impacts on the soil or groundwater of the site.

## **Connected Transportation System (Chapter 8)**

### **Transit Priority Network (8.1)**

*8.1.3 Achieve transit-oriented development within Strategic Growth Areas to support increased transit use and higher levels of service, achieved through the following principles and in accordance with Policy 5.2.8:*

*b) enhance mobility to and from transit services including more frequent intersections and pedestrian crossings where feasible;*

*d) provide facilities which support non-auto modes including Commuter Stations, transit terminals with potential drop off facilities and bus loops, bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities;*

*e) encourage provisions for alternative development standards, including reduced minimum parking requirements, potential redevelopment of existing surface parking and the establishment of maximum parking requirements for both privately initiated development applications and area municipal zoning by-laws, which are tailored to the level of transit service proposed;*

The proposed development has been designed in such a way that leverages future investments in the Transit Priority Network. As discussed, the site layout has been optimized to provide convenient access from residential, commercial and parkland uses to the Whites Road and Kingston Road intersection, where a future BRT station is planned. The proposal includes a comprehensive parking ratio of 0.85 spaces per unit. This ratio recognizes the active and public transportation options that will be accessible to future residents; not all users are expected access the subject site using private vehicles.

### **Environmental & Community Impacts (8.6)**

*8.6.1 Review development applications abutting or adjacent to arterial roads, with regard to provincial, regional and other area municipal guidelines where applicable.*

*8.6.2 Promote connectivity and permeability to the arterial road for active transportation in the consideration of development applications abutting arterial roads where access opportunities are limited, including development patterns that:*

- a) minimize the amount of reverse lot frontage along the arterial road;*
- b) promote alternatives to reverse lot frontage where direct frontage is not feasible, such as window streets, laneways and cul-de-sacs adjacent to the arterial road;*
- c) provide noise attenuation walls or fencing, where applicable, along the side yard of lots adjacent to the arterial road; and*
- d) establish direct visual and pedestrian connections from proposed land uses and/or local streets and to the arterial road.*

The proposal has been designed with a high regard for the connectivity and permeability to the arterial road, being Kingston Road. Site orientation prioritizes connectivity along Kingston Road. Active commercial and lobby uses along the Kingston Road frontage also serve to establish direct connections between the proposal and the existing road network.

### **Summary**

As demonstrated in the above section, the proposed project is in alignment with the Regional Municipal of Durham Official Plan and is supportive of many of the Region's planning and growth objectives. If approved, the mixed-use proposal will make a significant contribution to the Region's housing supply. The proposed mix of unit types and sizes may support a diverse community on-site, welcoming individuals and families from a wide range of populations. The intensification of this under-utilized site along a key regional corridor aligns with the Region's growth objectives. The retention of a significant portion of employment GFA on-site will allow for jobs to remain, while providing goods and services to future community members. The proposed intensified built-form represents a smarter use of existing regional infrastructure, and is expected to be supportive of future investments of rapid transit along Kingston Road. Overall, the proposed development far exceeds population and jobs per hectare targets along Rapid Transit Corridors. Special consideration with regard to stormwater management will support existing environmental services, ensuring the proposal's resilience. In closing, the proposed development conforms to the Durham Region Official Plan.

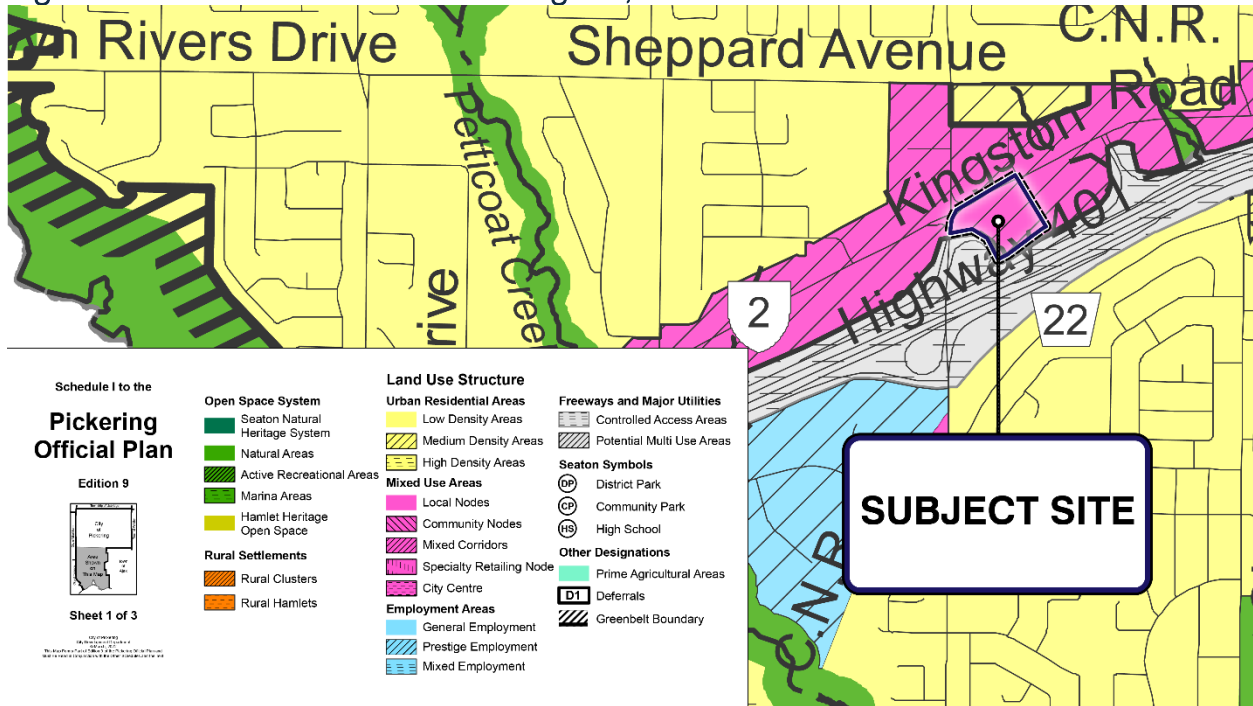
### **5.4 Pickering Official Plan**

The City of Pickering Official Plan (the "City OP") was approved by Durham Region on September 24, 1997. The current office consolidation is the 9<sup>th</sup> edition, which includes amendments up to March 2022. The City OP establishes the land use pattern and permitted uses for all land in the municipality through a high-level vision of the desired urban structure. The City of Pickering is currently undergoing an Official Plan Review to update the OP and bring it into conformity with the Durham Region Official Plan. The Review has only recently begun, and is not planned to be completed until Q2 2026.

The subject site is designated Mixed Use – Mixed Corridors according to Schedule 1: Land Use Structure. The Site is situated along a Type A Arterial Road (Whites Road) and a Type B Arterial Road (Kingston Road), and both are designated as Transit Spines according to Schedule II: Transportation System.

The following policies are applicable to the proposed development and are analyzed in light of the proposed development and the proposed Official Plan and Zoning By-law Amendments.

Figure 13 – Schedule I of the Pickering OP, Land Use Structure



## Principles and Frameworks (Part 1)

### The Planning Framework (Chapter 2)

#### Urban Goals

2.6 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.

The proposed development will support the City of Pickering in achieving the above outlined goals for its urban system. The proposed development will bring a diversity of residential and commercial uses to the Kingston Road corridor. Commercial uses will be located at-grade along the Buildings One and Two's Kingston Road frontages, creating a vibrant interface with the roadway. Residential uses will be located throughout the five buildings across the site. The configuration of commercial uses located along Kingston Road, coupled with the high-density development will encourage transit use and walkability and will contribute to the achievement of a complete community. Moreover, parks and amenity spaces have been incorporated throughout the Site that will further benefit future residents and members of the surrounding community.

Public engagement on the proposed development will be solicited through a statutory public meeting and will be incorporated into future submission materials. This will help to further tailor the design of the development to reflect the local identity of the community.

### **Urban System**

*2.7 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 and variety 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;*

*(f) encourage alternatives to the private automobile for moving around and through the urban area; and*

*(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.*

*The Urban System comprises three adjoining areas in Pickering as shown on Map 2: Pickering's Urban System, at the end of this Chapter:*

- The South Pickering Urban Area, extending from Lake Ontario northerly to the C.P. (Belleville) rail line which cuts diagonally across the City from north of Finch Avenue in the west, to north of Taunton Road in the east*

The subject site is located in the *South Pickering Urban Area*, the boundary of which is defined above. The development has been designed to meet the above outlined objectives for the area through a compact built form that incorporates a mix of commercial uses with residential uses. In total, it will offer 1,748 new residential units and 3,922 square metres of gross floor area for commercial uses. This level of development is appropriate given the existing municipal servicing in the area, including existing and planning transit infrastructures. The proposed density and mixed-use nature of the development, combined with its location in proximity to the planned Durham-Scarborough BRT, will support active and public transit usage as alternatives to car usage.

With regard to housing, the proposed development will offer a variety of unit sizes ranging from studios to three bedrooms. At present, housing options in the area predominantly consist of single detached dwellings. As such, the proposed development will diversify the housing options that are available in the area, creating smaller and more affordable units compared to the available low-rise residential dwellings.

*2.8 For planning purposes, City Council shall consider the following areas as Pickering's urban system:*

*(a) lands between Lake Ontario and the C.P. (Belleville) rail line generally known as the South Pickering Urban Area;*

*Neighbourhoods are the backbone of the urban system. For planning purposes, the South Pickering Urban Area is divided into 15 urban neighbourhoods (see Map 3A: South Pickering Urban Area Neighbourhoods, at the end of this Chapter). These neighbourhoods range in size, shape, and character.*

The subject site is located in Neighbourhood 6 Woodlands. The Northeast Quadrant Development Guidelines do not apply to the subject site. See the Urban Design Brief, included as part of this submission for a more fulsome discussion of the urban design approach for the proposed development.

## **Neighbourhoods**

*2.9 City Council:*

*(a) recognizes neighbourhoods as the fundamental building blocks of its urban system; and*

*(b) shall endeavour to maintain the different identities and characters of its neighbourhoods as they evolve over time.*

The proposed development recognizes the potential of the subject site to contribute meaningfully to the diverse neighbourhoods in the City of Pickering. The proposal engages with the fact that this is a rapidly evolving neighbourhood; the project team has worked to develop a concept that is forward thinking and lays the groundwork for a walkable, mixed-use, and vibrant Whites Precinct.

## South Pickering Urban Area

### Population Target

2.10 City Council:

(a) adopts a population target for the South Pickering Urban Area of 100,500 people for the year 2016; and

(b) shall endeavour to accommodate this population over the time frame of the Plan generally as set out in Table 1;

(c) despite Sections 2.10(a) and (b), adopts a population target for the City Centre of 13,500 people for the year 2031.

### Employment Target

2.11 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

(ii) as home occupations in Urban Residential Areas.

Table 7 – OP Table 1: South Pickering Urban Area Population Targets

South Pickering Urban Area	Population Target by Year				
Neighbourhood	1996	2001	2006	2011	2016
6 – Woodlands	2,100	2,600	3,100	3,500	4,000

*Note: The year increments and the population targets for South Pickering Urban Area will be adjusted from 2016 to 2031 and updated through the completion of the City's Growth Plan conformity amendment.*

In Policies 2.10 and 2.11, the City sets out population and employment growth targets for the year of 2031. The proposed development will help the City to provide housing to accommodate its population growth target of 13,500 by the 2031. The proposed development will also contribute employment opportunities in the area through the proposed commercial uses in the podiums of Buildings 1 and 2. These employment opportunities will be appropriately accommodated in a designated *Mixed Use Area* via a mixed use development.



## **Strategic Policies (Part 2)**

### **Land Use (Chapter 3)**

#### **Land Use Goal**

3.1 City Council shall promote an efficient and integrated land use strategy that protects and enhances Pickering's rural and ecological systems for existing and future generations, and leads to a more complete, compact and liveable urban system.

#### **Land Use Objectives**

3.2 City Council shall:

(a) establish appropriate land use designations and policies for all lands in the City;

(b) promote Kingston Road as the City's "mainstreet";

(d) promote a land use pattern in urban areas in support of compact urban form, active transportation, placemaking, public transit and energy conservation;

(e) while maintaining the character of stable residential neighbourhoods, increase the variety and intensity of land uses and activities in the urban area, particularly on lands designated Mixed Use Areas, and Employment Areas;

The subject site is designated as *Mixed Use Areas - Mixed Use Corridor* on Schedule I of the Pickering OP. The proposed development will contribute to goals for the urban system as outlined in the policies by redeveloping the Site with a compact built form that is supported by the future Durham-Scarborough BRT route. The development is designed to foreground Kingston Road as a main street, with grade related commercial uses and podiums that are designed to create a welcoming pedestrian environment. Overall, the proposed development represents a compact, transit supportive approach to intensification on the site, which will bring a greater variety of land uses, including more housing options, to the City of Pickering.

