



375 KINGSTON ROAD PICKERING

DECEMBER 2021

URBAN DESIGN BRIEF

File No. Y5132AB

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1.0 INTRODUCTION

MHBC has been retained by 375 Kingston Road Corporation (hereinafter as the “Owner”) to prepare an Urban Design Brief for the redevelopment of a land located on the south east corner of Rougemount Drive and Kingston Road, north of Highway 401, and municipally addressed as 375 Kingston Road in the City of Pickering. (hereafter referred to as “the Subject Lands” or “the Site”). The purpose of the Urban Design Brief is to illustrate how the proposal will implement design objectives provided by the City of Pickering.

The proposal seeks redevelopment of an existing commercial plaza to a high-rise mixed-use development. Overall the proposal represents intensification within the boundaries of the City’s Mixed Use Intensification Corridor identified as Kingston Road Corridor, optimizing development through intensification that encourages reinvestment and revitalization of the existing built-up area and leverages public investment on an area with higher order transit options. The proposal also provides for a transition of density, recognizing the Subject Lands are adjacent to low-rise neighbourhoods. The proposed development will promote the use of multi-modal transportation options such as walking and cycling, and will support the use of local transit routes with connections to the City Center and Downtown Area.

THE POLICY FRAMEWORK

The subject lands are within a Mixed Use Areas - Mixed Corridor designation, in accordance with Schedule I – Land Use Structure - of the Pickering Official Plan, which reflects its designation as a Regional Corridor in the Durham Region Official Plan. The POP, ‘Land

Use Structure’ Schedule designates the proposed development site as a “Specialty Retailing Node” within the “Kingston Road Corridor” and “Specialty Retailing Node Study Area”, subject to intensification guidelines. The subject lands are located within the Rougemount Precinct. The Pickering Official Plan provides direction and detailed design consideration in Part 4. The City initiated OPA No. 38 which implements the vision and intensification plan for the Kingston Road Corridor and Specialty Retailing Node. The subject lands is subject to Kingston Road Urban Design Guideline, and Kingston Road Intensification Study/Plan.

OUR APPROACH

In response to this design vision, MHBC on behalf of the Owner have prepared this Urban Design Brief to illustrate how the proposed development has responded to the Policies and design guidelines by the City’s Official Plan, Official Plan Amendment 38, and the relevant guidelines for the City’s Intensification Area including the Kingston Road Urban Design Guideline and the Kingston Road Intensification Study.

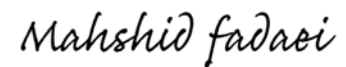
Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,

MHBC



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2.0 HOW TO READ THIS BRIEF

Response to design policy and guidelines

**6.0
SITE DESIGN AND ORIENTATION**

POLICIES AND GUIDELINES ON SITE DESIGN

Kingston Road Urban Design Manual

2.3 Building Placement and Orientation

Guideline 2.3.1 i) Entrances should be highly visible, front onto the public street, and connect to pedestrian walkways or sidewalks. Entrances should promote visibility and views between interior and exterior spaces.

Guideline 2.3.1 ii) Entrances should be emphasized as focal points in the building facade and be complementary to the building's overall articulation and material palette.

Guideline 2.3.1 iii) Entrances should be well lit. Natural lighting is encouraged through the use of sidelights, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate adjacent to building entrances.

Guideline 2.3.1 v) Weather protection features such as canopies, awnings, overhangs and recessed entrances should be incorporated, where possible, to provide users shelter from wind, rain, snow and other harsh elements.

Guideline 2.3.2 v) For tall buildings over 13 storeys in



Figure 6.1 Ground floor functional diagram showing circulation and uses within proposed

Response

of parking access, service/loading, and waste removal zones will be screened to be hidden from public view and consolidated to limit vehicular circulation within the Site and reduce conflicts with pedestrians walkways. Where pedestrian walkways to the right of way are proposed, the walkways will be designed to be highly visible and directly connected to public sidewalks along surrounding Streets.

Overall, the proposed built form, setbacks, active frontage, and building articulation along the Kingston Road and at the northwest intersection will ensure an inviting, interesting pedestrian realm with adequate space for spill-out opportunities and street furnishing plus sufficient sunlight exposure along the public and private sidewalk. As noted before, the proposed landscape design will implement hard and softscaping elements along the public and private sidewalk to ensure an enhanced pedestrian experience is achieved throughout the site via supporting a safe, comfortable, and interesting circulation network. Pedestrian scale lighting will be implemented where appropriate.





Accessibility Pedestrian-Oriented Wayfinding



Figure 7.1 Rendering image showing proposed pedestrian realm, and outdoor amenity area at designated primary frontage (Kingston Road)

Reference to key design principle being acknowledged

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0

DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

The development proposal will support the revitalization of underutilized lands through infill development in the form of a sustainable complex which reinforces the future planned context of the area while maintaining the area character as a Mixed-Use Area located along the Kingston Road Intensification Corridor. The development proposal seeks to develop strong linkages throughout the site which connect to existing neighbourhoods and public open spaces while provide mixture of housing and retail opportunities. The design will assist with the new community and urban design measures for the gateway. The proposed development represents a compact urban form with a transit-supportive massing which provides for respectful transition to the surrounding areas. The proposal provides a range of housing options to serve the growing population of Pickering.

The proposal seeks to maintain and enhance connection to surrounding network of green spaces through the provision of publicly accessible open spaces throughout the Site. Ample amount of open space is proposed on site to establish a network of publicly accessible green spaces, including a unique gateway plaza at the northwest corner. The design of these areas combined with at-grade active uses will fulfil quality design parameters such as legibility, permeability, vibrancy, and safety and meets functional requirements such as screening, shading, and buffering for the comfort of pedestrians and cyclists. These privately own publicly accessible areas also will serve as placemaking elements to enhance the public realm.

The design of the built form will establish interesting views and vistas that contribute to a visually appealing skyline and unique architectural character of the intensification corridor. Open and green spaces will be well defined by the site design orientation and built form composition, providing a sense of arrival.

The proposal will implement a permeable and accessible space structure that prioritizes pedestrian circulation on and around the site. The proposed sidewalk and Privately Owned Publicly Accessible Space (POPS) will enhance the public realm while serves the development's commercial frontages and will be directly accessible from the public sidewalk.

The massing of the building retains the human scale through the provision of a 1 storey podium along with slender higher-rise components. The massing rationale responds to existing and planned neighbouring development through creating a transition in height which corresponds to the Highway and proposed street widths, providing an appropriate human-scaled environment and sense of enclosure. Gateway buildings and main entrances to the site reflect the significance of their siting on the street through appropriate design and orientation. Retail frontages will further animate the pedestrian realm. Continuous building facades and articulated podium will frame streets and sidewalks.



GUIDING PRINCIPLES & OBJECTIVES

The proposal will achieve an overall compliance to ensure that the vision, goals, and objective of the Regional Official Plan and City's Official Plan for growth and development within South Pickering Urban Area are Implemented successfully through:

- Promoting a unique, complete, and healthy community with a wide mix and diversity of uses, housing, activities, and opportunities that responds to the evolving needs, and adopt population target set by OP for South Pickering Urban Area
 - Providing distinct, adaptable, safe and accessible urban environment along one of the main gateways (Rougemount), and along the Regional Corridor (Kingston Spine)
 - Promoting an urban design that is sustainable, transit supportive, and pedestrian-oriented and facilitate local economy and social interaction
 - Establishing an architectural, landscape, Site design that promote Rougemount precinct character as an Urban Village
 - Ensuring efficient use of infrastructure, land and services by revitalizing an underutilized development, and creating a quality development with variety of uses in a compact form
 - Promoting a broad range of uses and activities to broaden the life span of built environment and respond to ever-changing needs of residents
 - Improving the physical design of neighborhood, streetscape and public realm by making them more attractive, conformable, and safer
- Ensure a context sensitive development that maintain the different identities and character of the Rougemount Neighbourhood as it is currently and evolves over time,
- The proposal also endeavours to achieve an overall design compliance to ensure that the community design policies of the Official Plan and guidelines for Intensification and Mixed Use Corridor are Implemented successfully through;
- Establishing a development that responds to the ten Community Design Concerns set by POP including; human scale, mixed uses, context, places versus buildings, legibility, pedestrian comfort, permeability, building adaptability, attractive public spaces, and natural heritage,
 - Creating private and public spaces that provide an integrated mix of uses, activities and experiences, and offer pedestrian and users a high level of comfort, enjoyment, and personal protection,
 - Incorporating and optimizing access to sunlight and viewsheds through strategic built form placement and building separation into the overall design of the community.
 - Providing context sensitive density, uses, architectural styles, massing, height, elevations and materials to ensure visual interest and unity are maintained along the public and private streetscapes,

- Enhancing the existing character of the neighborhood by representing compact, sustainable and transit-supportive development with high quality architectural design and articulation that create visually appealing facades and pedestrian-oriented public realm.
- Creating a high quality built form and streetscape fabric that provides a diverse, safe, and pedestrian friendly experience.
- Emphasizing streetscape activation through active use frontages with direct connections to the public streetscape to support an active and vibrant community setting.
- Ensuring that landscaping, streetscapes, signage, lighting and street furniture are designed with a coordinated theme.
- Defining gateway and entrance features through landscaping, decorative surface treatment, and other ornamental features.
- Encouraging energy efficiency and conservation practices where feasible.

4.0

CONTEXT ANALYSIS

The site is located at the southeast corner of Kingston Road and Rougemount Drive intersection in the City of Pickering. The site lies immediately north of Highway 401 and east of Rougemount Drive. The Durham Region Official Plan [DROP] identifies the site as being within a Regional Corridor. Under the City of Pickering Official Plan [POP], the site is designated as a Mixed Use Corridor. Development lands are currently occupied with a two-storey commercial building with services and retail stores. These businesses are served by a large surface-level parking lot and are accessed via both Kingston Road and Rougemount Drive. The site is of relatively flat condition. The site currently has two vehicular access points: off of Kingston Road to the north and Rougemount Drive to the west.

The subject Lands are approximately 0.84 hectare with approximately 80.0 metres of frontage along Kingston Road and 85.0 metres of frontage along Rougemount Drive.

The Site is currently surrounded by the following uses:

North Immediately to the north is Kingston Road and further north are combination of low rise commercial and residential units laid along Rougemount Drive.

East The lands directly to the east are commercial buildings. Further east is the Montessori Learning Centre of Pickering,

South Immediately to the south is the 401 Highway. The lands across the highway are designated low density Residential and include single detached dwellings.