#### **Land Use Categories and Policies**

3.3 City Council shall use the land use categories and criteria set out in Table 2 to this Plan for designating land uses and establishing land use policies, and where appropriate may establish additional land use policies for neighbourhoods and settlements in Part 3 of this Plan.

*Table 8 – OP Table 2*

	<i>Criteria for Determined Subcategories</i>	<i>Land Use Subcategories</i>
<i>Mixed Use Areas</i>	<i>The location, scale and relative number of people served by the Mixed Use Area</i>	<i>Local Nodes ; Community Nodes Mixed Corridors ; Specialty Retailing Node ; City Centre</i>

The City uses the above outlined criteria to determine land use designations. As per Schedule I, the subject site is designated as *Mixed Use Areas – Mixed Corridors*. Further policy direction for this land use designation is provided below.

### **Mixed Use Areas**

*Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of community services and facilities. Mixed Use Areas permit a wide variety of uses for residents, business-people and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses.*

#### **3.6 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;*

*(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 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; and*

*(ii) in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12);*

*(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);*

*Table 9 – OP Table 5: Mixed Use Areas: Permission Uses by Subcategory*

<i>Mixed Use Areas Subcategory</i>	<i>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in the zoning by-laws)</i>
<i>Mixed Corridors</i>	<i>All uses permissible in Local Nodes and Community Noted; (includes Residential; Retailing of good and services generally serving the needs of the surrounding neighbourhoods; Offices and restaurants Community, cultural and recreational uses; Community gardens; Farmer’s markets) Special purpose commercial uses.</i>

*Table 10 – OP Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory*

<i>Mixed Use Areas Subcategory</i>	<i>Maximum and Minimum Net Residential Density (in dwellings per hectare)</i>	<i>Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)</i>	<i>Maximum Floorspace Index (total building floorspace divided by total lot area)</i>
<i>Mixed Corridors</i>	<i>over 30 and up to and including 140</i>	<i>determined by site-specific zoning</i>	<i>up to and including 2.5 FSI</i>

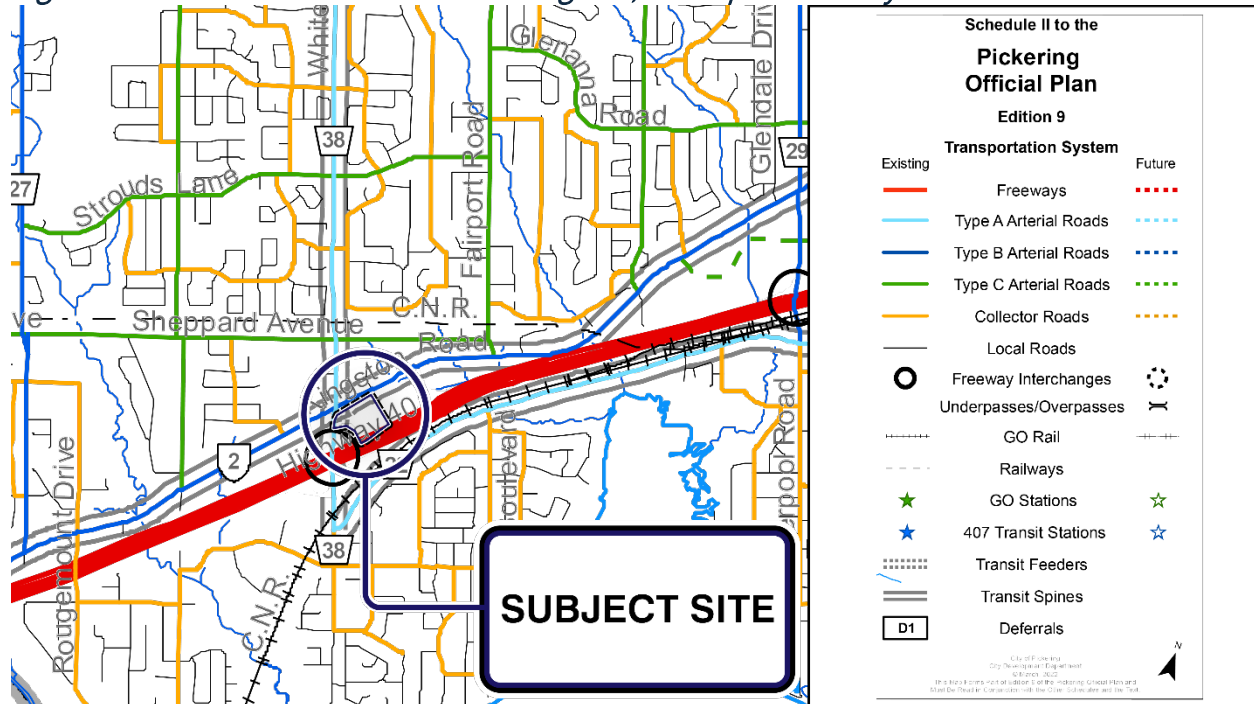
Mixed Use Areas are intended to foster the most diversity of uses and the highest level of activity within the City of Pickering. As outlined in Table 5, residential and retail uses are both permitted within this designation. As per Table 6, within *Mixed Use Areas – Mixed Corridors*, the intended maximum residential density is 140 dwelling units per hectare and the permitted FSI is up to 2.5.

The proposed development aligns with the policy directions set out for the land use designation by providing a mix of residential and commercial uses through high density infilling. The proposed FSI for the development is 5.0 and the density is 728 units per net hectare. As such, the proposed density is greater than what is permitted as-of-right; however, it aligns with Pickering OP policy direction set out by Pickering OPA 38, which is discussed more fully in the next section of this report. OPA 38 proposes to amend the Pickering OP to permit an FSI of 5.0 for lands within the *Kingston Road Mixed Use Corridor*

at key locations. As per Policy 3.6(c)(ii), the proposed development will reach the maximum proposed FSI for the area as set out by OPA 38.

## Transportation (Chapter 4)

Figure 14 – Schedule II of the Pickering OP, Transportation System



## Transportation Objectives

4.2 City Council shall:

- participate in the design and operation of a transportation system that enables the year-round movement of people, goods, and services, within and through the City, in a manner that is safe, convenient, reliable, efficient, aesthetically pleasing, and recognizes the local context;
- use existing and future transportation infrastructure efficiently;
- balance the need to accommodate private automobiles with the need to accommodate pedestrians, cyclists, the disabled, public transit, taxis, and the movement of goods and services;
- find ways of reducing the amount of commuting from and through the City, while maintaining an appropriate grid of roads and transit connections to adjacent municipalities;
- gradually shift the City's transportation focus to an increased north south orientation while recognizing a strong east west orientation will continue;

*(f) establish a logical network of roads that, where warranted, facilitate connections within and between neighbourhoods, using Kingston Road as the City's mainstreet;*

### **Transportation Involvement and Coordination**

*4.5 City Council shall optimize the use of its transportation infrastructure by:*

*(a) promoting the design of road corridors and the road system as multi-use public facilities that respond to the sometimes conflicting needs of pedestrians, cyclists, transit, taxis, high occupancy vehicles, automobiles, and trucks;*

*(b) promoting ways to reduce traffic peaks and shift modes away from single occupancy vehicles, where appropriate through travel demand management initiatives including ride sharing, telecommuting, trip chaining, and bus priority or high occupancy vehicle lanes.*

The proposed development recognizes Kingston Road as an essential transportation corridor in the City of Pickering. As such, the site orientation seeks to optimize connections between the internal sections of the site to Kingston Road for all road users. In the longer term, the proposed cul-de-sac is expected to be expanded and/or re-configured, in coordination with future development to the east of the site, to provide greater connectivity to adjacent communities. The compact, mixed-use design is expected to be transit supportive and will support less reliance upon personal vehicles. It is expected that upon the delivery of the Durham-Scarborough BRT, mode choice may shift to accommodate a greater degree of public transportation utilization.

### **Sidewalks, Walkways, Trails and Bikeways**

*4.7 City Council shall endeavour to:*

*(a) maintain an interconnected system of sidewalks and walkways within the urban area; and*

The proposed development supports pedestrian connectivity by means of a fully developed pedestrian network. Walkways and sidewalks have been strategically positioned to provide connectivity between new uses, as well as to optimize connections with the existing road network.

### **Housing (Chapter 6)**

#### **Housing Goal**

*6.1 City Council shall encourage a broad diversity of housing by form, location, size, tenure, and cost within the neighbourhoods and villages of the City, so that the housing needs of existing and future residents can be met as they evolve over time.*

#### **Housing Objectives**

*6.2 City Council shall:*

*(a) encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*

*(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.*

The proposed 1,748-unit development contributes to the diversity of housing by providing a range of units, from studio to 3-bedroom units. This approach will serve to diversify the existing housing stock in the community, which largely consists of single-family homes. The provided range of houses will not only be more welcoming to a wider audience of future residents, but may allow existing residents to age in their communities as their housing needs fluctuate over time. While rental units are not proposed, it is possible that future unit owners may opt to rent their units, thus contributing to variety in tenure type. In addition, by significantly increasing the supply of housing within the City of Pickering improvements in levels of general affordability are promoted.

### **Housing Mix and Supply**

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

*(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.*

*6.4 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.*

The proposed project is supportive of municipal goals of ensuring adequate housing supply, due to its infusion of 1,748 residential units to the overall housing stock. Furthermore, the proposal includes exclusively apartment units, which will support the City in reaching its goal of 12% apartment units, city-wide. While no affordable units are currently planned as part of the proposal, the landowner is open to future discussions on this matter with city staff.

### ***Infill, Intensification and Redevelopment***

*6.5 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.*

The subject site is designated as a *Mixed Corridor* in Schedule I to the Pickering OP. In accordance with policy 6.5 (a), the proposed development represents the significant intensification of an under-utilized site designated as *Mixed Use Areas*. Additionally, consideration has been made to deliver a range of uses on the subject site, within a compact urban form factor.

### **Community Services (Chapter 7)**

#### ***Trails and Greenspaces***

*7.7 Recognizing the importance that parks and green space have in providing healthy settings and opportunity for healthy lifestyles for residents, employees and visitors, City Council shall promote the establishment of an accessible, publicly-owned, connected system of parks, trails and greenspaces, providing within that system activities for people of different ages and different abilities.*

The project team recognizes the importance of greenspaces for the wellbeing and health of individuals and communities. As such, the proposal includes a 2,193 square metre unencumbered parkland conveyance. The future programming of this greenspace by the City may support the health, recreation and social needs of the community. The parkland

dedication is central to the proposal; sidewalks, walkways, and POPS work to ensure connectivity between the parkland and the new commercial and residential uses.

### **Infrastructure**

*7.10 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;*

*(c) provide required municipal infrastructure in a manner that is ecologically-sensitive and respectful of the cultural and natural heritage of the area, and encourage other jurisdictions to do the same;*

The proposed development will leverage existing municipal and regional infrastructure in a more efficient manner, when compared to the existing built form, due to its intensified and compact design. Existing and future water, storm and wastewater infrastructure is sufficient to accommodate the growth induced by this proposal. The proposal is being designed in alignment with municipal and regional infrastructure criteria. No modifications or improvements are proposed to the existing road network as it is expected to accommodate the proposed growth in vehicular trips, alongside the future Durham-Scarborough BRT.