West Rougemount Drive is located immediate to the west. Further west are Montessori School Complex and UCMAS education Center.

The Subject Lands are located along the Major Regional Link/connection (Rapid Transit Spine), identified as Mixed Use Corridor and Retailing Node Intensification Plan Area by the POP. The Kingston corridor serves as a multi-modal spin for key north-south connections across highway 401, including Rougemount Drive with gateways to the neighborhoods north and south of the corridor. This gateways are located where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities with future potential to be identified as Major Transit Station Areas. This will allow development to capitalize on the availability of frequent transit services and maximize opportunities to create high-density zones that enable greater live-work opportunities in the City of Pickering, with jobs and residences located in close proximity. Likewise, the Retailing Node plays a city/neighborhood scale role, providing destination retail and servicing within its boundaries. The lands within this areas are designated to fulfill the city's ultimate vision for densification, intensification, new connections, new open spaces, public realm improvement, and new uses.

The proposed development achieves these objectives by supporting a denser development, with variety of uses, activities, and housing types in a compact form. The Subject Lands are also along a Regional Corridor and will accommodate a significant share of population and employment growth along Kingston Corridor and within the City Major link/connection via representing mixed use development in a transit-oriented built form.

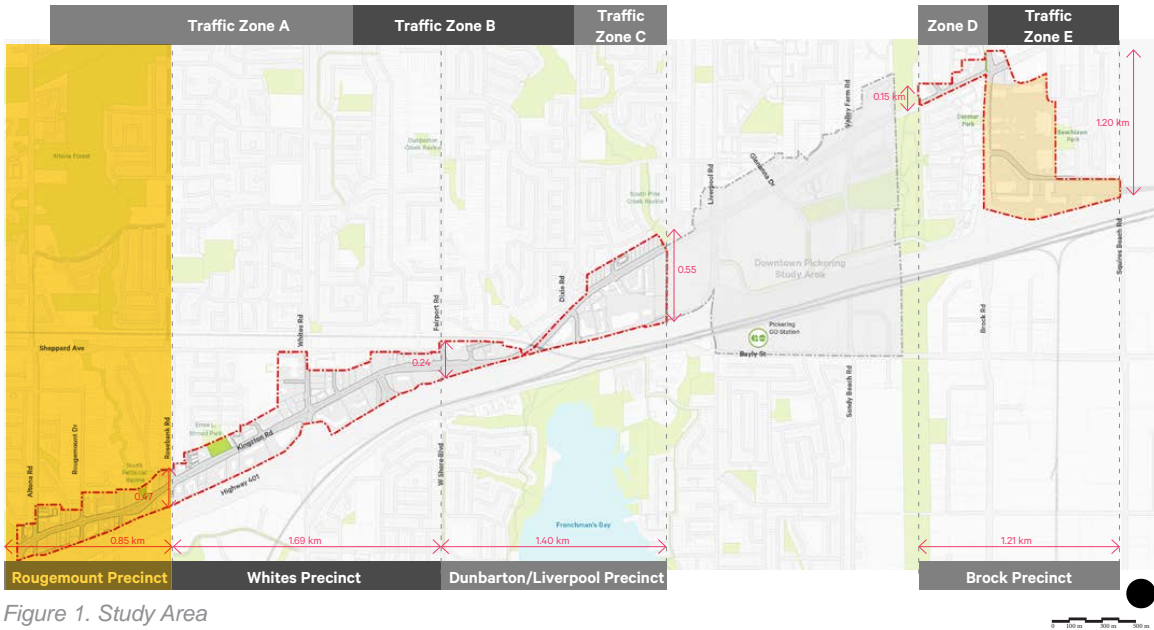
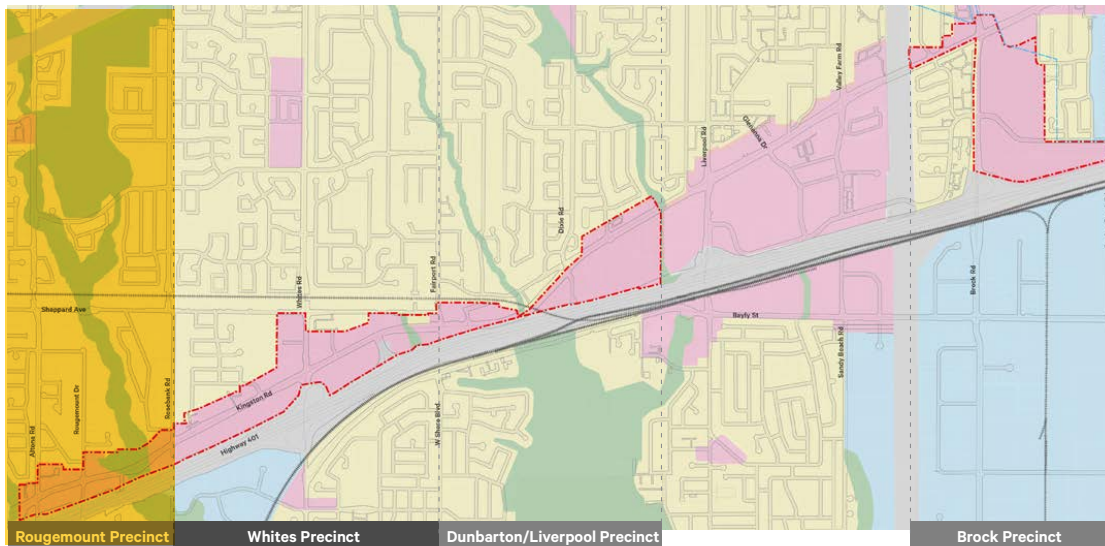


Figure 1. Study Area

Legend

- - - Study Area Boundary
- Parks / Open Space
- Speciality Retailing Node
- Rail Corridor
- Speciality Retailing Node



Legend

- Pickering Official Plan Land Use Structure**
- - - Study Area Boundary
 - Rail Corridor
 - Flood Plain Special Policy Areas
 - Mixed Use Areas
 - Open Space System
 - Urban Residential Areas
 - Employment Areas
 - Freeways and Utilities

Figure 4.1 Official Plan Land Use, Kingston Road Intensification Plan.

EXISTING AND PROPOSED CONTEXT

The 800-meter context map shows a 10-minute walking distance surrounding the Site. This area occupies a wide variety of uses. In the immediate vicinity of the property are commercial and educational buildings, occupied by variety of retails and services by large surface-level parking lots. The overall built form and character of the area is typically commercial and industrial in nature along Kingston Road and Rougemount Drive with low rise residential units located south of highway 401.

Significant features in proximity to the site are East Woodland Natural Area to the east, Highway 401 and Lake Ontario located south of the site, and the Glen Rouge Natural Area and Rouge River to the west.

Land Use and Built Form

The subject lands are designated as Mixed Use Type B area within the Rougemount Drive gateway according to the Intensification Plan, this area will concentrate a greater density and mix of uses around intersections of Kingston Road and Rougemount Drive with street-level retail and commercial services that will reinforce the main street character and an animated public realm within this stretch. A high-density development with medium to high-rise built form is encouraged to be located to the south of Kingston Road.

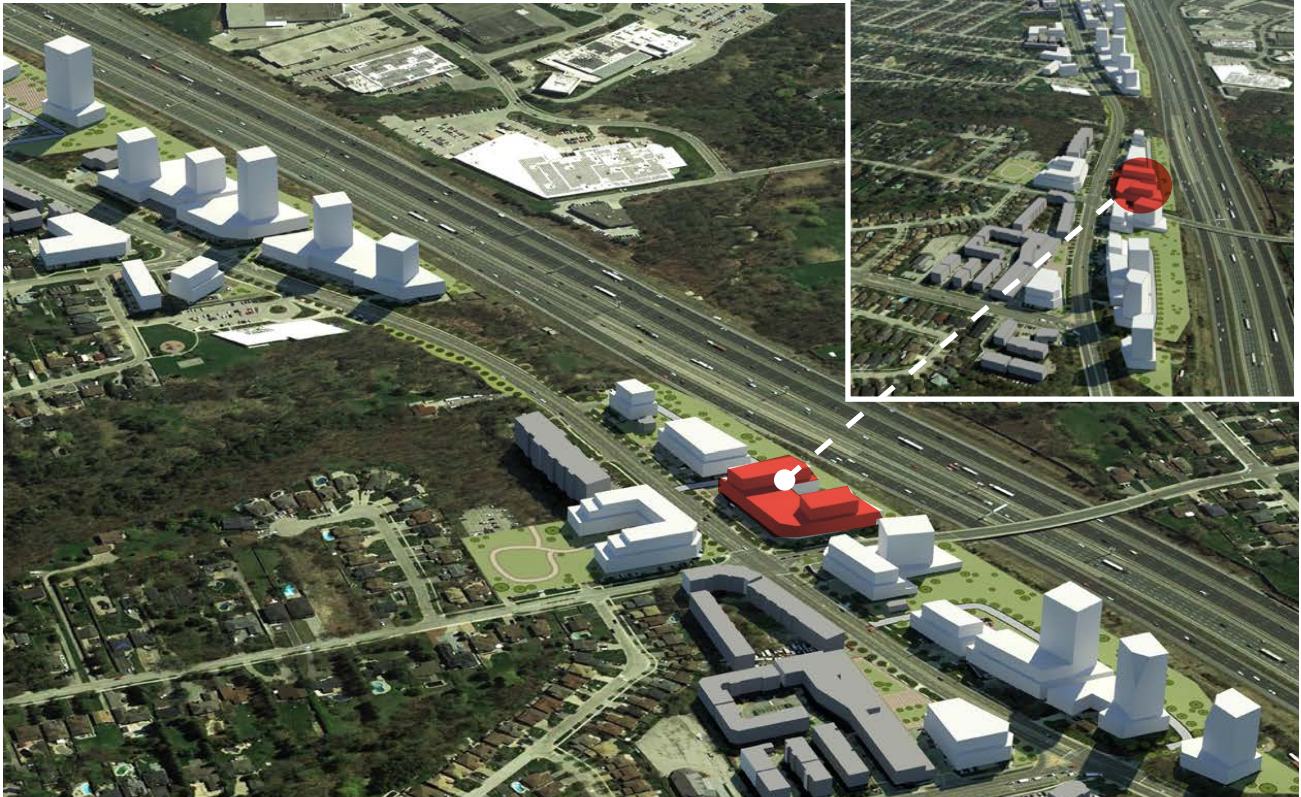


Figure 4.2 Planned Context area, Kingston Road Intensification Plan.