### **Community Design (Chapter 9)**

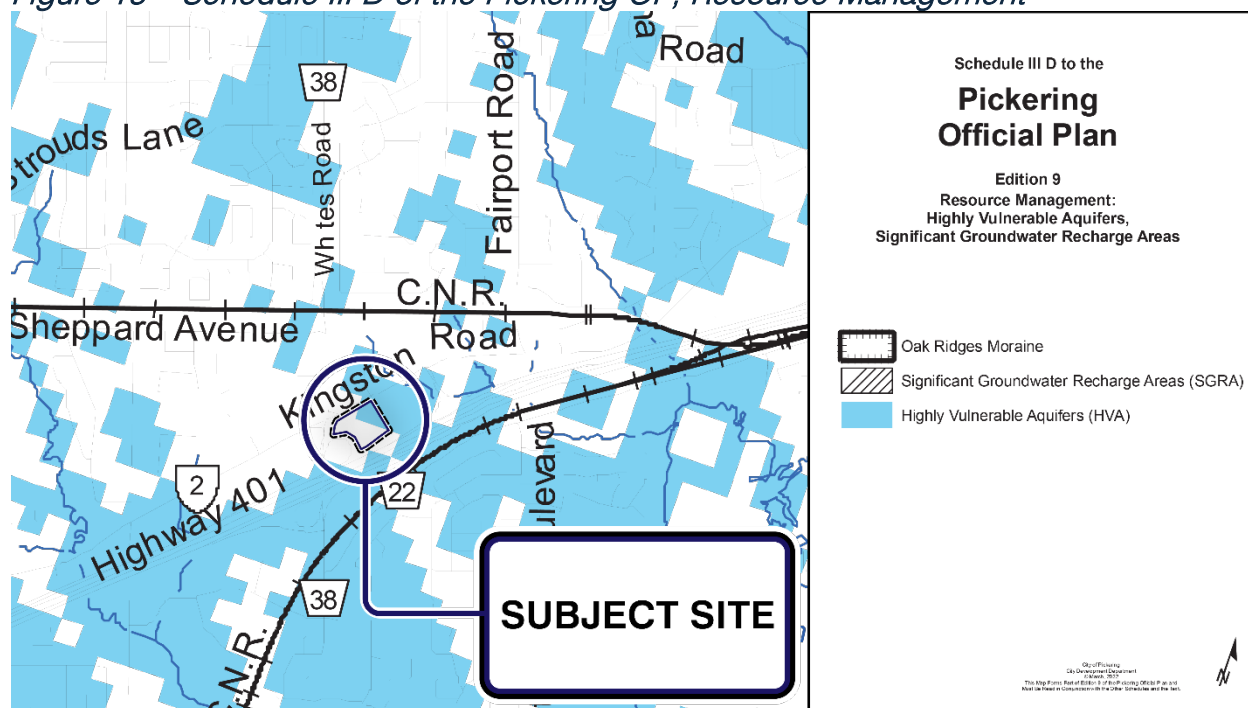
The policies contained within Chapter 9 of the OP are addressed within the Urban Design Brief, prepared by TBG. Please see enclosed for more information on how the proposed development responds to the urban design policies of Chapter 9.

### **Resource Management (Chapter 10)**

The Pickering Official Plan Schedule III D identifies the site as being partially within a vulnerable aquifer.



Figure 15 – Schedule III D of the Pickering OP, Resource Management



The enclosed report prepared by Grounded demonstrates that the site is not located within a vulnerable aquifer, based on their site investigation.

### **Stormwater Management**

10.8 City Council recognizes the importance of stormwater management in addressing water quality, quantity, temperature, erosion control and water balance for groundwater and key natural heritage and key hydrologic features; accordingly, Council shall, in coordination with the relevant conservation authority:

(a) manage the quality and quantity of stormwater runoff being released, as well as erosion control and water balance for groundwater recharge and natural features in the City by:

(i) preparing and updating, as required, subwatershed plans, master drainage plans and stormwater management guidelines that include natural features and fisheries preservation and enhancement strategies, in consultation with relevant authorities and agencies;

(ii) requiring a stormwater management plan that implements a management concept endorsed by a watershed, subwatershed or master drainage plan, where applicable, prior to the approval of any site-specific development proposal;

*(iii) require that designated areas for snow storage are located where melting snow cannot carry contaminants and salt loads directly into Significant Groundwater Recharge Areas and/or Highly Vulnerable Aquifers; and*

The proposed development has been designed in such a way that manages the quality and quantity of stormwater being released. As per the Stormwater Management Report as prepared by Counterpoint Engineering, on-site storm water management infrastructure has been proposed to meet the City's quantity quality and water balance criteria. The site consists of the development area, the parkland dedication block, and the proposed municipal ROW block. Each block is proposed to have its own storm sewer network which will connect to a proposed municipal system conveying flows to the sites existing storm outlet. Since the sites existing storm outlet is located at the southeast corner of the site but the proposed ROW ends in a cul-de-sac which doesn't extend all the way to the outlet, a 4.5m wide municipal easement is proposed over the conveyance storm pipe along the south eastern property line.

For the development block, the proposed underground limits of the site covers majority of the developable area, so the majority of stormwater will be captured by area drains and conveyed internally through the building via mechanical plumbing system to two separate storm tanks.

To meet SWM criteria, the runoff from the MTO setback is proposed to be conveyed with a swale and collected in catch basins which connect into the development blocks plumbing system.

For the parkland dedication block, a storm connection is provided to the site with a single catch basin at a low point to capture site drainage.

For the Municipal ROW block, a stormwater connection is provided to capture and collect runoff from the ROW.

Details of stormwater management will be further developed during the Site Plan Approval process.

### **Waste Management**

*10.9 City Council recognizes that industrial and post-consumer waste is a resource to be managed; accordingly, Council shall:*

*(e) review development proposals to ensure waste management and waste reduction is accommodated.*

Waste management facilities as included in the proposal will be developed in such a way as to maximize proper waste sorting, to ensure refuse is disposed of appropriately. Each building will contain appropriately sized garbage rooms, tri-sorters and loading spaces for efficient pick up.

**Neighbourhoods and Settlements (Part 3)**  
**Urban Neighbourhoods (Chapter 12)**  
**Woodlands Neighbourhood Policies**

*12.8 City Council shall:*

*(b) encourage the introduction of uses and facilities into the neighbourhood that complement and support secondary school students and activities;*

The mixed-use nature of the proposed development is expected to provide a variety of uses, accessible to a range of population groups, inclusive of secondary school activities. Parkland uses, along with commercial uses may provide opportunities for placemaking, employment, and entertainment for youth in the local community.

**Detailed Design Considerations (Chapter 14)**

The policies contained within Chapter 14 of the OP regarding detailed design considerations for the Woodlands Neighbourhood is addresses within the Urban Design Brief prepared by TBG. Please see enclosed for details on how the proposed development responds to the urban design policies for the Woodlands neighbourhood.

**Summary**

As per the above analysis, the proposal is largely in alignment with the municipal development vision, as detailed in the City of Pickering’s Official Plan. The proposal has been refined to deliver a main street character along its Kingston Road frontage with active residential and commercial uses at-grade. Further, the site represents an appropriate approach to intensification along a Mixed Use Corridor. The proposal supports municipal housing goals around infill, housing supply mix, and unit accessibility. The master planning approach contributes greenspaces, walkways and POPS to the future community, expanding the city’s green network and refining the road experience for all users. Certain elements, including the proposed density, are in alignment with Official Plan Amendment (“OPA”) 38, which was adopted by council, but is not in full force and effect, due to ongoing appeals. The subsequent section provides analysis against adopted OPA 38, demonstrating the proposals suitability against the updated planning framework that will apply to properties along the Kingston Road corridor, once appeal matters have been fully addressed.

**5.5 City of Pickering, Official Plan Amendment 38**

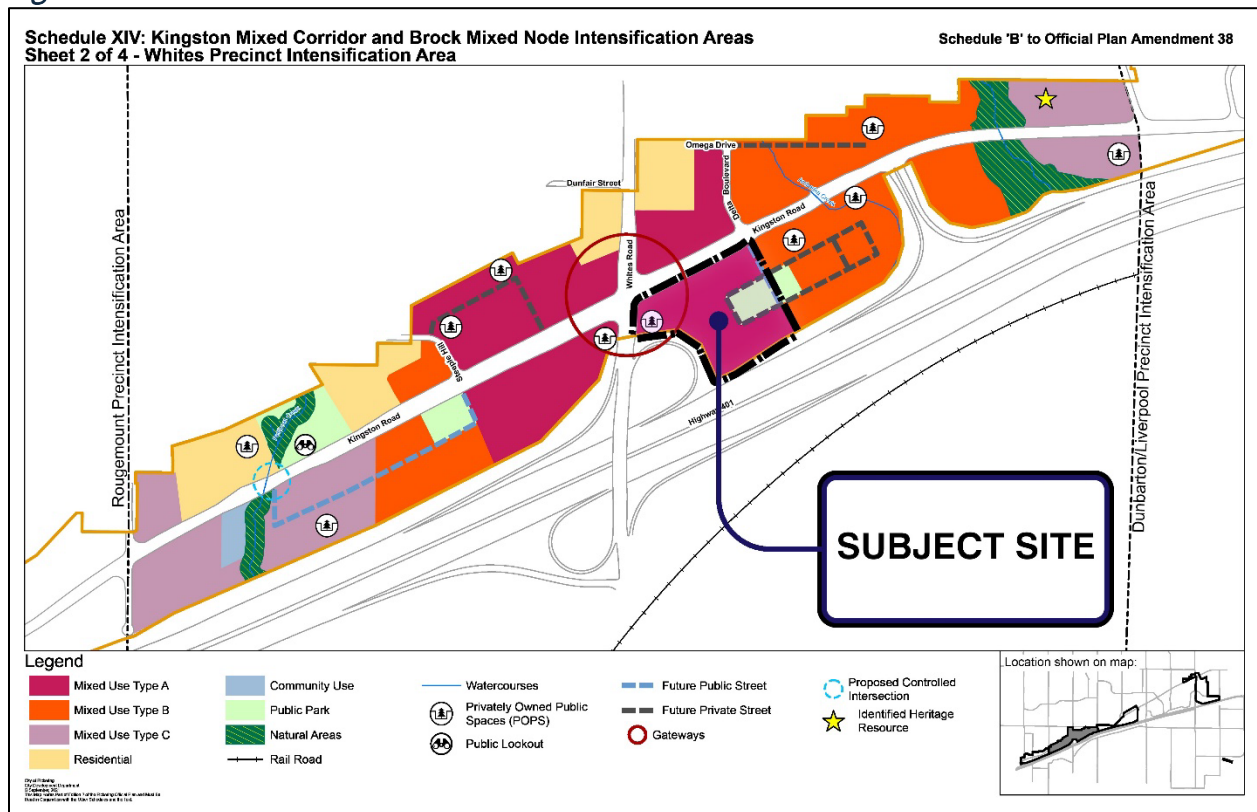
On November 4, 2022, Durham Region approved City of Pickering Official Plan Amendment 38 (“OPA 38”) with modifications. The City of Pickering adopted a version of OPA 38 in January 2022. Following the Region’s approval, the OPA was appealed to the Ontario Land Tribunal (OLT). At this time, we understand that approval of the council endorsed OPA 38 may be imminent, and as such regard is had for the Regionally approved policy document.

The intent of OPA 38 is to add new policies and mapping, and to revise existing policies and mapping to implement the Council-endorsed Kingston Road Corridor and Specialty

Retailing Node Intensification Plan. The Intensification Plan provides the vision and framework for redevelopment and intensification of the Kingston Road corridor, and provides direction regarding the proposed policy framework, urban design guidelines, and future zoning by-law regulations.

The subject lands are located within the Whites Precinct Intensification Area and are designated Mixed Use Type A. They include the conceptual location for a public park and future public street, and POPS at the northwest corner. The lands are also located within the Gateway of the precinct.

Figure 16 – Schedule XIV of OPA 38



OPA 38 modifies a number of the policies within the Official Plan, such as the following:

*Revising City Policy 2.10 “(d) despite Sections 2.10(a) and (b), adopts a long term population target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 22,000 people.”*

*Revising City Policy 2.11 (c) despite Section 2.11(a) adopts a long term employment target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 8,100 jobs; and*

OPA 38 also introduces a policy that states that the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas will be deemed a Strategic Growth Areas, secondary to

the City Centre, and will accommodate intensification and higher-density mixed uses in a more compact built form (3.2).

The OPA 38 also adds the 'Kingston Mixed Corridor' to Table 2 of the OPA under Mixed Use areas and under Corridors in Table 4.

The OPA also provides for the following policies under section 3.6. These policies are key to the proposed level of density permitted and being proposed for the subject site.