Transit Connectivity

Subject lands are serviced by Durham Region Transit (DRT) which provides services along Kingston Road and Altona Road. Multiple bus routes including DRT routes 110B, 103+, and 193A and Pulse BRT operate in the block context area. Pulse BRT Route connects the Subject lands to regional destinations and provides connections from the western terminus at University of Toronto Scarborough Campus, to the eastern terminus in downtown Oshawa. DRT Bus routes provide access to Pickering Go Station, east of the Subject Lands, which connects to Go transit Lakeshore West rail line connecting from Newcastle, Clarington to City of Toronto Union Station and beyond.

Active Transportation

A prominent Cycling route runs along both sides of Kingston road. A new cycling connection is proposed south of Kingston Road on Rougemount Drive which connects to existing routes in order to increase multi-modal mobility choices for residents and visitors. Further, to strengthen access to Rouge National Urban Park, a Heritage Path is proposed along Kingston Road. It provides an enhanced connection to the existing and planned trails in the park, and between the park to the west and the retail along Kingston Road and the community center and library to the east.

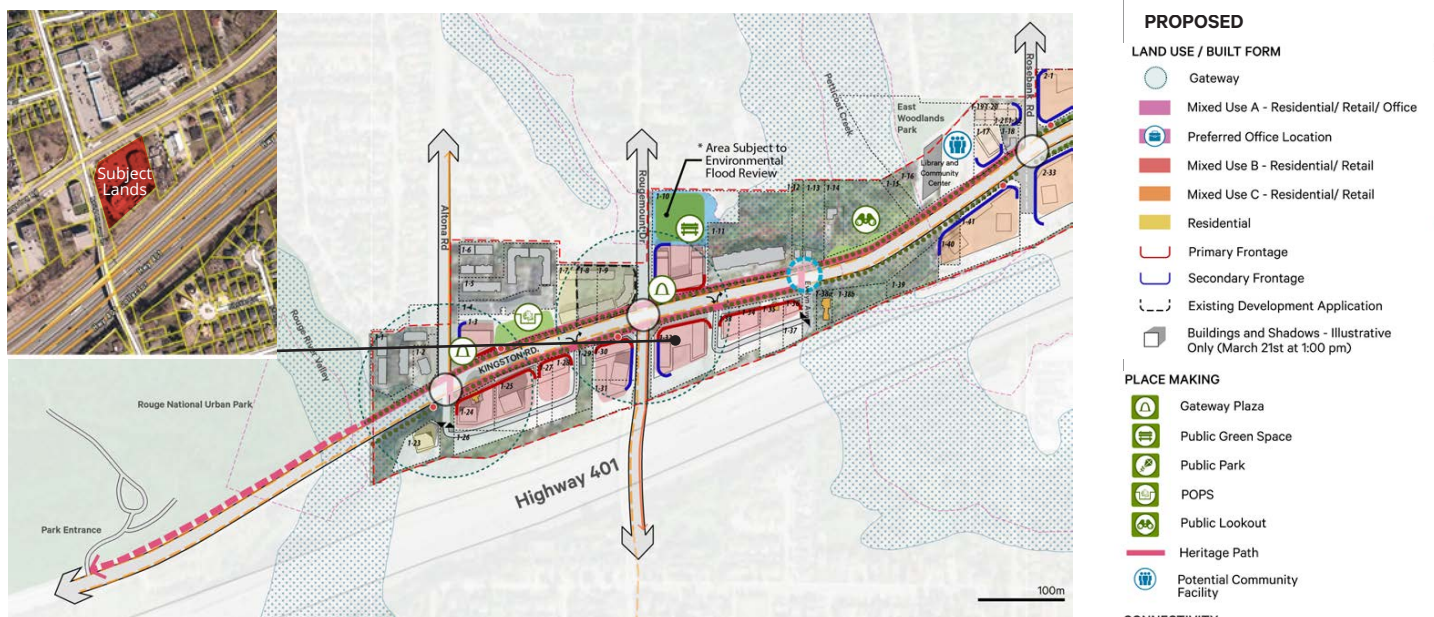


Figure 60. Rougemount Precinct Intensification Plan

EXISTING

- | | | |
|-------------------------------------|---|------------------------------------|
| --- Study Area Boundary | Existing Main Road | Lot Lines |
| Valleylands and Stream Corridors | Existing Road / Laneways | Developable Lots |
| Regional Stormwater Flood Plain | Existing Cycling Network | Lot Identifier |
| Existing Park | Planned Cycling Network | Area Subject to Further Assessment |
| Buildings To Remain | GO Railway | Existing Controlled Intersection |
| Properties of Heritage Significance | Future & Planned Connection Subject to EA | Bus Stops |

Figure 4.3 Planned Context Area, Kingston Road Intensification Plan.

- #### PROPOSED
- ##### LAND USE / BUILT FORM
- Gateway
 - Mixed Use A - Residential/ Retail/ Office
 - Preferred Office Location
 - Mixed Use B - Residential/ Retail
 - Mixed Use C - Residential/ Retail
 - Residential
 - Primary Frontage
 - Secondary Frontage
 - Existing Development Application
 - Buildings and Shadows - Illustrative Only (March 21st at 1:00 pm)
- ##### PLACE MAKING
- Gateway Plaza
 - Public Green Space
 - Public Park
 - POPS
 - Public Lookout
 - Heritage Path
 - Potential Community Facility
- ##### CONNECTIVITY
- Pedestrian Path
 - Multi-Use Path
 - Proposed Public Streets
 - Proposed Private Streets
 - Proposed Cycling Facility
 - Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review
 - Indicative Enhanced Boulevard
 - Right-In, Right-out
 - Access

Vehicular Network

Kingston Road is classified as a Type B Arterial Road and Rougemount Drive is classified as a Collector Road. Section 4.10 (Roads Categories) of the City's Official Plan indicates that Type B Arterial Roads, such as Kingston Road, are designed to carry moderate volumes of traffic at moderate speeds, within a municipality, and have a right-of-way width of 30 to 36 metres, whereas Collector Roads such as Rougemount Drive, are designed to carry greater volumes of traffic than local roads and provide access to individual properties, to local roads, to other collector roads, and to Type C arterial roads. This category generally has a right-of-way width ranging from 20 to 22 meters.

Community Service and Amenities

There is a range of amenities and facilities within walking distance of the Subject lands. Kingston Road and Rougemount Drive is characterized by a mix of commercial, institutional and residential uses and is supported by multi-modal transit in the area. The following community amenities are located within 800 meters radius from the Subject Lands:

School:

UCMAS Abacus/OBotz-Robotics; Montessori; Learning Centre of Pickering; Blaisdale Montessori School; Rosebank primary School; Elizabeth B. Phin Public School

Community Service:

Community Facilities and Government Service; Pickering Fire Station 2; Pickering Public Library - George Ashe Branch; George Ashe Community Centre

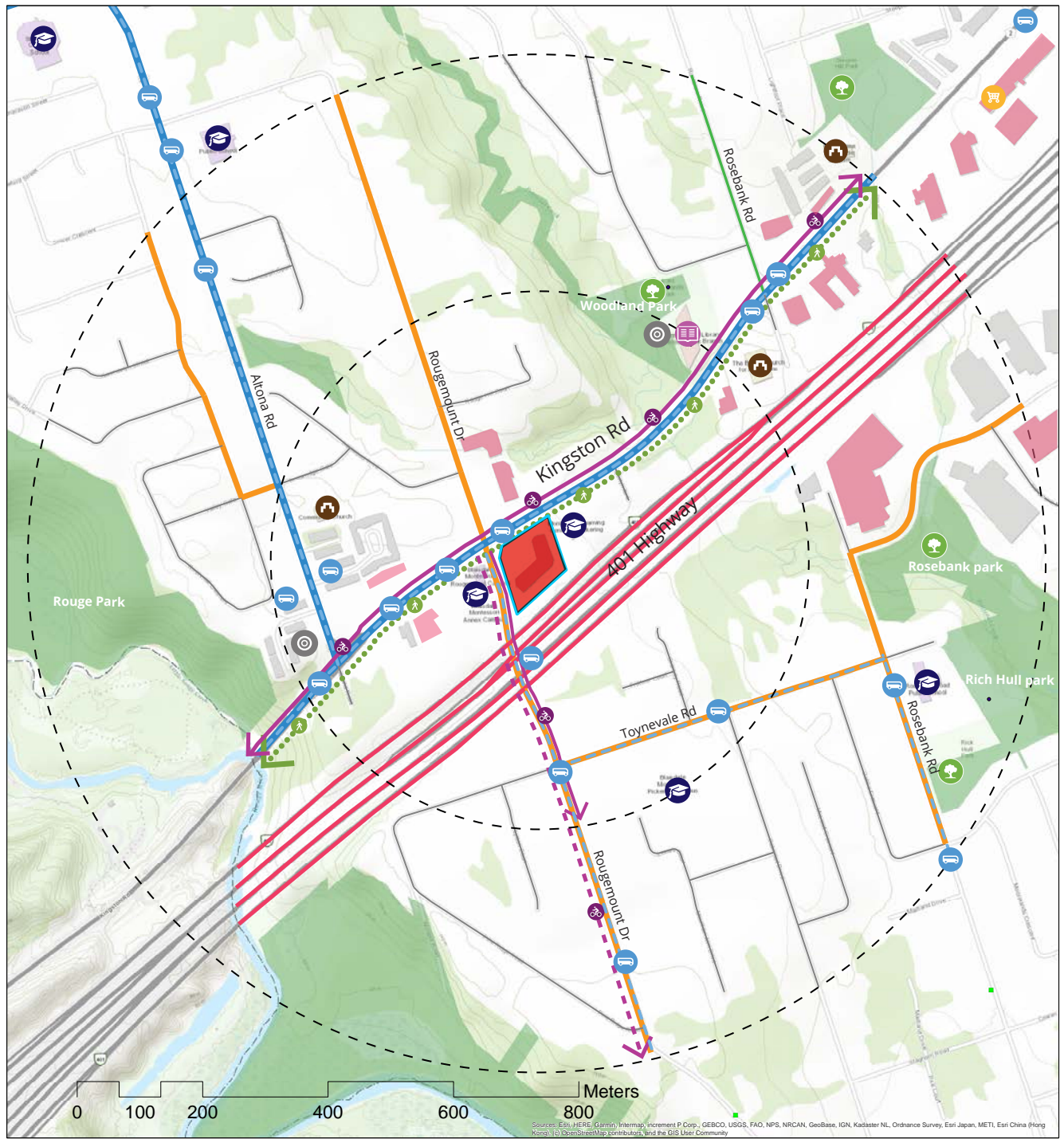
Place of Worship:

Altona Road Community Church; The Bridge Church for All Nations; Revivaltime Tabernacle, Durham

Parks and Open Spaces

The general character of the Rougemount Precinct is an urban area with village character and immediate access to surrounding parks and open spaces at the Rougemount Drive and Kingston Gateway. The major open space network which is located in close proximity to the site includes Rouge Park that presents walking and cycling trails connecting the Rougemount Precinct to the National Urban Rouge Park. Within an 800 meter boundary of the subject Lands, there are other local parks with walking trails and pedestrian connections to the surrounding area including Rosebank Park and Rich Hull Memorial Park, south of the subject lands, and East Woodland Park and Steeple Hill Park, north of the subject lands.

Additionally, the Intensification Plan features potential gateway plazas on the northeast corner at the intersection of Kingston Road and Rougemount Drive and a green space fronts to the east side of Rougemount Drive to the north of Kingston Road to link the natural heritage area west and east of Rougemount Drive.



- | | | | |
|-----------------------|------------------|------------------|-----------------------|
| Subject Land | Bus Stop | Place of Worship | Freeways |
| Heritage Path | Community Centre | Library | Type B Arterial Roads |
| Planned Cycling Path | School | Grocery | Collector Roads |
| Existing Cycling Path | Park | | |

Figure 4.3 Context Map, Illustrating existing and future context within 400 m and 800 m walking distance radius.

5.0

THE PROPOSAL

THE PROPOSED DEVELOPMENT

The proposal accommodates a mixed-use residential development consist of two towers with a shared podium abutting Kingston Road and Rougemount Drive intersection. The proposed towers have heights of 25-storey (81.73 m) and 31-storeys (99.73 m). The proposed podium have a height of 1-storey adjacent to public realm and 4 storeys deep in the elevation, filling density in between towers. The proposal will have a total gross floor area of approximately 41,519.6 m² (446,913.25sq ft) above grade including 39,987.6 sq. m. residential and 1,532 sq. m. commercial. The proposed development presents 580 residential units as part of infill development in the city of Pickering.

The proposed podium steps back at the 2nd floor to create a low-rise expression along the main right of ways, and provides for a transition to the surrounding development. A Landscape terrace has been placed in between towers (at the fifth floor) to help disperse the density throughout the development and maintain a separation distance of 25.9 metres in between tall components. The proposed towers will have a minimized floor plate area to reduce visual and shadow impact on the proposed open spaces and sidewalks. The 1-storey podium features retail and residential amenity uses on the ground floor with frontage onto Kingston Road and Rougemount Drive. The Podium also contains a common lobby and amenity area and commercial/residential loading and waste removal areas fronting the proposed driveway to the south. Within the podium residential uses are also proposed on the 2nd to 4th floors. The podium will provide a high-quality facade and material finish that is consistent with the overall building appearance.

The site has built the primary vehicular access points upon the existing driveways from Kingston Road and, with minor variance from Rougemount Drive. The proposal proposes a private driveway at the deeper site with a drop-off area which gives pedestrian-friendly access to the proposed residential lobby. The driveway acts as the primary vehicular and fire route that provides access to the side and rear of buildings at the deeper site and then curves to provide a vehicular right of entry to parking, service, wasting, and loading areas. The proposal will accommodate the required MTO setback from Highway 401 for the Site and the proposed above-ground parking.

The development's primary entrances and lobby is located at the recessed area to the northwest corner fronting the proposed public landscape area. Pedestrian and service corridors are proposed at both sides of the entrance to link the main entrance to the elevations and stairs and provide access to above grade uses. Pedestrian sidewalk is proposed along the primary entranceway. At the rear side, pedestrian connections are proposed to provide direct access from both of the surrounding public streets. Also, complementary pedestrian access will be provided through the podium, connecting the pedestrian sidewalk along Kingston Road to the sidewalk at the rear.

The proposal proposes development of a POPS at the northwest corner to serve the residents of the neighbourhood. This green space combined with the proposed pedestrian amenity spaces provided at the rear comprises a network that connects to the Precinct's natural heritage and enhances the surrounding pedestrian

and public realm. The enhanced landscaped along the site front yard will also enrich the pedestrian connection to the future Heritage Path.

The overall development will have a total of 580 residential units, inclusive of 416 (71.7%) one-bedroom, 103 (17.1%) two-bedrooms, and 61 (10.5%) three-bedroom units. A total of 583 parking spaces are proposed to support the development with 11 parking spots proposed on the surface at the south side of the building to serve as visitor parking for residential and retail uses. The balance of the parking spaces are intended to be located below grade in 4 levels. The underground parking levels and surface parking will be accessible via the private driveways and through provision of an entrance ramp located on the east

side. The parking access point and loading and service area are consolidated to reduce curb-cut and pedestrian-vehicular conflict within the site. These areas are contained in the podium envelope to minimize visual impact.

The proposed development will provide a cycling and walking track along the building primary frontage to complement the Cycling Track and Heritage Path proposed along Kingston Road and will accommodate a total of 292 long and short term bicycle parking at grade and underground to support the cycling infrastructure within the City's Intensification Plan area.

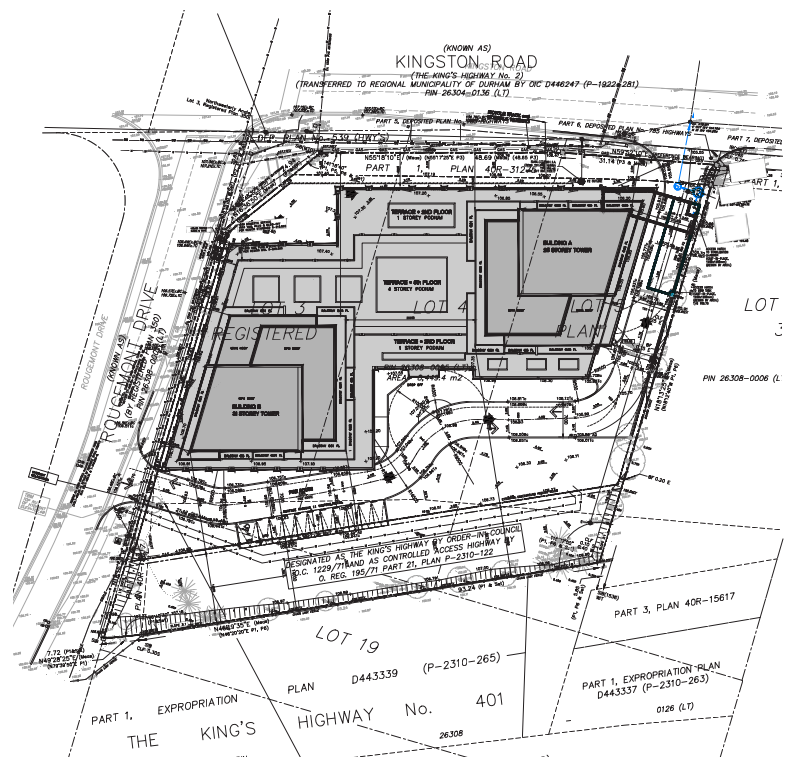


Figure 5.1 Proposed Site Plan, prepared by Richmond Architects Ltd.

6.0

SITE DESIGN AND ORIENTATION

POLICIES AND GUIDELINES ON SITE DESIGN

Kingston Road Urban Design Guideline

2.3 Building Placement and Orientation

Guideline 2.3.1 i) Entrances should be highly visible, front onto the public street, and connect to pedestrian walkways or sidewalks. Entrances should promote visibility and views between interior and exterior spaces.

Guideline 2.3.1 ii) Entrances should be emphasized as focal points in the building façade and be complementary to the building's overall articulation and material palette.

Guideline 2.3.1 iii) Entrances should be well lit. Natural lighting is encouraged through the use of sidelights, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate adjacent to building entrances.

Guideline 2.3.1 v) Weather protection features such as canopies, awnings, overhangs and recessed entrances should be incorporated, where possible, to provide users shelter from wind, rain, snow and other harsh elements.

Guideline 2.3.2 v) For tall buildings over 13 storeys in height, a minimum separation distance of 25 metres shall be maintained between towers.

Guideline 2.3.3 i) Buildings fronting Kingston Road in the Rougemount Precinct shall be setback 3 metres from the front property line.

Guideline 2.3.3 iii) Buildings fronting existing public roads intersecting Kingston Road shall be setback 3 metres in the Rougemount and Dunbarton/ Liverpool Precincts, or match the setback of adjacent buildings. In the case that the two adjacent buildings have differing setbacks, the new building setback shall match whichever is closer to the street.

Guideline 2.3.3 iv) In all precincts, buildings shall be setback a minimum of 2 metres from new public and private streets that are internal to the development block.

Guideline 2.3.3 vi) Where retail and commercial uses are located, setback areas should accommodate spill-out uses from commercial activity (i.e. patios, displays, waiting areas) to improve the pedestrian experience. These areas should be primarily hardscaped to act as an extension of the sidewalk and accommodate for higher levels of foot traffic.

Guideline 2.3.3 vii) Where residential uses are located, softscape elements such as plantings should be used in setback areas to provide screening and maintain privacy for grade-related residential units. These areas may also include some public amenities (i.e. benches, bicycle racks).

2.4 Grading and Access

Guideline 2.4 v.) Entrances and access points should be integrated with at-grade design. Informational signage, pavement markings and soft landscaping can help to orient users, enhance safety and minimize confusion.

Guideline 2.4 vi.) Where possible, vehicular entrances and access points shall be located within the centre of the block and below grade with access from local streets/lanes. Vehicular access from main streets shall be limited.

Guideline 2.4 vii.) Vehicular entrances and access points should have minimal impact on walkways and the pedestrian realm and where possible should be integrated with building design.

Guideline 2.4 viii.) The parking lot and walkways to parking lot areas should be visible from the main entrance of the building on the site, where practical.

2.10 Transition and Massing

Guideline 2.10 iv) Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary frontages, and other intensively used areas of the public realm.

Guideline 2.10 v) The shadow impact of buildings on adjacent residential buildings, public parks and privately owned publicly-accessible spaces shall be assessed through a shadow impact study, where appropriate, and minimized to the extent possible.

Guideline 2.10 vi) Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.