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

*(i) that the site is generally located in an appropriate gateway location and/or adjacent to Highway 401;*

*(ii) that the proposal is compatible with adjacent land uses, particularly stable residential neighbourhoods, in terms of massing, height, scale and transition;*

*(iii) that the applicant demonstrate the proposed development would not preclude other properties within the precinct from developing or redeveloping to their planned potential; and,*

*(iv) that the proposal meets the general intent of the policies of Chapter 11A of this Plan.*

*(g) shall ensure Mixed Use Areas are designed and developed consistent with:*

*(i) the community design provisions of this Plan (Chapters 9 and 14);,and*

*(ii) any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12).;and*

*(iii) the policies of Chapter 11A, for lands within the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas."*

The subject site, located at the intersection of the Kingston Mixed Corridor and Whites Road and adjacent to Highway 401, is identified as Gateway on Schedule XIV of OPA 38. The proposal is in direct alignment with policies (f) (i) through (iv). In response to (i), the site is adjacent to Highway 401 and has been identified as a gateway location. In response to (ii), the subject site is properly distanced from mature low-rise neighbourhoods, future development along the corridor may act as a buffer and transition between high density gateway proposals (such as this) and low-rise neighbourhoods. In response to (iii), the project team has put care into producing a site plan that does not negatively impact the development potential of under-utilized sites to the east. This has been done by including

generous distances between towers and podiums along the eastern edge of the site. Lastly, in response to (iv), the below section discusses how the proposal is aligned with the general intent of Chapter 11A. This intent is met through a transit-supportive, mixed-use approach to intensifying an underutilized parcel along a key mixed corridor. Given these attributes and design considerations, it is our professional opinion that the subject site should be permitted to intensify with an FSI value of 5.0 as per the above policies. Such permissions would allow for the subject site's potential to be maximized, which would maximize positive community outcomes on the site.

In addition, Table 5 from the Official Plan is revised as follows:

*Table 11 – OP Table 5 – OPA 38 Revisions*

<i>Mixed Use Areas Subcategory</i>	<i>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in the zoning by-laws.)</i>
<i>Kingston Mixed Corridor</i>	<i>Medium density residential; High density residential; Retailing of goods and services; Offices and restaurants; Hotels; Community, cultural and recreational uses; Community Gardens; Farmers' markets.</i>

And Table 6 is revised as follows:

*Table 12 – Table 6 – OPA 38 Revisions*

<i>Mixed Use Areas Subcategory</i>	<i>Maximum and Minimum Net Residential Density (in dwellings per hectare)</i>	<i>Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)</i>	<i>Maximum Floorspace Index (total building floorspace divided by total lot area)</i>
<i>Kingston Mixed Corridor</i>	<i>Over 60</i>	<i>Determined by site-specific zoning</i>	<i>Over 0.75 and up to and including 2.5 FSI</i>
<i>Other Mixed Corridors</i>	<i>Over 30 and up to and including 140</i>	<i>Determined by site-specific zoning</i>	<i>Up to and including 2.5 FSI</i>
<i>Specialty Retailing Brock Mixed Node</i>	<i>Over 80 and up to and including 180</i>	<i>Determined by site-specific zoning</i>	<i>Over 0.75 and up to and including 2.5 FSI</i>

OPA 38 also implements the following policy within section 5.2:

*(e) create a major node of corporate offices in the City Centre and promote the establishment of Major Offices in key locations within other Strategic Growth Areas.*

It is understood that the policies of the OPA 38 look to direct office uses to Strategic Growth Areas, such as the Kingston Road Corridor. As such, an Office Market Demand Analysis was prepared by N. Barry Lyon Consultants Ltd which rationalizes the lack of office use being proposed within this development application. The report indicates that the subject site lacks key attributes needed to attract significant office uses. The report cites the impact of the COVID-19 pandemic on commercial real estate, the impacts of which continue to be felt across the Greater Toronto Area. While strategically located office employment uses will remain in demand, the report finds that the site is at a disadvantage within regional and localized markets. Any new commercial space on-site would need to provide extensive parking, and reduce rents in order to attract and retain investment, however these factors would severely impact the viability of new commercial developments. In light of these findings, no office commercial uses are proposed as part of this submission.

### **Kingston Mixed Corridor and Brock Mixed Node Intensification Areas (Chapter 11A)**

OPA introduces a new section, Chapter 11A - Kingston Mixed Corridor and Brock Mixed Node Intensification Areas. The below provide analysis of these new policies, with regard to the proposed development.

*11A.1 The design of compatible and attractive built forms, streetscapes and sites will be promoted within the intensification areas identified on Schedule XIV. 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 higher-density transit-supportive mixed use transit-supportive areas;*

*(g) the Detailed Design Considerations of this Plan and the applicable urban design guidelines.*

The proposed development contributes to the transformation of the subject site from a car-oriented strip-commercial development to a dense, mixed use, complete community. Significant effort has been made to deliver a vibrant, pedestrian realm by activating Kingston Road and parkland dedication frontages, and by means of the interconnected network of sidewalks and walkways as well as public-facing commercial use. The pedestrian experience along Kingston Road has also been refined to provide a four-storey streetwall, allowing sunlight to penetrate at street level. POPS programming, along with the 10% parkland dedication will contribute to placemaking on the subject site, providing opportunities for gathering, rest, and recreation.

*11A.2 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;*

*(d) promotes the development of Gateway locations in accordance with the applicable urban design guidelines.*

Portions of the subject site are identified as a *Gateway* in Schedule XIV – Sheet 2 of OPA 38. Given this designation, the project team has worked to include signature architectural elements, and variations to the built form, to highlight the projects *Gateway* location. This will include materiality, articulation, and decorative elements (i.e. fins, canopies, decorative pavers, etc.) integrated into the built form and POPS. The five proposed towers range from twenty-eight to thirty-five storeys contributing to the diversity of a future skyline and adding visual interest to the site. Four-storey podiums throughout the site maintain a human-scale environment for road users. Three POPS are being proposed; these will mid-block connections and provide added connectivity to the *Gateway* intersection.

*11A.4 City Council shall require development within the Whites Precinct, as identified on Schedule XIV, Sheet 2 of 4, to be in accordance with the following:*

*(a) the highest densities and building heights shall be directed to the intersection of Kingston Road and Whites Road, with additional*



*concentrations to the south of Kingston Road along Highway 401, extending east and west of the central cluster of intensification at Kingston Road and Whites Road;*

*(b) the Whites Precinct shall be promoted as a vibrant employment and retail hub. Accordingly, the development of Major Office uses is encouraged, particularly in proximity to the intersection of Kingston Road and Whites Road;*

*(c) a diverse mix of uses in the Whites Precinct is supported to promote the creation of a complete community and providing opportunities for residents to live-work-play in close proximity;*

*(d) prioritize the development of an attractive concentration of vibrant primary and secondary active frontages at grade along Kingston Road; and*

*(e) pedestrian-oriented public realm improvements, including opportunities to introduce boulevard enhancements and new or reconfigured pedestrian paths and sidewalks, to enhance the pedestrian experience will be prioritized.*

In recognition of its Gateway designation, the proposed concept maximizes density in proximity to the Kingston Road and Whites Road intersection. The proposal has an FSI of 5.0, maximizing the use of the Gateway site, which could accommodate an FSI of up to 5.0 as per policy 3.6 (f). Additionally, the proposed maximum building height of 35 storeys is suitable, given that the highest densities and building heights are to be located within the subject site, in accordance with 11A.4 a).

The proposal and draft Zoning By-law Amendment permit a range of commercial uses at-grade. Based on the findings of the Office Market Demand Analysis, as discussed above, office uses are not expected to be viable on the subject site, as such no such use has been included as part of this proposal. Live-work-play opportunities may become available to future residents as commercial spaces are leased. These commercial spaces have been strategically placed along Kingston Road and parkland dedication frontages to generate vibrant and animated frontages. In addition to activated uses at grade, the proposed network POPS, walkways, and sidewalks serve to further animate the pedestrian realm. This network provides increase porosity through the site, providing connections between uses, as well as to the *Gateway* intersection.

*11A.8 City Council shall,*

*(a) encourage sustainable and Low Impact Development (LID) for all development within the intensification areas to minimize energy consumption, greenhouse gas emissions and water consumption in accordance with the relevant policies of this Plan;*

*(c) require development to consider energy conservation, peak demand reduction, resilience to power disruptions, small local integrated energy*

*solutions that incorporate renewable, district energy, combined heat and power or energy storage, as appropriate, or protect for future systems;*

*(d) encourage adaptive and resilient urban design in accordance with the applicable urban design guidelines; and*

*(e) encourage development proposals to, at a minimum, meet the City's mandatory sustainable development standards, and also encourage developers to strive to implement additional optional sustainability measures.*

The proposal is being designed in alignment with the City's mandatory sustainable development standards, as per the sustainability checklist and brief included as part of this submission. Additional sustainable features will be refined as part of the Site Plan Application process in the future.

*11A.9 The following policies are intended to apply to all development within the intensification areas. Accordingly, City Council shall:*

*(a) promote the integration of residential and office uses in conjunction with retail, commercial and institutional uses in support of developing complete communities;*

*(b) ensure the function of the intensification areas as key retail shopping destinations within the City, supporting various sizes and types of retail uses, is maintained and that expansion and establishment of new office and commercial uses is encouraged;*

*(c) further to 11A.9 (b), where redevelopment of properties with existing businesses is proposed:*

*(i) encourage early and on-going communication between the proponent and existing tenants;*

*(ii) seek on-site retention of existing businesses, wherever possible, as part of the redevelopment through measures including provision of similar unit sizes and phasing, where feasible and appropriate, to allow the opportunity for businesses to relocate on-site; and*

*(iii) seek to assist affected business owners in finding opportunities for relocation within the community where retention on-site is not possible or desired.*

*(d) promote higher intensity employment and residential uses, within close proximity to higher order transit stops;*

*(e) where multi-residential development is proposed, support the inclusion of on-site community gardens;*

*(f) promote and encourage the establishment of community services and facilities including educational, cultural, recreational, health and emergency services, in preferred locations as identified conceptually on Schedule XIV, as well as other locations throughout the intensification areas to serve community needs. Accordingly:*

*(i) establish and secure locations for community facilities through detailed block planning in accordance with Policy 11A.14(a);*

*(ii) where appropriate, encourage community facilities to be integrated into multi-storey, mixed use developments;*

*(iii) where a need has been determined, require new community facilities or enhancements to existing facilities, be delivered in a timely manner, concurrent with development, to support growth; and*

*(iv) encourage development to accommodate temporary community facilities until such time as permanent community facilities are constructed and/or outfitted.*

*(g) in accordance with the policies of Sections 7.11 and 7.12 of this Plan, require all development to be designed to provide, where feasible, for the implementation of leading edge technologies and robust Information and Communication Technology infrastructure;*

*(h) support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate;*

*(j) ensure through development and re-development that the overall arrangement of streets, blocks, open spaces and buildings is achieved and that sites are designed and developed in a manner that anticipates change over time.*

As discussed herein, the proposed development represents a mixed-used complete community approach to planning on the subject site. Approximately 6,196 square metres of commercial space exist on the site currently, the proposal requires the eventual demolition of all existing commercial; 3,922 square metres of new commercial space will be developed in Phase 1 of the proposal. The project team has worked to retain a large proportion of commercial gross floor area as part of the proposal. Engagement with existing tenants is ongoing to better understand their spatial needs and to see whether existing tenants would be open to relocating to new commercial spaces within the proposed development. The proposed development is structured to maximize connectivity between proposed uses and

existing/proposed transportation stops along Kingston Road and Whites Road. Broad commercial permissions, as detailed in the Draft Zoning By-law Amendment, may permit for a broad range of future tenants which may provide a range of goods and services to future residents. The overall arrangement of blocks and streets is responsive to the evolving context of the community; the public roadway ensure connectivity with future development(s) to the east of the site.

*11A.9.2 The following policies apply to the Mixed Use Type A land use designation as shown on Schedule XIV. Within these areas, City Council:*

*(a) shall require areas designated as Mixed Use Type A on Schedule XIV to have the greatest density and represent the highest intensity uses within the intensification areas with a combination of higher density residential, commercial and retail uses including those which serve a broader area, and office uses in mixed use buildings, or in separate buildings on mixed use sites;*

*(b) encourages office uses, particularly Major Office uses and major community (institutional) uses, to be located in Mixed Use Type A Areas. Accordingly:*

*(i) these uses should be predominantly directed to major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities;*

*(ii) Council will seek the accommodation of office space as part of developments within Mixed Use Type A Areas;*

*(iii) protection for future office space may be met through demonstrating phasing and/or including building types that can be easily converted to office uses over time; and*

*(iv) in addition to the complete application requirements in Section 16 of this Plan, Council may require the submission of an office demand study, where Major Office uses are not being proposed at major gateway locations.*

Given its designation as *Mixed Use Type A*, the proposed development maximized density permissions associated with Gateway locations. As discussed previously, the *Gateway* and *Mixed Use Type A* designations make this site ideal for extended density permissions (FSI up to 5.0). The concept leverages this position to deliver a maximum of residential, commercial and open space uses on this under-utilized site. The positioning of commercial space along Kingston Road and parkland dedication frontages is intended to serve not only future residents of this development, but also members of the wider community. As per the

Office Market Demand Analysis, no office commercial uses are proposed on the subject site, as any such spaces would not be expected to be competitive nor viable under current market conditions.