RESPONSE

The proposed development represents a combination of uses at street-level along the designated primary and secondary frontages which contributes to the Kingston Road character as a main street. The proposed residential, retail, and amenity spaces at grade will assist with programming, and animating the public realm while enhancing the pedestrian experience through improved streetscape and vibrant and safe public spaces. Primary entrances including residential and retail are oriented to front the primary and secondary frontages at street level. At-grade active uses are also arranged to frame the proposed sidewalk and Publicly Accessible Privately Owned Space (POPS) located at the northwest corner. The primary entrance to the podium building is oriented to create a view corridor between the interior and exterior spaces. This corridor promotes the visibility and permeability of the interior spaces through a pedestrian connection within the podium building that connects the northwest corner of the Site to the common lobby and amenity area at the rear side of the podium building. The proposed entrance area at the northwest corner acts as a focal point in the building façade design while other pedestrian access points integrate with at-grade design along the public street. The proposed entrances to retail and residential units at grade also contribute to constant private and public space interaction and promote “eyes on the street” (informal surveillance) along the primary and secondary frontages to create a safe and comfortable public realm.

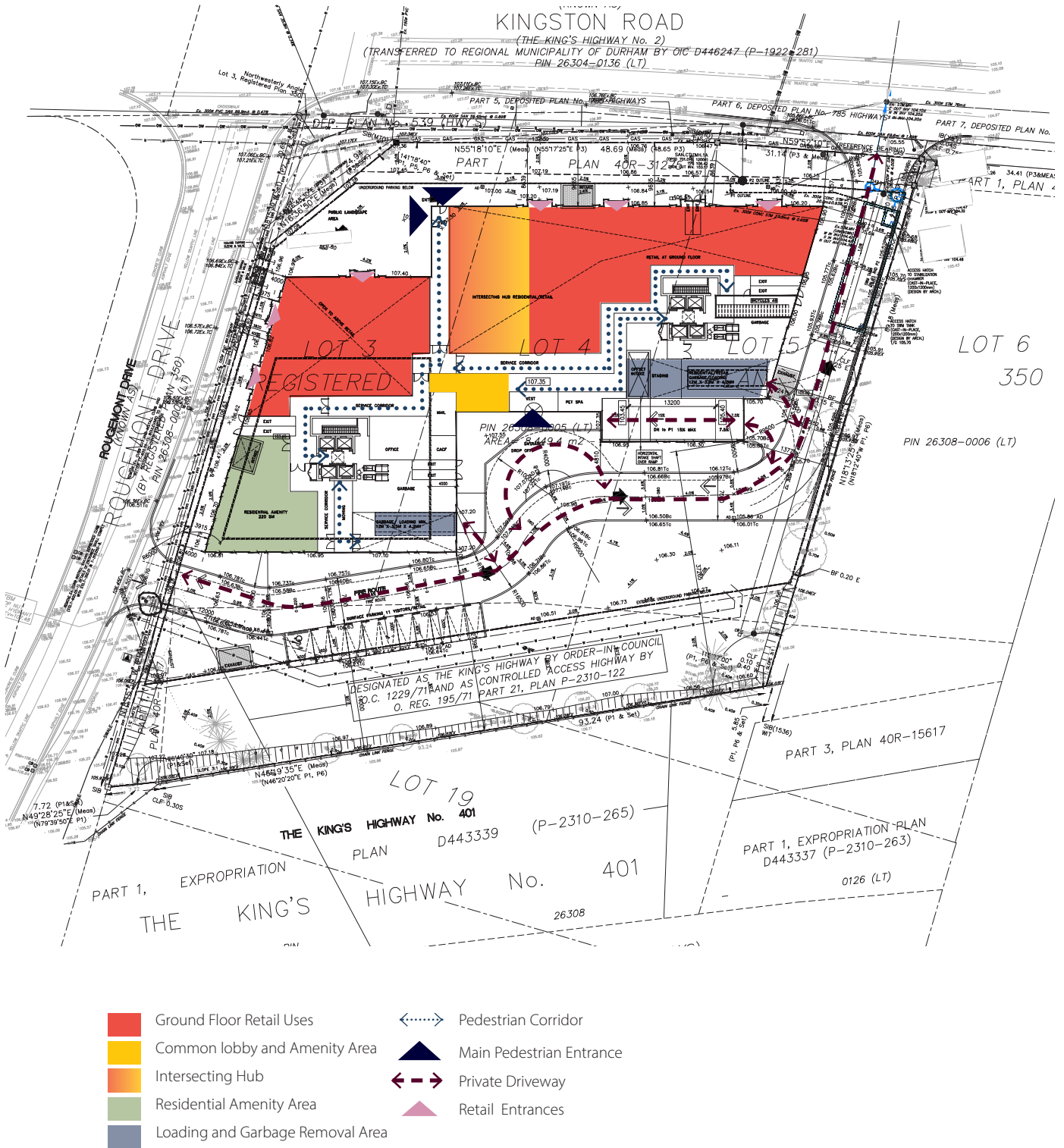


Figure 6.1 Ground floor plan functional diagram showing circulation and uses within proposed podium.

The design and architecture will be complementary to the building's overall architectural expression and material palette. Weather protection features will be incorporated to protect façade edge and entrances from wind, rain, and other harsh weather condition. Entrance areas will be clearly marked and lit.

The building integrates a generous and continuous setback along Kingston Road and at Rougemount Drive to accommodate cycling and walking connection and spill-out uses from commercial activities. The ground floor recesses at the intersection to accommodate the POPS location. The spill-out uses in the form of patios and waiting areas will function in combination with the POPS area resulting in an interesting, active, and comfortable pedestrian realm. This setback area will be landscaped to

integrate to the POPS area and accommodate an enhanced pedestrian extension where a higher level of foot traffic will occur along the proposed retail and commercial uses. The primary entrances along the building primary frontage will be directly accessible via the proposed pedestrian connection. The sidewalk will be designed as a barrier-free walkway, marked with high-quality durable pavement, and lit with appropriate lighting. The proposed cycling and walking path along Kingston Road will contribute to the site's overall legibility and wayfinding while augmenting pedestrian connection and the public realm access across the Rougemount neighbourhood.

Along the secondary frontage, where retail and residential amenity space is proposed at grade, the setback area will be landscaped and programed to provide interesting



Figure 6.2 Rendering Image showing proposed podium, POPS and pedestrian environment on primary frontage of the site, prepared by Richmond Architects Ltd.

pedestrian environment at the Rougemount Drive gateway to south and north.

The proposed POPS to the northwest corner is complementary to the existing and planned parks and plazas within the Kingston Road Corridor and Rougemount Drive gateway and intends to promote the public realm and the green linkage between the natural heritage areas located east and west of the Rougemount Drive.

The proposed vehicular circulation is built on the existing vehicular access points off of Kingston Road to the north and Rougemount Drive to the west. The development proposes a private right of way at the deeper portion of the site to facilitate access to parking, loading, and servicing areas. This laneway protects a 7.0 meters width and functions as a primary vehicular and emergency service route connecting the block to the existing main roads and future and planned cross connections. The proposed underground parking access point and loading and service areas are consolidated and contained within the podium building to minimize pedestrian-vehicular conflict and negative visual impact.

Limiting the vehicular circulation to the private laneway, the proposed vehicular network provides for a minimum pedestrian and vehicular conflict and results in a safe and pedestrian-oriented public realm along the main public frontages and within the internal site. Additionally, the building façade along the internal driveway integrates setbacks to accommodate for a pedestrian-friendly inner site circulation with landscape buffer and pedestrian sidewalk. The pedestrian walkway along the private laneway provides an east-west connection across the Site and connects the building entrances at the rear side to

the public sidewalk along main streets. This walkway is placed along internal active frontages and entranceway to maintain safety of the users through a high level of visibility and interior and exterior space interaction.

The MTO setback to the south of the property has been planned efficiently to accommodate the surface parking and outdoor amenity areas along the south limits to contribute to the site's overall landscaping and open space requirements.

The majority of base building massing occurs close to the Kingston Road and at the Rougemount intersection to frame the surrounding public realm whereas tall buildings are oriented to abut Kingston Road at the Rougemount gateway and protect for the skyline and vista along the intensification corridor.

Tall components incorporate a minimum floor plan ratio to maintain a slender built form structure and to protect sunlight access for adjacent development, parks, open spaces, and primary frontage and public realm. Buildings are placed and oriented to fit harmoniously into the future planned skyline and built form along the Kingston Road Corridor in the Rougemount Precinct while minimizing the extent and duration of shadow on the surrounding public and private realm. Towers are placed 25 metres apart to protect the view and access to sunlight. For more information on shadow impact on adjacent properties, public spaces, and POPS, please see provided shadow analysis in section 13 of this report.



Figure 6.3 Rendering Image showing proposed podium and pedestrian landscape area on rear side of the site, prepared by Richmond Architects Ltd.



Figure 6.4 Rendering Image showing the pedestrian realm along Kingston Road and vehicular entrance point, prepared by Richmond Architects Ltd.

POLICIES AND GUIDELINES ON GATEWAYS

Kingston Road Intensification Plan

3.3.4 Gateways

Policy 3.3.4 b) Tall buildings should generally be located within gateways.

Policy 3.3.4 d)

Building articulation, including vertical projection recessions, design treatments and other architectural details, is encouraged at gateway locations to create an enhanced visual interest and a human-scaled environment.

Kingston Road Urban Design Guideline

Guideline 2.14) Gateways

i) New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.

ii) Where mid and high-rise buildings are adjacent to low-rise buildings, increased setbacks or building setbacks should be employed, in consideration of an appropriate transition.

iii. Buildings at gateways are encouraged to include recessed corners to enlarge the public realm at key intersections to support additional spill-over space for active commercial uses.

iv) Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary frontages, and other intensively used areas of the public realm.

v. Building articulation, including vertical projections, recessions, design treatments and other architectural details, is encouraged at gateway locations to create enhanced visual interest and a distinct sense of place.

vi. Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.

RESPONSE

The proposal represents a high-quality mixed-use development with a great concentration of active uses along the Kingston Road intensification corridor and around the Rougemount Drive gateways to north and south neighbourhoods. As noted previously the majority of the massing and density occurs close to the surrounding streets to abut the gateway and enhance the block context skyline and built form.

The overall building massing and height reflects future planned built form for the area while maintaining the existing balance and relationship with the context through the design of a podium, and increased setback. The podium retains a pedestrian-scaled development at street level and facilitates transition in height to the surrounding low-rise development. The proposed tall components are staged properly on the podium and oriented to accommodate separation distance and minimize negative shadow impact on the surrounding properties as well as outdoor public and amenity areas within the podium

and site. The podium incorporates a high-level design and architectural treatment through vertical elements, glazing walls, rhythmic fenestration and recession in the façade to create an enhanced visual appearance in a human scale.

The northwest corner of the site is recessed to enlarge the public realm through the introduction of a POPS. This recession continues along the designated primary frontage, Kingston Road, to support additional spill-out opportunities for active commercial uses. The proposal incorporates high-quality design treatments, and fine architectural details to augment the character of the place as a regional and local gateway while reinforcing sense of place and creating visual interest.



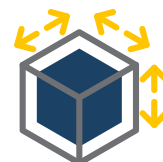
Focal Point



Fine Grain



Height Transition



Massing



Figure 6.5 Rendering Image showing overall development massing and created views corridors, prepared by Richmon Architects Ltd.

7.0

PEDESTRIAN AND VEHICULAR CIRCULATION

POLICIES AND GUIDELINES ON SIDEWALKS AND PATHWAYS DESIGN

Kingston Road Urban Design Guideline

Guideline 4.2.1) Sidewalks

i) Sidewalks should provide a network of accessible and inter-connected pedestrian routes which relate directly to surrounding buildings and destinations.

ii) Sidewalks should provide a clear, unobstructed pathway and be a minimum width of 2 metres to ensure a comfortable walking environment

iii) Sidewalks should be designed to serve all users, including children, older people, parents with strollers, the visually impaired, and those using wheelchairs and other assistive devices. Barrier-free surfaces should be in compliance with Accessibility for Ontarians with Disabilities Act (AODA) standards.

iv) Sunlight exposure along sidewalks should be achieved and protected to maintain an inviting pedestrian realm, particularly at retail spill-out zones.

vi) Adequate space should be provided within the public right-of-way to allow for landscape and furniture zones adjacent to sidewalks.

vii) Street furniture may include benches, tables, fountains, and newspaper boxes. These should be placed in high-traffic areas, particularly where public amenities or active frontages exist.

viii) Where appropriate, street trees which provide significant canopy shading should be planted to soften the built form, reduce the heat island effect and maximize the urban tree canopy. Trees should be incorporated at intervals of 6 to 9 metres.

Guideline 4.2.1) Pedestrian Path

i) Pedestrian paths are reserved for the exclusive use of pedestrians, and should be implemented to provide additional connections and routes of circulation within blocks and to open spaces and destinations

ii) Pedestrian paths should be designed with a minimum width of 2.5 metres to provide for a comfortable walking environment.

iii) Pedestrian paths should be well-designed and inviting to users, with features such as soft landscaping, plantings, public art, wayfinding signage and pedestrian-scaled lighting implemented where appropriate. Where possible, a generous urban tree canopy is encouraged.

iv) The placement of street furniture should ensure that pedestrian routes are free of obstruction and enable proper circulation and sight lines.

v) Pedestrian paths should utilize high-quality and durable paving material. The paving treatment is encouraged to have a distinctive colour, texture or pattern to assist with wayfinding. Permeable paving materials should be used for pedestrian paths in areas intersecting with green space or natural heritage features.

RESPONSE

The proposal provides opportunities for a well-connected accessible community setting within the Kingston Road Intensification Corridor with gateways to the neighbourhoods north and south of the corridor at Rougemount Drive. The proposed open spaces and walking paths promote a high-quality and walkable pedestrian realm and contribute to the connectivity of the surrounding open spaces and public realm. The site design intends to create a pedestrian-oriented environment that enhances the existing and planned cycling and pedestrian linkage to the surrounding natural areas including Rouge National Urban Park, surrounding walking and biking trails, and community center and library on the east side of the precinct. The proposed interconnected pedestrian network within the Site boundaries provides direct, clear, and unobstructed access to the podium building at ground level at both front and rear yards. Sidewalks will

be designed in compliance with Accessibility for Ontarians with Disabilities Act (AODA) standards to serve users of all ages and abilities.

Active ground-level uses and multiple at-grade entrances that are proposed along main and secondary frontages will create an engaging street-level design. The building primary entrances will be well-defined and accessible to pedestrians of all abilities. The proposed street-level commercial units will provide barrier-free access from public sidewalks along Kingston Road. The majority of building entrances will have direct access to the public sidewalk via the proposed walkway. The proposed pedestrian connections, at-grade active uses, and open and public spaces within the Site contribute to the quality, accessibility, and safety of the planned Heritage Path running through Rougemount Precinct.

Safe pedestrian movement will be provided by directing vehicular movement away from locations of high foot traffic. The proposed vehicular access points are limited to one entry off of each primary street to minimize curb-cut and pedestrian and vehicular conflict. The vehicular driveway will be buffered with landscape strips all along and around the proposed surface parking area to minimize pedestrian and vehicular physical and visual interference. The proposed cycling and walking track is located close to the base building taking advantage of animated share space (the space between interior and exterior) and informal surveillance on the street. The proposed areas

of parking access, service/loading, and waste removal zones will be screened to be hidden from public view and consolidated to limit vehicular circulation within the Site and reduce conflicts with pedestrians walkways. Where pedestrian walkways to the right of way are proposed, the walkways will be designed to be highly visible and directly connected to public sidewalks along surrounding Streets.

Overall, the proposed built form, setbacks, active frontage, and building articulation along the Kingston Road and at the northwest intersection will ensure an inviting,

interesting pedestrian realm with adequate space for spill-out opportunities and street furnishing plus sufficient sunlight exposure along the public and private sidewalk. As noted before, the proposed landscape design will implement hard and softscaping elements along the public and private sidewalk to ensure an enhanced pedestrian experience is achieved throughout the site via supporting a safe, comfortable, and interesting circulation network. Pedestrian scale lighting will be implemented where appropriate.



Accessibility



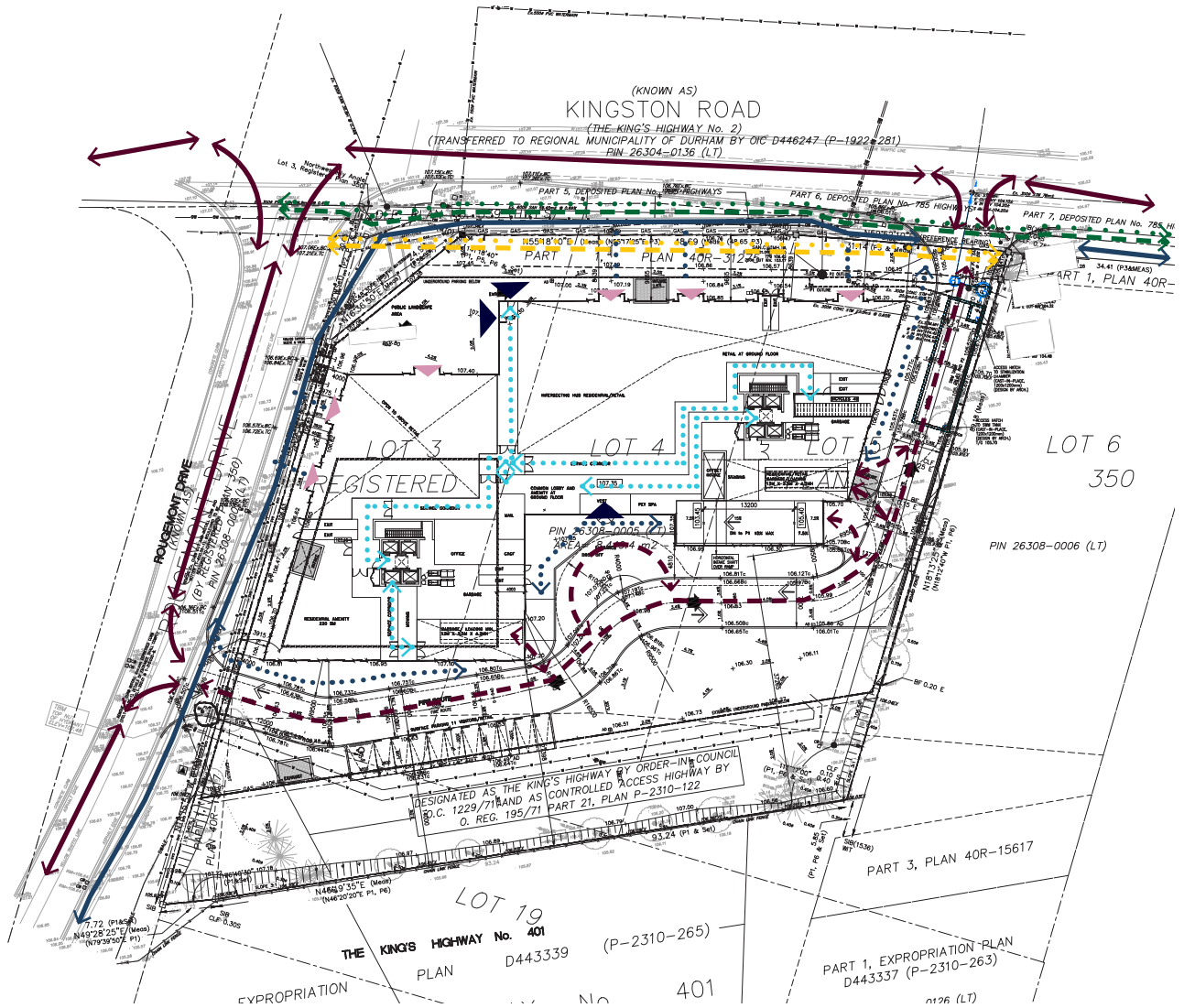
Pedestrian-Oriented



Wayfinding



Figure 7.1 Rendering Image showing proposed pedestrian realm, and outdoor amenity area along designated primary frontage (Kingston Road).



- | | | | | | |
|--|--------------------------|--|------------------------------|--|-----------------------|
| | Pedestrian Corridor | | Pedestrian and Cycling Track | | Public Driveway |
| | Main Pedestrian Entrance | | Pedestrian connection | | Private Driveway |
| | Retail Entrances | | Public Sidewalk | | Planned Cycling Path |
| | | | | | Planned Heritage Path |

Figure 7.2 Ground floor plan showing proposed pedestrian and vehicular circulation in relation to planned Cycling Track and Heritage Path.

POLICIES AND GUIDELINES ON PRIVATE STREET AND LANEWAYS

Kingston Road Intensification Plan Policy 3.5.7) new Private Streets

d) Strong public amenities should be provided, including sidewalks, cycle paths or multi-use paths, and landscape and furniture zones.

e) A landscape and furniture zone is encouraged on both sides of the street to create a comfortable public realm.

f) The landscape and furniture zone should be able to accommodate a street tree, typically a width of 2 metres.

g) It is encouraged that off street parking and cycling infrastructure be provided within private properties to facilitate connectivity.

h) Private landowners should be responsible for ongoing maintenance to ensure that private streets remain in a state of good repair.