*11A.10 City Council shall require built form within the intensification areas to reflect the following principles:*

*(a) promote higher-density residential and mixed use development which respects the character and scale of established neighbourhoods through proper transitioning, which may include, limiting building heights, implementing angular planes, applying appropriate building setbacks, landscaping, and other design elements, as appropriate, to ensure compatibility with adjacent development;*

*(b) through the design of buildings, enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility*

*(c) taller buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where mid- rise or high-rise development is directly adjacent or in close proximity to existing low-rise neighbourhoods;*

*(d) new development shall be designed, located and massed in such a way that it limits shadowing on adjacent residential land uses, the public realm, parks and public spaces, and protects and buffers the pedestrian realm from prevailing winds, in order to achieve adequate sunlight and comfort in the public realm through all four seasons; and*

*(e) all urban design matters regarding built form should have regard for the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the applicable urban design guidelines.*

The proposed development has been drafted in alignment with the *Draft Urban Design Guidelines* and the *Kingston Road Corridor and Specialty Retailing Node Intensification Plan*. The Urban Design Brief included in this submission further details the design attributes of the proposed development. The podiums have been designed to respect angular planes, allowing light to penetrate into the pedestrian realm and mitigating for wind impacts. Tower elements of proposed development reach into angular planes as per the above listed municipal documents. Angular plane policies are not in alignment with growth and development policies that apply to the subject site, which seek to maximize density and heights in *Gateways* and in areas designated as *Mixed Use Type A*. Furthermore, the absence of low-rise residential neighbourhoods in proximity to the subject site reduces the need for restrictive angular plane policies, as shadowing impacts on low-rise uses will be minimal.

11A.10.1 City Council shall,

(a) direct high-rise buildings, consisting of buildings 13 storeys to a maximum of 35 storeys in height, to generally be located within appropriate major gateway locations at the intersection of transit spines and major arterials, along Highway 401, and proximate to highway interchanges;

(c) consider in the review of development applications for mid-rise and high-rise development, the following performance criteria:

(i) that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;

(ii) that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level;

(iii) that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized;

(iv) that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces;

(v) that buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining public open spaces and sidewalks;

(vi) that living areas, windows and private open spaces be located to minimize the potential for overlooking adjoining residential properties;

(vii) that informal or passive surveillance of streets and other public open spaces be maximized by providing windows to overlook street and public spaces and using level changes, floor and balcony spaces elevated above the street level to allow views from residential units into adjacent public spaces whilst controlling views into these units; and

(viii) that protection be provided for pedestrians in public and private spaces from wind down drafts;

(g) consider, where appropriate, flexibility in massing and height, if the general intent of the Plan is met.

The proposed development, as a key *Gateway* site along the Kingston Road corridor, directs a peak of density at the intersection of Kingston Road and Whites Road. The proposal includes five towers ranging from twenty-eight to thirty-five storeys, in alignment with policy 11a.10.1 (a). It is our opinion that the general intent of the Pickering OP, as well as OPA 38, are met in terms of growth, site organization, complete communities, open spaces, etc. As such, flexibility in massing and height may be permitted on this *Gateway* site in order to maximize its development and housing delivery potential, this can be done by permitting tower forms along Kingston Road, despite their penetration into the angular plane. Performance standards and design elements of the proposal are detailed in the Urban Design Brief.

*11A.10.2 City Council shall,*

*(a) encourage front yard setbacks to be kept to a minimum, in accordance with the applicable urban design guidelines, so that an urban streetwall condition can be achieved along all streets; and*

*(b) despite 10A.10.2(a), encourage the accommodation of patios, displays, waiting areas, public landscape elements or elements that provide screening and privacy for grade-related residential units, within setback areas as appropriate. On larger development or infill sites, phasing plans should indicate how infill development can be accommodated over time to achieve this policy.*

A 6 metre-wide front-yard setback is proposed along the Kingston Road frontage. Landscaping and walkways within the front setback will provide connectivity to proposed commercial and lobby uses along this frontage. Road users will experience a consistent 4-storey streetwall along the Kingston frontage, allowing for a pleasant pedestrian experience at-grade. Building 1, the tower nearest to Kingston Road, steps back at the fifth story by 3.0m metres, this serves to further reinforce the low-rise streetwall along Kingston Road. Streetwall and grade-related experience is further detailed in the enclosed Urban Design Brief.

*11A.10.3 City Council shall,*

*(a) encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life;*

*(b) require development to have regard for the relevant guidelines pertaining to active frontages contained within the applicable urban design guidelines;*

*(c) encourage primary frontages to be developed with the highest levels of active uses such as retail that generates pedestrian activity; and*

*(d) encourage secondary frontages, to be developed to support high levels of public realm animation and pedestrian activity, but with less of a focus on retail activity.*

The proposed development integrates active uses along the primary frontage, as identified in the Urban Design Guidelines. Commercial unit entrances, as well as residential lobby entrances have been strategically placed along Whites Road, Kingston Road and parkland dedication frontages, serving to animate the at-grade public realm.

*11A.11 City Council shall,*

*(a) recognize parks, green spaces, privately-owned publically accessible spaces (POPS), boulevards, and connections as interconnected components of the public realm in the intensification areas;*

*(b) encourage all residences and places of employment to be within a 5 minute walk (400 metres) of existing and planned public parks and privately-owned publically accessible spaces such as an urban square, courtyard, parkette, green space, or community garden;*

*(c) prioritize connectivity between public spaces within the intensification areas as well as improved access to and enhancement of existing public spaces, including Public Parks, within a 10 minute walk (800 metres);*

*(d) require the provision of high quality indoor and outdoor amenity spaces as a component of all development within the intensification areas with a prioritization of spaces which are accessible to the public;*

*(e) further to Policy 11A.11(d), encourage the provision of green roofs as a component of private outdoor amenity space for all high density residential development;*

*(f) encourage the provision of public access points to the Internet and infrastructure that supports this access in public spaces throughout the intensification areas and at Transit Stop locations, where possible;*

*(g) encourage the provision of amenities for pedestrians such as seating areas, digital kiosks, play structures, fountains or feature benches in the public realm, as appropriate;*

*(h) in accordance with the public art policies of Section 14.13, encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure;*

*(l) in addition to the complete application requirements in Section 16 of this Plan, the submission of a facility fit plan may be required for proposals within the intensification areas to support the provision of suitable amenity spaces.*



The proposed development includes a parkland dedication of 10% of the net site area or 2,193 square metres at the northeastern edge of the site. Three POPS spaces are planned along Whites Road and Kingston Road frontages as well as to the south of the parkland dedication. These POPS have areas of 185, 350 and 280 square metres, respectively. This network of open space is connected by means of walkways and sidewalks, providing convenient access to future residents and community members. All residential and employment uses proposed subject site are within 200 metres of a POPS space and the proposed parkland dedication. The POPS areas are being programmed with planters (including trees), seating, decorative elements (including pavers), allowing for rest, recreation and connection. A total of 9,797 square metres of high-quality amenity space is being provided, 3,149 square metres indoor and 6,648 square metres outdoors. The Facility Fit Plans, prepared by MHBC, and included in this submission, details the possible outdoor amenity features which could include the following, among others: lounges and social seating, outdoor dining and BBQs, Children's play areas, dog relief area, outdoor work spaces.

*11A.11.1 City Council shall,*

*(b) require the provision of Public Parks as shown on Schedule XIV. All new Public Parks are intended to be developed as Neighbourhood Parks, with the exception of the new park in Brock Precinct, adjacent to the existing Beechlawn Park, which together is intended to be redeveloped into a Community Park;*

*(c) require all Public Parks to have at least one frontage on a Public Street;*

*(d) consider minor modifications to Public Parks as shown on Schedule XIV through detailed block planning, as long as the general intent of these spaces meet the City's requirements; and*

*(e) encourage the development of Public Parks in accordance with the City's Parks and Recreation Master Plan and the applicable urban design guidelines.*

The proposed parkland dedication improves on the OPA 38 base design condition, as per Schedule XIV – Sheet 2, by providing two public street frontages (Kingston Road and the new public road). The proposed location and size of the parkland provides increased visibility along Kingston Road, providing for greater potential use and connectivity. The proposed unencumbered parkland dedication is to be conveyed to the City of Pickering in base condition; future programming by the City may include a range of community amenities.

*11A.11.2 City Council supports the development of Privately-Owned Publicly Accessible Spaces (POPS) throughout the intensification areas, including spaces such as urban squares, gateway plazas, parkettes, linear parks, and green spaces.*

*These spaces are privately owned and maintained, however, are accessible to the general public. Accordingly,*

*(a) the preferred location of POPS have been identified conceptually on Schedule XIV. However, POPS are encouraged as a component of all new development within the intensification areas, particularly in Gateways and near Transit Stops;*

*(b) the exact size, location and design of POPS, including appropriate amenities, will be addressed through detailed block planning in accordance with Section 11A.14(a), the facility fit plan in accordance with Section 11A.11(k), and in accordance with the applicable urban design guidelines; and*

Three POPS spaces are included as part of the proposed development. The westernmost POPS, with an area of 185 square metres, is approximately in alignment with the conceptual POPS placement on Schedule XIV – Sheet 2. This POPS is expected to provide connectivity through the western edge of the site, from internal residential uses, through commercial uses and to the Kingston Road and Whites Road intersection. This POPS will ensure connectivity between the proposed development and the future Durham-Scarborough BRT stop at Whites Road. The central POPS, with an area of 350 square metres, provides connectivity through the site from commercial/visitor parking spaces to the ground floor commercial and residential lobby entrances. The POPS space to the south of the parkland dedication, with an area of 815 square meters. Will ensure connectivity between the park and the retail at grade. This POPS will also support the pedestrian experience along the shared southern podium.

*11A.11.4 City Council shall,*

*(a) in addition to Section 16.29 of this Plan, consider in-kind contributions through development, community philanthropy, and land acquisition; and*

*(b) prioritize the acquisition of parkland through land dedication to provide active and passive recreation opportunities within the Intensification Area to serve the needs of the new community, as well as, the surrounding established neighbourhoods.*

As discussed above, a 2,193 square metre parkland dedication, to be conveyed to the City of Pickering, is included as part of this proposal.

*11A.12 City Council supports the following key mobility principles for the intensification areas:*

*(a) higher density, transit-supportive development with a mix of uses and activities;*

- (b) the design of all streets as complete streets;*
- (c) improved access management and connectivity for all transportation modes that connect to places where people live, learn, play and work;*
- (d) prioritization of measures to improve pedestrian safety, reduce traffic collisions, and reduce traffic-related impacts to adjacent neighbourhoods;*
- (e) promotion of transportation demand management measures in accordance with Policy 4.5(b) of this Plan, including mobility-as-a-service, where appropriate; and*
- (f) prioritization of minimizing surface parking, and the development of active transportation networks.*

The proposal represents a higher density, transit-supportive, mixed-use approach to planning on a currently under-developed site. As described, the site includes a range of planned uses, providing live-work-play opportunities for future residents. The comprehensive parking ratio of 0.85 spaces per residential unit is supportable due to the wealth of existing and planned public transportation options in proximity to the subject site. Once delivered, the Durham-Scarborough BRT will provide higher-order transit connectivity to the subject site. Grading differentials across the site are being leveraged to provide above-grade parking that is shielded from view along Whites and Kingston Roads. While only one level of true underground parking is proposed (P1), levels B2 and B1 will be experienced as below-grade by road users despite being above-grade and at-grade respectively. Levels B2 and B1 will be shielded from view along Kingston Road, limiting their impact on all road users. Parking on the ground floor (GF), while being above-grade, will be experienced by users along Kingston Road as surface parking. This level of parking provides key access for visitors and commercial customers.