Kingston Road Urban Design Guideline Guideline 4.5.3) Service Streets and Lane way

i) Service streets and laneways should be considered in key areas where a street-oriented built form with continuous active frontages is desired, to allow for buildings to be placed closer to the street edge so that servicing functions can be allocated at the rear of properties.

ii) Travel lanes should be designed with a minimum width of 3.5 metres and should be provided in one or both directions of travel.

iii) A sidewalk should be provided on one side of a service street or laneway.

iii) The use of permeable surface materials is encouraged within service streets and laneways.

v) Service streets and laneways should be considered as pedestrian corridors, and should be designed with the pedestrian experience in mind. Where appropriate, the rear façade of buildings should be similar in quality (i.e. materials, articulation) to the front façade.

vi) Where possible, soft landscaping should be incorporated into the design of service streets and laneways. Planters, shrubs and vegetation strips are encouraged

RESPONSE

As noted previously, the development proposes a private right of way to the rear side of the building to permit street-oriented built form with continuous active frontages along the site's primary and secondary frontages. This private laneway facilitates access to parking, loading, and service areas located at the rear of the property. This laneway protects 7.0 meters width and functions as a primary vehicular and emergency service route connecting the block to the exiting main roads and future planned connections.

The proposed private laneway will be complemented with a well-connected pedestrian network accommodating east-west connections across the site. The proposed landscape buffer along the vehicular lane is designed

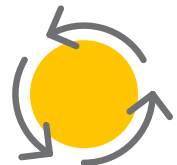
to function in combination with the pedestrian network to connect the proposed publicly accessible green and open spaces within the site. This network of landscaped pedestrian realm adds to the site's overall accessibility and legibility providing for a broader improved connection of the public realm across the precinct.

The proposed underground parking access points and loading and service areas are consolidated and contained within the podium building to minimize curb-cut and pedestrian-vehicular conflict as well as negative visual impact.

Limiting the vehicular circulation to the private laneway, the proposed vehicular network provides for a minimum pedestrian and vehicular conflict and results in a safe and pedestrian-oriented public realm along the main public frontages and within the internal site. Additionally, the building façade along the internal driveway integrates setbacks to accommodate for a pedestrian-friendly inner site circulation with landscape buffer and pedestrian sidewalk.



Wayfinding



Circulation



Figure 7.3 Rendering image showing proposed private driveway, surface parking, pick up and drop off area, and vehicular access point off of Rougemount Drive.

8.0

SITE SERVICING AND PARKING

POLICIES AND GUIDELINES ON PARKING AND SERVICING

Kingston Road Urban Design Guideline Guideline 2.5) Parking

Guideline 2.5.2 i) Surface parking is discouraged for main street retail, and high-density residential, office and mixed-use developments. In these areas, parking shall be provided underground, behind or inside a structure on upper floors with appropriate screening, or inside a building.

Guideline 2.5.2 v.) Access points to parking structures should be located at the rear or side of buildings, and away from main streets and intersection corners.

Guideline 2.5.2 vii.) Structured underground parking is preferred over surface parking or above-grade structured parking to reduce the urban heat island effect and minimize blank walls.

Guideline 2.5.2 i.) New developments are encouraged to reduce or minimize surface parking on site, in order to reduce the urban heat island effect and promote more compact development.

Guideline 2.5.2 ii.) Parking shall be located at the side or rear of the site where it is neither visible from the street nor blocking pedestrian access.

Guideline 2.5.2 iii.) In the design of surface parking areas that are visible from the highway and streets, edges along parking areas shall be defined and softened

through tree planting, landscape berms, pergolas, and other similar features

Guideline 2.5.2 viii.) The parking lot and walkways to parking lot areas should be visible from the main entrance of the building on the site, where practical.

Guideline 2.5.2 ix.) Pedestrian walkways should be developed between parking lots and the street. These walkways should be landscaped, barrier-free and lighted to encourage convenient, safe, and frequent public use.

Guideline 2.5.3 vi.) Permeable pavement and/or pavement with good solar reflective index is encouraged. A combination of hardscape and softscape elements should be used to reduce the urban heat island effect. Bioswales are highly encouraged as a means of mitigating automotive pollution impacts on water and reducing stormwater runoff loads on the sewage system.

Guideline 2.5.3 vii.) Designs that include urban furniture and decorative pavements are encouraged to support a flexible use of the area and allow for other temporary uses, such as social and sport events, where suitable.

Guideline 2.5.3 viii.) The parking lot and walkways to parking lot areas should be visible from the main entrance of the building on the site, where practical.

Guideline 2.5.3 ix.) Pedestrian walkways should be developed between parking lots and the street. These walkways should be landscaped, barrier-free and lighted to encourage convenient, safe, and frequent public use.

Guideline 2.5.3 xi.) When designing rear parking sites,

Crime Prevention Through Environmental Design (CPTED) principles should be applied to the site, where good lighting and natural surveillance from adjacent buildings may act as safety measures.

Guideline 2.6) Loading, Services and Utilities

i.) Where possible, on-site loading and servicing areas shall be located internal to the development and below grade with access from local streets and lanes. Access points shall be coordinated to minimize impacts on the pedestrian realm, including minimizing the interruption of sidewalks.

ii.) Servicing lanes should be designed to welcome pedestrians with sidewalks on both sides of the lane, where practical, to accommodate safe pedestrian movement.

iii.) Service and loading facilities shall be contained within building envelopes and consolidated for each block, when possible. Below-grade loading facilities are encouraged for higher-density, larger-format development. Garbage storage rooms shall be centralized indoors, below grade, and at the rear of buildings.

iv.) Vehicular routes shall support goods movement by designing right-of-ways and lanes to safely accommodate truck traffic and turning movement.

v.) Utilities and service equipment shall be located within buildings or internal to building sites, where practical, to reduce their visual impact on the streetscape and public view. In outdoor areas, their presence can be minimized through screening, fencing, strategically-positioned landscaping and integration with public art.

vi.) In the location and design of loading facilities, consideration should be given to implementation measures to mitigate potential impacts of noise and vibration on residents on the site or in adjacent developments.

RESPONSE

The proposed development is designed to accommodate parking and loading functions that do not interfere with residents' and visitors' enjoyment of the public realm. On-site parking spaces will be provided predominantly in the form of underground parking. Access ramp to underground parking is located at the east side of the building and contained within the podium envelope. Underground parking is contemplated in 4 levels providing 76 shared parking spaces for visitors and retail, and 496 parking spaces to serve residential units. To promote more compact development and reduce the urban heat effect, the proposal limits surface parking to 11 spots on site serving as shared visitors/retail parking. To reduce visual impact on the surrounding streets and pedestrian realm, proposed surface parking is located at the rear side of the site and buffered with landscape elements. Further, landscape treatments are contemplated along the public street edges to define and soften the site's boundaries.

The proposed loading, service, and waste removal areas are consolidated to two points, contained within the podium envelope, and accessed internally through the proposed private laneway to minimize the potential visual and noise impact. Measures will be taken to ensure the

loading/servicing spaces are screened and buffered from the public realm. The proposed loading/servicing and waste removal areas will be treated to integrate with the overall façade design of the podium building. The location and number of the loading, servicing and waste removal areas are informed by the proposed density. A pickup and drop-off location is proposed midway along the private driveway at the rear side of the building to serve the ground floor commercial and residential area. This way, the proposal contributes to the multi-modal transportation vision for the area.

As noted previously, a pedestrian and cycling walkway is proposed along the site's primary frontage to facilitate multi-modal mobility and community access to the surrounding services and natural areas.

The proposed right of way protects for a 7 meter width to permit a multi-function vehicular circulation that supports truck traffic and turning movement.

Where appropriate, the proposal will introduce integrated light standards and safety measures to ensure a safe comfortable, and enjoyable experience on the site.

The proposal will provide a total number of 292 bicycle parking consisting of 2 non residential, 73 long-term secured, 217 residential/residential visitor ,and 25 retail visitors parking spaces. The placement of the bicycle parking will not impede pedestrian or vehicular movement within the site, or along the primary frontage and existing and planned public sidewalks.

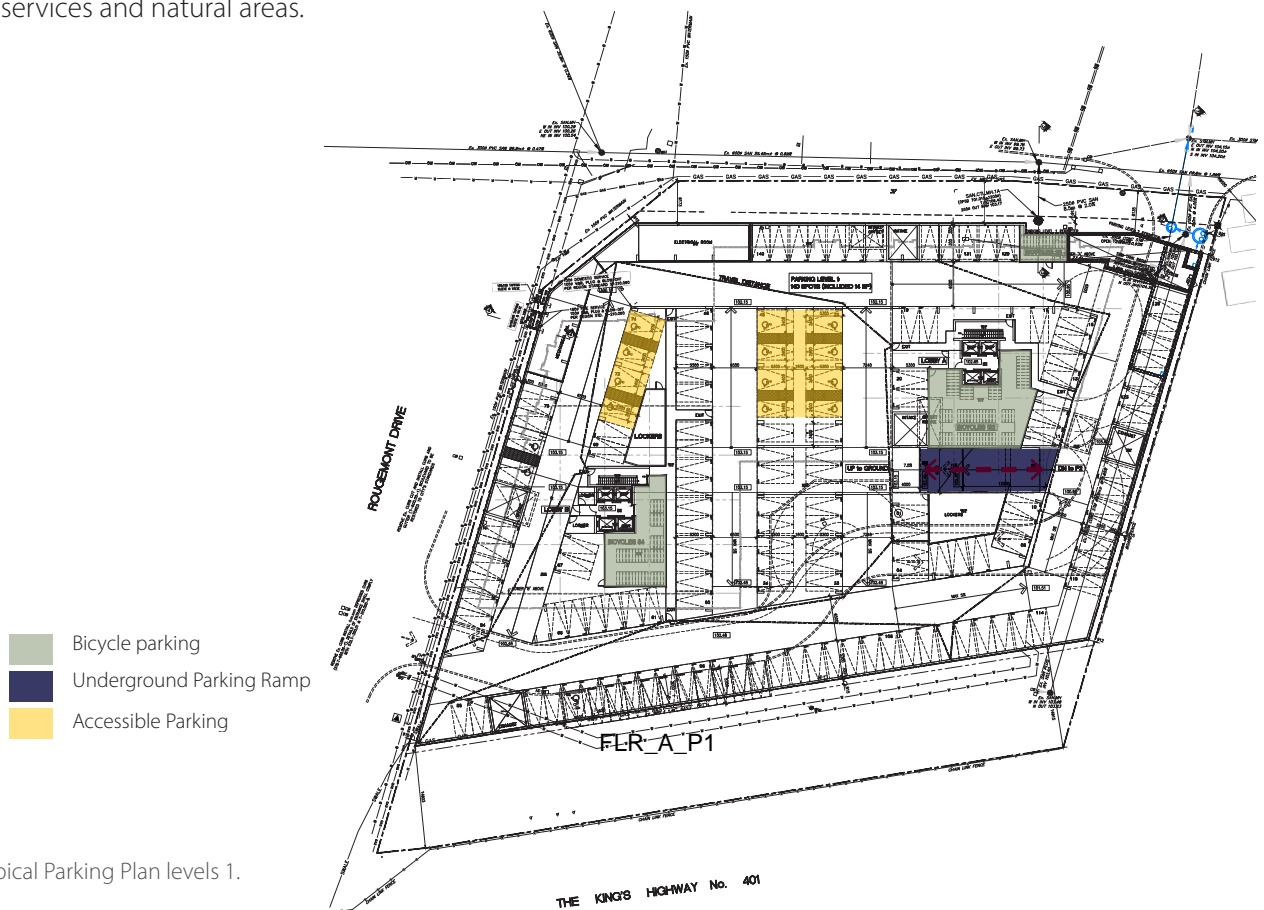


Figure 8.1 Typical Parking Plan levels 1.