*11A.12.1 City Council shall,*

- (a) require the provision of pedestrian paths, cycling facilities, and multi-use paths in accordance with the City's Integrated Transportation Master Plan, and where appropriate, in consultation with the Region of Durham;*
- (b) encourage the provision of additional pedestrian and cycling infrastructure and connections, where opportunity arises, to support the City's active transportation network; and*
- (c) require pedestrian and cycling facilities to be developed in accordance with the applicable urban design guidelines, best practices, and the prioritization of the safety of pedestrians and cyclists.*

No on-site protected cycling infrastructure is currently included in the proposal, however the subject site benefits from existing bike lanes along Kingston Road from Delta Boulevard to

approximately Steeple Hill. The City's Integrated Transportation Master Plan identifies future cycling infrastructure along Kingston Road and Whites Road, in both directions. The proposal integrates a series of walkways, sidewalks and POPS, which will provide connectivity through the site for pedestrians and cyclists. A total of 1,056 bicycle parking spaces (174 short-term and 876 long-term residential spaces, 6 commercial spaces) are being provided on-site as part of this proposal. 131 of the long-term spaces will include charging stations in order to accommodate electric bikes. Further discussion on the pedestrian realm can be found in the Urban Design Brief.

*11A.12.2 City Council,*

*(b) shall seek to coordinate the location and design of proposed future public spaces fronting Kingston Road and the other streets with transit routes and transit stops;*

*(c) will ensure the provision of appropriate amenities, including street furniture, trees for shade, digital kiosks, and access to pedestrian and cycling networks are provided to support transit ridership and promote an integrated and connected active transportation network;*

*(d) recognizes two key transit junctions along Kingston Road, at Whites Road and Brock Road. These intersections occupy prime locations and transit transfer points along a higher-order transit corridor which connect the intensification areas with adjacent areas including the Seaton community and other lands to the north. Accordingly:*

*(i) these locations warrant additional consideration as ideal sites for higher intensity uses, in particular, employment uses;*

*(ii) these transit junctions and related pedestrian connections shall be priority areas for design excellence and capital improvements including landscaping, public seating, weather protection and public art; and*

*(iii) new development adjacent to the transit intersections shall be designed to frame the junctions with active uses at grade and entrances oriented towards the intersections.*

The project team has worked to refine the pedestrian experience along Kingston Road and Whites Road. This has been done through the provision of wide walkways, trees for shade, POPS plazas, and connectivity to existing pedestrian and cycling networks that run parallel to the site. This design acknowledges the proposal's location along a transit junction and works to integrate the proposed development with the existing and future transportation options along Kingston and Whites Roads. As described above, the site is being redesigned at a higher intensity when compared to its current use. This proposal includes a mix of

commercial uses at-grade, serving to animate the key intersection of Kingston Road at Whites Road along its western edge.

*11A.12.3 City Council shall,*

*(a) in accordance with the policies of Section 4.11, require the design of new streets and the design and extension of streets identified on Schedule XIV to be connected to existing streets, and have block lengths generally no longer than 150 metres and block depths generally not less than 60 metres to provide to provide a finer grid of walkable and interconnected development blocks over time;*

*(b) require all new or re-designed streets, as appropriate, to be complete streets with public amenities including sidewalks, enhanced paving in busy pedestrian areas, cycle paths or multiuse paths, and landscape and furniture zones;*

*(c) through the redevelopment of larger blocks of land, require new public and private streets in locations generally as shown on Schedule XIV;*

*(e) require the provision of trees along streets to enhance the urban forest canopy and provide shade for pedestrians, particularly along Kingston Road, Whites Road, and Brock Road;*

*(f) encourage all streets to be designed in accordance with the applicable urban design guidelines, with consideration given to integration and continuity of street design elements where streets intersect, and construction of public streets to public street design standards; and*

As per the above policies, the block layout of this proposal has been designed to allow for a walkable, interconnected built environment. Private streets and driveways provide ample connectivity to the public road network. Sidewalks are planned to run alongside all public roads and private roadways/driveways. Bike lanes currently run along Kingston Road, along the extent of the site. These lanes are planned for extension and will provide greater connectivity through Pickering. Bicycle parking is being proposed on-site; 173 short-term residential spaces and 876 long-term residential spaces are being provided. A total of 6 commercial bike parking spaces are being provided (2 short-term, 4 long-term). Planting along the periphery of the site, as well as throughout the POPS spaces support the urban forest canopy. Please see the enclosed Urban Design Brief for further design policy analysis.

*11A.12.4 City Council shall,*

*(a) require development proponents to demonstrate the provision of an adequate supply of parking to meet site requirements while balancing broader mobility objectives to decrease reliance on private vehicle use;*

*(b) consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles,*

*(i) that the primary parking format be structured or below grade parking to facilitate connectivity and minimize the heat island effect created by large surface parking;*

*(ii) in phased development, that surface parking may be permitted if the proponent has demonstrated how parking will be accommodated in structures at full build out; and*

*(iii) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;*

*(c) consider a reduction in the number of required car parking spaces and/or other means of providing for parking such as cash-in-lieu, where bicycle parking facilities or transportation demand management measures are provided to reflect the compact, high-density urban form of the intensification areas and shift toward an increase of active modes of transportation and transit; and*

*(d) consider shared on-site parking areas for two or more uses where the maximum demand of such parking areas by the individual uses occurs at different periods of the day.*

The proposal includes a total of 1,488 parking spaces for a comprehensive parking rate of 0.85 spaces per unit. 1,138 residential parking spaces and 350 combined visitor and commercial parking spaces are provided for parking ratios of 0.65 and 0.20 spaces per unit, respectively. The reduced residential rate may be permissible due to the current and future public transportation options available in proximity to the site, especially as the City seeks to decrease reliance on private vehicle. The Transportation Impact Study supports the parking rate of this development due to the evolving policy and transportation context where transportation demand management can be facilitated via transit-oriented development, complete street design, transit/active transportation infrastructure. Given that the project includes best practices to these regards, it is expected that transportation demand may be managed in a balanced manner on-site.

*11A.12.5 City Council shall,*

*(a) require all uses that facilitate goods movement within the intensification areas to have regard for any applicable Provincial freight supportive guidelines;*

*(b) ensure the design and location of buildings and loading areas, particularly those adjacent to goods movement routes, consider means to*

*mitigate any adverse impacts that truck and commercial traffic will have on the surrounding areas; and*

*(c) require impacts on the pedestrian and cyclist environment from goods movement within the intensification areas to be considered and mitigated through measures such as wider sidewalks and landscaping schemes to reduce noise and visual impacts within pedestrian areas and to provide additional buffering.*

Movement of goods through the proposed development will be handled by the internal network of private roads and driveways. Five loading areas are proposed servicing new residential and commercial uses. These areas are to be screened from view and separated from other road users to mitigate any impact from commercial traffic. Generous sidewalks and landscaping will mitigate any impact of commercial traffic on pedestrian and cyclist road users. Loading areas are internal to the site, co-located with vehicular traffic to minimize impact on other road users and the at-grade experience along primary frontages.

*11A.12.6 City Council shall,*

*(a) encourage, where possible, shared driveways, parking ramps and servicing areas between two or more properties to maximize building frontages and minimize the number of required curb cuts;*

*(c) seek establishment of service streets and laneways with access off streets with lower levels of traffic, and to avoid interrupting active street frontages;*

*(d) require service laneways to be designed in accordance with the applicable urban design guidelines; and*

Vehicular, loading and servicing circulation is being accommodated via two private driveways internal to the site, both connected to the proposed new public cul-de-sac. This site organization effectively removes vehicular access points and curb cuts from the site's primary frontages, further reinforcing the walkable, pedestrian-friendly mixed-use design along Kingston Road and Whites Road. Service access points will be designed in accordance with all relevant designed guidelines.

*11A.13 City Council supports the optimization of infrastructure and a coordinated and integrated approach to the provision of infrastructure and services. Accordingly, the following principles shall apply, in addition to the provisions of Section 7.10 of this Plan, with regard to servicing the intensification areas:*

*(a) development should be sequenced to ensure that appropriate transportation, municipal servicing and community infrastructure are available;*

*(b) planned investment and expansion of infrastructure shall, wherever possible, be concurrent with and support growth*

*(c) strategies shall be implemented for energy and water conservation, including energy and water demand management;*

*(d) the City will work with the Region of Durham, utility providers, and other appropriate stakeholders to prioritize infrastructure and servicing improvements, including burying of utilities, where feasible, and to ensure sufficient infrastructure capacity within the area to support growth;*

*(e) the City will work with landowners and the Region of Durham to develop a plan for the phasing of extensions to existing services within the area to allow development to proceed as expeditiously as possible; and*

*(f) consideration shall be given to the impacts associated with climate change, including an increase in the frequency and severity of extreme weather events, in the design and longevity of infrastructure services.*

Given the presence of existing transit facilities, the proposed development will be supported by existing transit services and is not dependent upon the future BRT to progress. Improvements to servicing infrastructure will be required to support the proposed development, as a new sanitary sewer is required. The project team is open to discussion with municipal, regional and provincial agencies in order to develop an integrated approach to transportation and community servicing throughout the project's development timeline.

*11A.13.1 City Council shall require proposals for large-scale development to be accompanied by a stormwater management plan or equivalent to the satisfaction of the City, in consultation with Toronto and Region Conservation Authority, that:*

*(a) is informed by a subwatershed plan or equivalent for the area, where applicable;*

*(b) aligns with the stormwater master plan or equivalent for the area, where applicable; and,*

*(c) incorporates an integrated treatment approach to minimize stormwater flows including appropriate low impact development and green infrastructure*

The FSSR included in this submission, as prepared by Counterpoint Engineering, details the site conditions and proposed stormwater management plan. On-site stormwater management will be accomplished by means of two stormwater management tanks on the P1 level. These tanks will manage stormwater flow, capturing and later releasing storm runoff to minimize impact on local environmental services. Stormwater management infrastructure will be refined during the future Site Plan Approval process.



*11A.14.3 City Council shall implement the policies of Chapter 11A through prescribing, in an implementing zoning by-law, matters including maximum building heights, maximum floor space indices, and other appropriate development standards.*

The proposal is responsive to the maximum height and density (in FSI) policies relevant to *Gateway* and *Mixed Use Type A* designations. As such, the proposal respects the thirty-five-storey height maximum and the maximum FSI of 5.0.

OPA 38 also amends City Policy 14.8, Streetscapes, by amending sub-section d) so that it reads:

*14.8 (d) promote a unified design of decorative treatment for sidewalks within strategic areas, such as the City Centre, Kingston Mixed Corridor, the Brock Mixed Node, community nodes and other important shopping areas*

The project integrated decorative paving treatments along mixed-use frontages along Whites Road, Kingston Road and the parkland dedication. The project team is open to engaging with municipal staff in order to curate and implement a uniform decorative treatment along the Kingston Mixed Corridor.

## **Summary**

The proposal has been developed to be congruous with the policies of OPA 38, as approved by council. The proposal is situated on a *Gateway* site and has been designated as *Mixed Use Areas A*, both designations permit the highest densities along the corridor. It is the opinion of the project team that the project, may be granted additional FSI permissions (up to 5.0), given that it meet the tests as outlined in policy 3.6 (f) and as detailed in this section:

- The proposal is in proximity to Highway 401 and has been identified as a Gateway site,
- The increase in density on this site is expected to have minimal impact on stable residential neighbourhoods, as these are in proximity; future developments in the evolving community may serve as buffers between low- and high-density forms,
- The development is not expected to negatively impact the development potential of nearby sites to the east or north; and,
- The development meets the general intent of Chapter 11A.

FSI permissions (up to 5.0) on the subject site would allow for the site's potential to be maximized all while aligning with critical OPA 38 policies. The complete community design aligns with intensification policies, which seek to deliver mixed-use community along the Kingston Road corridor. The proposed density, built form and vehicular/cycling parking rates are expected to be public transit and active transit supportive. Future residents will benefit from a rich mobility network, and the proposal has been drafted in such a way that will allow future community members to leverage all available transportation options.

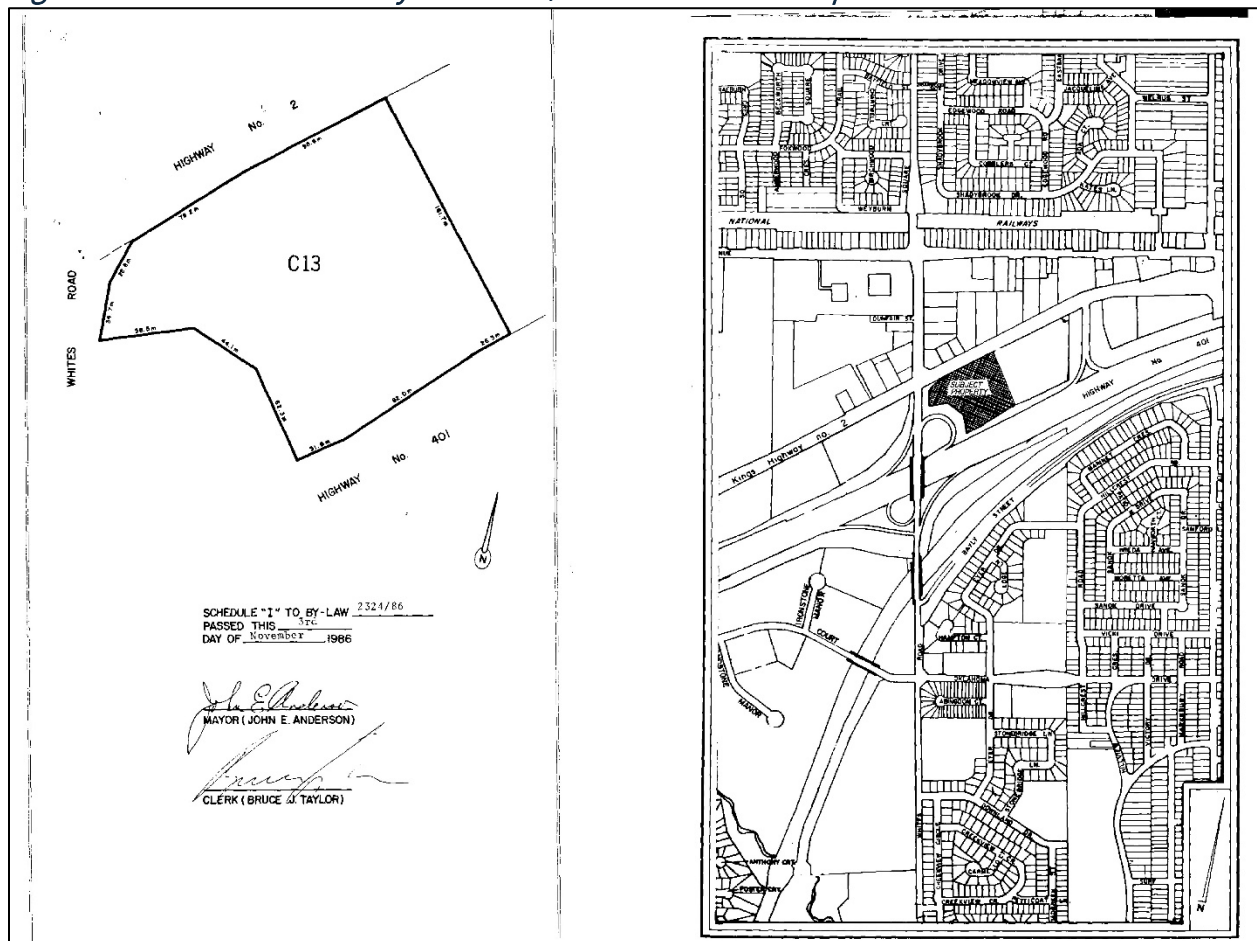
## 5.6 Kingston Road Corridor Design Guidelines

Please refer to the Urban Design Brief prepared by The Biglieri Group and submitted as part of this application, for a comprehensive analysis of the Kingston Road Corridor Design Guidelines in relation to the proposed development.

## 5.7 City of Pickering Zoning By-law (2324/86), Parent By-law 3036)

The subject site is designated as C-13 under the City of Pickering's Zoning By-law 2324/86. The existing permissions are exclusive to commercial uses and do not permit mixed-use high-density development. As such, a zoning amendment is being sought for the subject site.

Figure 17 – Schedule I of By-law 2324/86 and Context Map



(1) (a) Uses Permitted ("C-13" Zone)

No person shall within the lands designated "C-13" on Schedule "I" attached hereto use any lot or erect, alter or use any building or structure for any purpose except the following:

- (i) assembly hall*
- (ii) bakery*
- (iii) business office*
- (iv) commercial club*
- (v) commercial-recreational establishment*
- (vi) commercial school*
- (vii) dry cleaning depot*
- (viii) financial institution*
- (ix) food store*
- (x) laundromat*
- (xi) personal service shop*
- (xii) private club*
- (xiii) professional office*
- (xiv) public club*
- (xv) restaurants-type A*
- (xvi) retail store*

*(b) Zone Requirements ("C-13" Zone)*

*No person shall within the lands designated "C-13" on Schedule "I" attached hereto, use any lot or erect, alter or use any building except in accordance with the following provisions:*

- (i) LOT AREA (minimum): 2.5 hectares*
- (ii) LOT FRONTAGE (minimum): 170 metres*
- (iii) FRONT YARD DEPTH (minimum): 13.5 metres*
- (iv) INTERIOR SIDE YARD WIDTH (minimum): 7.5 metres*
- (v) FLANKAGE SIDE YARD WIDTH (minimum): 13.5 metres*
- (vi) REAR YARD DEPTH (minimum): 13.5 metres*
- (vii) LOT COVERAGE (maximum): 25 percent*
- (viii) BUILDING HEIGHT (maximum): 12 metres*

(ix) *PARKING REQUIREMENTS:*

*A. For the purpose of this clause, "parking space" shall mean a usable and accessible area of not less than 15.95 square metres, for the temporary parking of a vehicle, but shall not include any portion of a parking aisle or driveway;*

*B. Parking shall be provided on the subject lands at a ratio of a minimum of 5.0 parking spaces for each 93 square metres or part thereof of gross leasable floor area.*

(x) *SPECIAL REGULATIONS:*

*A. The aggregate of the gross leasable floor areas of all buildings shall not exceed 6,500 square metres;*

*B. Notwithstanding Section 2.46c)i) of By-law 3036, the boundary of the lands designated "C-13" on Schedule "I" attached hereto which abuts Highway No. 2 shall be deemed to be the front lot line.*

**Summary**

The existing applicable zoning provisions, as per above, do not permit the development of a mixed-use, complete community on the subject site. The proposed Draft Zoning By-law Amendment including with this submission has been drafted to permit for high density, mixed-use development on the subject site; and takes inspiration from precedent setting, growth permissive, zoning policies, as drafted by the City of Pickering.

# 6.0 Affordable Housing Brief

The City of Pickering has requested that an Affordable Housing Brief be included in the Planning Rationale Report to assist the City of Pickering in review of the application as it relates to the City OP requirement for affordable housing for low to moderate incomes and the Pickering Housing Strategy & Action Plan, 2021-2031. The following is in response to requested information from staff:

➤ **Total number of rental units:**

At this time, no rental units are provided as part of this development. There is potential that owners may rent out their individual units, however this is not a formal rental property. Further, this is a high level zoning application for a large site which will include many individual buildings. In the future, some buildings may be rental.

➤ **Breakdown in the type of units:**

See above. In terms of the breakdown of unit sizes, the development is proposed to be comprised of a range of bachelor to three-bedroom units, with the following breakdown:

- 7.3% Bachelor (128 units);
- 50.6% 1-Bedroom (884 units);
- 32.9% 2-Bedroom (575 units); and
- 9.2% 3-Bedroom (161 units).

➤ **Estimated proposed monthly rent per type of unit:**

See above. Also note that the sale or rental costs of each of the unit types has also not been estimated at this time as it is too early in the process

➤ **Total number and type of barrier-free accessible units:**

Not less than 15% of residential suites will be made barrier-free as per the Ontario Building Code (OBC) requirements, with bedroom types in proportion to the total number of suites provided and will be distributed among storeys requiring barrier - free access.

➤ **Current CMHC vacancy rate for the associated market area:**

The CMHC rental market statistics do not contain data from Pickering. Vacancy rates for adjacent sites as a comparison are 1.4% for Toronto and 1.5% for Oshawa (CMHC, 2023).

➤ **Average Market Rents in the Primary Market Compared to Affordable Rents Based on Renter Income Deciles (most recent year available):**

The CMHC rental market statistics do not contain data from Pickering. Average monthly rents for adjacent cities as comparison are \$1,623 in Oshawa and \$1,830 in Toronto (CMHC, October 2023).

➤ **Information on any grants or funding agreements entered with the Province and/or Region of Durham:**

There are no grants or funding agreements at this time.

# 7.0 Supporting Documentation

## 7.1 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Counterpoint (Dillon Consulting) in support of the proposed development. The report concludes that the site can be serviced in accordance with Regional design criteria. The proposed water supply for the site will be via two watermain connections, with one set being private and the other being public for the purposes of the public park. The private connection is to be connected to the existing 400mm diameter watermain on Kingston Road, by a 200mm diameter fire service line and one independent 150mm line. The private servicing will also have a second dedicated fire connection, as required due to the height of the buildings. The assessed fire flow required for the site will be met by the existing water infrastructure.

A new sanitary sewer is proposed along Kingston Road as part of the Regional Rapid Transit improvements. This sanitary sewer will be designed to accept and accommodate the proposed wastewater flows from the proposed development. Once further details are provided by the Region, the proposed sanitary service connection details will be refined. The proposed development is to have two sanitary connections into a future Regional sanitary sewer that will be located on Kingston Road. Two sanitary connections are provided, one for the private mixed-use development and one for the public parkland dedication.

The site consists of the development area, the parkland dedication block, and the proposed municipal ROW block. Each block is proposed to have its own storm sewer network which will connect to a proposed municipal system conveying flows to the sites existing storm outlet. Since the sites existing storm outlet is located at the southeast corner of the site but the proposed ROW ends in a cul-de-sac which doesn't extend all the way to the outlet, a 4.5m wide municipal easement is proposed over the conveyance storm pipe along the south eastern property line.

For the development block, the proposed underground limits of the site covers majority of the developable area, so the majority of stormwater will be captured by area drains and conveyed internally through the building via mechanical plumbing system to two separate storm tanks.

To meet SWM criteria, the runoff from the MTO setback is proposed to be conveyed with a swale and collected in catchbasins which connect into the development blocks plumbing system.

For the parkland dedication block, a storm connection is provided to the site with a single catch basin at a low point to capture site drainage.

For the Municipal ROW block, a stormwater connection is provided to capture and collect runoff from the ROW.

The water balance target will be achieved through storm tanks located in the basement by retaining water from the site or through landscape reuse and irrigation or infiltration. Details regarding water recycling usage will be provided at the detailed design stage.

Short-term construction dewatering is proposed for groundwater management, with flows being directed to the Region's storm system. The sampled groundwater currently meets the allowable concentration for discharge. For the long-term dewatering due to the foundation, discharge will be directed to the Region's storm system after being treated for concentrations of Total Suspended Solids.

For more information, please see the enclosed Functional Servicing and Stormwater Management Report.

## **7.2 Transportation Impact Study**

A Transportation Impact Study has been prepared by BA Group in support of the proposed development. The Study evaluates the merits and impacts of the proposed development as it relates to transportation policy, area transportation context, parking rates and supply, bicycle parking, loading, transportation demand management, functional road plan, travel volume and demand forecasting and traffic operations analysis. The City, Region and MTO all provided comments to the proposed Terms of Reference, circulated by BA Group. The proposed development conforms to provincial, regional and municipal goals related to public transit use, multi-model transit, and intensification. The future Durham-Scarborough Bus Rapid Transit is detailed, as it will be a key transportation improvement that will support the proposed development. In addition, the report details a potential future GO Station north of the site, on the Lakeshore East GO Line that is being explored by Metrolinx. The existing and future pedestrian network is described, noting connectivity to commercial, lobbies, park space and POPS. Existing and future bicycling parking is also detailed, noting that dedicated routes will be located on Whites Road and Kingston Road.

The report includes a thorough section on the proposed parking supply. The proposed parking rate is 0.65 for residential units, and the shared visitor/commercial rate is 0.20, for a total rate of 0.85 which equates to 1,488 total spaces. Resident proxy sites where reduced parking rates have been approved has been provided in support of the proposed parking rate. Transportation Demand Management (TDM) strategies are outlined, and how they will support reduction in vehicle reliance. The proposed development contemplated a total of 5 loading spaces to support residential waste collection/commercial use and residential moving activities. In addition, 12 pick-up, drop-off spaces are accommodated in proximity



of entrances for safe short-term parking for day-to-day activities. In addition, the proposed interim and ultimate public east-west road is detailed in section 10 of the report.

The future background traffic volumes are detailed and traffic operations are analyzed. While the study area road network is expected to operate with increasingly busy conditions, most of the intersections and their movements operate and will continue to operate with acceptable delays. As the transportation context changes, with the completion of the Kingston Road BRT, visitors and residents will be afforded with alternatives to single-occupancy travel. As such, it is reasonable to suggest that no mitigation measures, nor improvements are required, with the exception of signal timing changes at intersections along Kingston Road to better serve travel along the future BRT. For more information, please see enclosed report.

### **7.3 Noise and Vibration Study**

A Noise and Vibration Study was prepared by Dillon Consulting in support of the proposed development application. An assessment of stationary and X noise sources in proximity of the subject site was undertaken, which included traffic noise and noise from nearby automotive use to the east of the subject site. STN modelling was employed, as it generates more reliable data regarding 3D noise impacts, especially on high-rise built forms. It was found that noise impacts from the surrounding transportation network on the podium levels exceed the X guidelines. However, with mitigation in the form of noise barriers ranging in height from 2.5 and 2.8 metres, the maximum noise levels can be achieved. Please see enclosed report for more information.

### **7.4 Wind Study**

A Pedestrian Level Wind CFD Assessment was prepared by Gnobi Consulting Inc. in support of the proposed development. A modelling of the proposed development concept was performed to assess the wind conditions around the proposed project site. Based on the simulation results, wind speeds on surrounding sidewalks are expected to be comfortable and suitable for pedestrian activities throughout the year. Additionally, wind conditions at the main residential and commercial entrances, as well as in the above-grade parking area, are predicted to provide a comfortable environment year-round. The wind conditions within the amenity spaces on the podiums will require mitigation strategies, such as trellises, canopies, etc...that will be explored in a subsequent submission. Overall, the recommended pedestrian wind safety criteria are expected to be met at all grade-level areas of the site throughout the year, ensuring pedestrian safety and comfort, except for localized areas on the podium where uncomfortable wind speeds are anticipated. For more information, please see the enclosed report.

### **7.5 Hydrogeological Report**

Grounded Engineering Inc. was retained to prepare a Hydrogeological Assessment in support of the proposed development. The assessment provides an evaluation of private well surveys, groundwater level monitoring, hydraulic conductivity, water balance and

background information regarding the property. The assessment concludes that the groundwater table follows the topography of the site, and slopes from Elev. 103± m at the west end of the Property to Elev. 96± m in the east. The site is underlain by deposits of sandy silt cohesionless till and clays, consistent with the regional physiography of the Iroquois Plains. Regional mapping indicates that the site is within a Highly Vulnerable Aquifer, however, underlying soils observed at the site are not consistent with those typically found in HVA areas. These soils tend to be of a higher permeability (higher sand content) and allow for a relatively fast path for water to migrate from the ground's surface down to the aquifer. Bulk excavation and foundation excavations will extend below the prevailing groundwater table at the site. Due to the low permeability nature of the soils, a minimal zone of influence with respect to groundwater will be generated during construction/dewatering. Dewatering is not anticipated to generate any long-term effects on the quantity and quality of the underlying aquifer. There will be a post-development infiltration surplus of approximately 901 square metres, as compared to existing conditions. In addition, an addendum letter has been prepared which elaborates as to why the site should not be considered a location of high aquifer vulnerability. For more information, please see enclosed report.

## **7.6 Geotechnical Report**

Grounded Engineering Inc. was retained to prepare a Preliminary Geotechnical Report to provide geotechnical engineering advice for the proposed development. Borehole and laboratory testing were conducted to determine the stratigraphy of the subject site. Surficial fill, sandy silt till, and clayey silt till was encountered and groundwater depth was evaluated. Soil samples were tested and were found to have negligible sulphate concentrations and protective measures are not recommended for cast iron alloys. Recommendations regarding foundation footings, spread footings, slab on grade, raft foundations are detailed in the report, along with earth pressure parameters. Additional considerations regarding the construction process are described, such as excavations, ground water control and shoring systems. For more information, please see enclosed report.

## **7.7 Environmental Site Assessment**

Grounded Engineering Inc. was retained to prepare a Phase One Environmental Site Assessment (ESA) in support of the proposed development application. The investigation included a review of historical records, interviews, and site reconnaissance. Six Areas of Potential Environmental Concern were identified on and off-site. Based on the results of the Phase One ESA a Phase Two ESA is required.

A Phase Two Environmental Site Assessment was prepared in order to further investigate the Areas of Potential Concern. Soil and groundwater testing was conducted as part of the required work for the Phase Two assessment. It was concluded that no exceedances of the applicable site condition standards were identified in the soil or groundwater on the property, and that a Record of Site Condition can be filed for the subject site. As such, a

Record of Site Condition was filed with the Ministry of the Environmental, Conservation and Parks and a letter of acknowledgement was issued on July 30, 2024. For more information, please see enclosed reports.

## **7.8 Facility Fit Plan**

A Facility Fit Plan was prepared by MHBC Planning, Urban Design & Landscape Architecture in support of the proposed development. This document details the principles of design for the proposed Urban Park, POPS spaces and outdoor amenity terraces. Both the urban park and POPS spaces place emphasis on accessibility, circulation, wayfinding, planting, and programming, including the potential for retail spill out into POPS spaces. The podium-level outdoor amenity spaces have been thoughtfully designed, with a variety of installations for various population groups. This includes lounge, dining, children's play, dog relief, sunbathing and green roof areas. For greater detail, please see the enclosed plan.

## **7.9 Arborist Report**

An Arborist Report was prepared by MHBC Planning, Urban Design & Landscape Architecture in support of the proposed development. The report includes a comprehensive tree inventory, detailing which tree will be removed due to construction and which will be retained. Tree protection recommendations are also included in the report. See For further information, please see the enclosed report.

## **7.10 Office Market Demand Analysis**

An Office Market Demand Analysis was prepared by N. Barry Lyon Consultants Ltd. in support of the proposed development. The report concludes that there is no market justification for constructing new office space at the subject site, as part of the proposed development, due to their being an overall decline in office demand, elevated vacancy rates across the GTA East submarket, stagnant rental rates, persistent oversupply, inferior office location attributes, and competitive rents and viability. The report finds that the weaker office market conditions have persisted well beyond the pandemic and the lifting of work-from-home mandates, indicating a structural shift as companies reduce their office footprints in favor of permanent work-from-home and hybrid models. This reduced demand for office space per worker is slowing the absorption rate of both existing and future office spaces, resulting in an oversupply issue, a tenant-driven market, and downward pressure on rents that is likely to persist for at least the next decade and potentially beyond. For more information, please see enclosed report.

# 8.0 Planning Analysis

## 8.1 Transit Supportive Intensification

As described in previous sections of this Planning Rationale Report, the proposal has been developed using a transit-supportive intensification approach. As demonstrated throughout this report, the proposed development would result in a phased redevelopment of an existing commercial plaza along with associated surface parking areas. A mix of uses is proposed on-site, with a large proportion of commercial space being integrated into the northern portion of the development. New commercial spaces will line Kingston Road and Whites Road frontages, easily accessible to nearby transit stops, both existing and planned. Metrolinx has detailed plans for a Bus Rapid Transit line (the Durham-Scarborough BRT) running the length of Kingston Road from Toronto to Oshawa. A BRT stop is planned at the intersection of Kingston and Whites Roads, immediately adjacent to this proposal. This BRT line is expected to provide express connections throughout Durham Region and into Toronto. The proposed 1,748 residential units will house a range of future residents from various population groups, many of which may choose to leverage public transportation options for their mode of transportation. As such, the presence of residences, jobs and services on the subject site, as per the proposal, may catalyze the use of existing transit infrastructure, and may support the viability of a future route.

## 8.2 Kingston Road Corridor Gateways

Official Plan Amendment 38 (OPA) delivers a policy framework that allows for intensification of existing urban lands along the Kingston Road corridor. OPA 38 has begun guiding development along the corridor, as municipal staff continue to encourage its consideration as part of applications. OPA 38, along with supporting urban design and intensification guidelines, identify the subject site as a Gateway. OPA 38 contains specific policies that direct additional density to Gateway sites. As demonstrated in this Planning Rationale Report, this proposal meets the required tests for additional density of up to 5.0 (FSI). Additional density permissions, as requested, would allow for the project team to maximize the potential of the subject site, all while making a significant contribution to the urbanization of a key Gateway site.

## 8.3 Compatibility

Communities along the Kingston Road corridor are undergoing a significant degree of change, at a rapid pace, due to the updated planning framework for the corridor which seeks to intensify lands along Kingston Road. As such, the context and character of neighbourhoods along the Kingston Road corridor are experiencing a rapid transition towards a more urban built form. While concerns with compatibility between uses of varying intensities exist, the proposal is expected to have minimal impact on nearby low-density residential neighbourhoods. The subject site is surrounded by other suburban style plaza

uses to the north, east and west, with transportation corridors to the south. Established neighbourhoods are located over 300 metres from the subject site. Surrounding under-utilized sites are expected to urbanize in alignment with the policies of OPA 38, over the long term. As such, mature neighbourhoods will be buffered from the proposed development either by future mid- to high-rise developments, as directed by the policy, or by the transportation corridor. The project team has also worked to ensure the compatibility of this proposal with future development projects to the north and east. This has been done by providing generous setbacks and stepback, minimizing vehicular access points and supporting the creation of a future cul-de-sac south of Kingston Road.

## **8.4 Public Space and Urban Design**

Vibrant and interconnected public space networks are key to delivery high-quality, urban communities. With this in mind, the project team has worked to deliver a robust public space network as part of this proposal, representing a significant improvement from the existing condition. Gateway POPS along both Kingston Road and Whites Road will serve as mid block connections for public and active transportation users along these major thoroughfares. These programmed spaces, along with the generous walkways, are designed to provide access to the commercial component of the site and to the lobbies of the five residential towers. A parkland dedication of 10% of the site area on the northeastern edge of the site will provide opportunities for recreation, fitness and relaxation to future residents. The parkland is expected to be highly recognizable from the Kingston Road frontage of the site, allowing it to become a welcoming space for other members of the community, including residents of future developments to the east and north. In addition to the public space network being delivered as part of the project, the project team has curated a design of high quality, which is expected to reanimate and urbanize the subject site. By locating active commercial and lobby uses along Whites Road, Kingston Road and parklands dedication frontages, the pedestrian experience will be centred on the major street, contributing to an avenue-like ambiance along Kingston Road. The at-grade experience along Kingston Road will also benefit from four-story podium heights, with towers being generously stepped-back from the podium. This will support multiple design objectives including: the creation of a human-scale experience for road users, the penetration of light to street level, the regulation of wind to ensure comfort at-grade.

## 9.0 Conclusion

The Biglieri Group Ltd. (“TBG”) has been retained by 705 Kingston Road Ltd. (Resident) to prepare planning applications and obtain municipal approvals required to facilitate a proposed mixed-use development for the lands municipally known as 705 Kingston Road, located in the City of Pickering (the “subject site”). The subject site is designated as *Mixed-Use Areas – Mixed Corridors* in the City of Pickering Official Plan (2022) and *Mixed Use Type A* in Official Plan Amendment 38. Per the City of Pickering Zoning By-law No. 3036, the subject site is zoned *Commercial (C-13)*.

This Planning Rationale Report has been prepared in support of Official Plan Amendment and Zoning By-law Amendment applications. To facilitate the ultimate development of the lands the following applications will be submitted at a later date and as needed: Site Plan, and Draft Plan of Condominium.

This Planning Rationale Report has evaluated the merits of the proposed development in the context of all applicable Provincial, Regional, and City policies. It is our opinion that the proposed development complies with the relevant criteria of the Planning Act, is consistent with the policies as set out in the Provincial Planning Statement and conforms to Durham Region Official Plan.

The proposed density is in line with the Local and Regional Council adopted Kingston Road Official Plan Amendment 38, which is indicative of the long-term planning direction for the subject site. Accordingly, it is TBG’s professional opinion that the amendments to the Official Plan and Zoning By-law, as proposed, represent good planning and is appropriate for approval.



y's In Box

PLAN OF SECTION

OPTIMAL SITE FOR FOUNDATION AND CORE VENT

THE BIGGEST

N 2250

## **THE BIGLIERI GROUP LTD.**

TORONTO OFFICE  
2472 Kingston Road  
Toronto, ON M1N 1V3

HAMILTON OFFICE  
21 King Street W Suite 1502  
Hamilton, ON L8P 4W7

T: 416-693-9155  
[thebiglierigroup.com](http://thebiglierigroup.com)