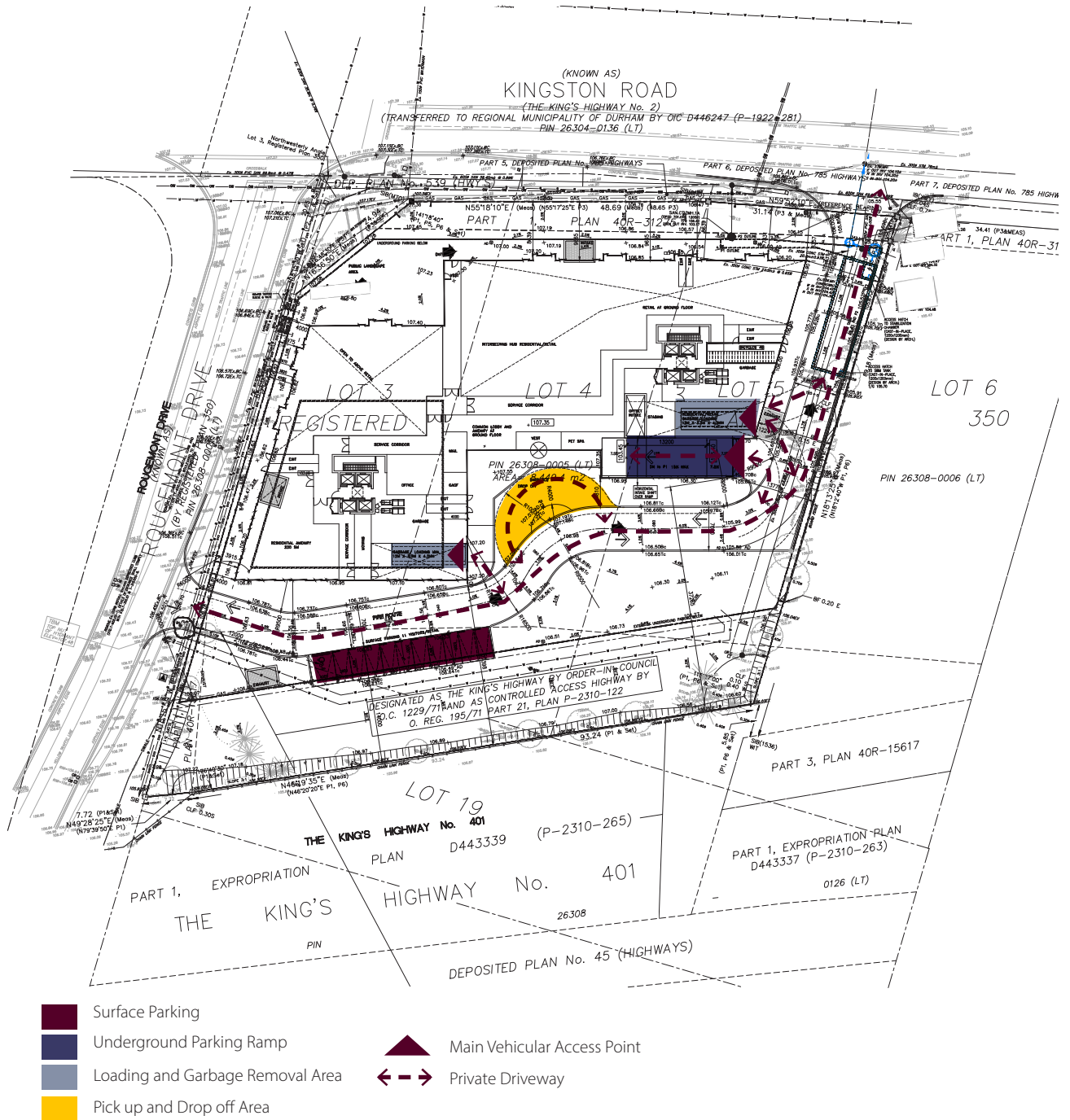


Figure 8.2 Ground floor plan showing vehicular circulation, surface parking, loading and garbage removal areas.

9.0 BUILT FORM & ARCHITECTURAL DESIGN

POLICIES AND GUIDELINES ON ARCHITECTURAL ARTICULATION

Kingston Road Intensification Plan

Guideline 3.2) Landuse

Policy 3.2.2 b) Retail and commercial-service uses should be primarily located on the ground floor. Second floor retail and commercial-service uses are encouraged.

Policy 3.2.2 d) The City shall promote the creation of residential units in conjunction with retail, office, service commercial and institutional uses in support of developing complete communities.

Kingston Road Urban Design Guideline

Guideline 2.10) Transition and Massing

i. New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.

iii. In cases where buildings have a height of 8 storeys or more proposed adjacent to the streetline, the upper storeys of the building should be sited on podiums having a minimum height of 3 storeys and a maximum height of 6 storeys.

iv. Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary

frontages, and other intensively used areas of the public realm.

v. The shadow impact of buildings on adjacent residential buildings, public parks and privately owned publicly-accessible spaces shall be assessed through a shadow impact study, where appropriate, and minimized to the extent possible.

vi. Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.

vii. The development of large mass buildings within areas that are characterized by a distinct architectural theme should reflect similar

xi. As an exception, on Kingston Road in the Rougemount Precinct and on Kingston Road between Dunbarton Creek and Pine Creek in the Dunbarton/Liverpool Precinct, built form shall conform to a 45 degree angular plane from the front property line, beginning at a height 30 percent the width of the adjacent right-of-way.

Guideline 2.11) Material and Facade Treatment

i. Main wall cladding materials should be highquality, aesthetically pleasing, and durable . Materials such as brick, stone and glass are encouraged.

ii. Building materials that are discouraged include: stucco, vinyl, concrete block, metal siding, highly reflective glass

and mirror finishes for glazing.

iii. Materials should be complementary to the character of the precinct. For example, the use of brick may help reinforce the 'urban village' character of Rougemount Precinct, while glass may be more appropriate to support the commercial gateway features of the Whites Precinct.

iv. A variety of building materials, colours, and plane variations should be used to create visual interest along the streetscape and to avoid repetitive or monotonous streetscapes.

v. Building materials for higher floors may differ from base materials, but compatibility, transition and building proportions should be considered. Higher buildings should have a lighter appearance in general to reduce perceived height, weight and bulk.

vi. Facade articulation, including projections, recessions, design treatments and architectural details (i.e. decorative mouldings, fenestration, masonry banding) are encouraged to create enhanced visual interest and a human-scaled environment.

vii. Original architectural details and features should be restored where appropriate.

RESPONSE

The proposed architectural features and details will create a vibrant, attractive, and pedestrian-oriented public realm in the form of a well-connected and publicly accessible network of open spaces and walkways connecting to the surrounding walking and cycling trails and natural areas. The ground-level of the proposed development will contain commercial and retail service uses with primary frontage front onto Kingston Road. The ground-level development continues to the west property limits and contains residential amenity areas. The built form recesses at the northwest corner of the site to enlarge the public realm. This recession continues along the designated primary frontage, onto Kingston Road, to support additional spill-out opportunities for active commercial uses. The proposal incorporates high-quality design treatments, and fine architectural details to augment the character of the place as a regional and local gateway while creating visual interest and reinforcing a sense of place.

The proposed POPS area at the northwest corner of the development frames the Rougemount Drive intersection. The primary pedestrian entrance is oriented to frame the streetscape at this point. Ground-level elevation integrates required heights and setbacks to accommodate lobby entrances and commercial uses along Kingston Road while providing sufficient clear height for vehicular circulation and entries along the proposed laneway at service, and waste areas.

The proposed massing, building orientation, and tall components' placement on the podium assist the proposal to accommodate a scaled transition to the surrounding development. Additionally, the proposed built form integrates architectural design treatments and material pallets to promote a context-sensitive development. Proposed tall components are designed with minimum floor plan area to maintain a slim appearance and minimize shadow impact on the surrounding developments, public and private open spaces, and pedestrian environment.

The proposed site plan design incorporates a landscaped buffer along the proposed right of way to protect the pedestrian zone. Additionally, this landscape buffer continues to wrap the pedestrian realm along the site's primary and secondary edges to provide a weather protection zone.

The proposed building façade will incorporate high-quality design, architectural articulation, and aesthetically appealing and durable materials to promote the distinct character of the area as a regional main street and gateway. The proposed podium will be articulated with masonry materials such as brick to reflect and complement the Urban Village character of Rougemount Precinct. Additionally, the proposed podium will incorporate material change, fenestration, and plane variation to maintain a visually interesting streetscape design at the pedestrian level. The façade of proposed tall components will be articulated predominantly with light-appearance and transparent materials such as spandrel glass and metal panel to maintain a compatible look with the base building and support a proportional transition of the built

form vertically while reducing perceived bulk, weight, and height. The proposed balconies will be built with high-quality frosted materials and will change in style across horizontal and vertical components to reduce the towers' perceivable mass and generate an overall lighter appearance. Variation in window size and type across the façade will create visual interest in the skyline, and along the Kingston Road view corridor while further animating and fostering a vibrant pedestrian realm at ground level.



Façade



Articulation



Built Form



Setback

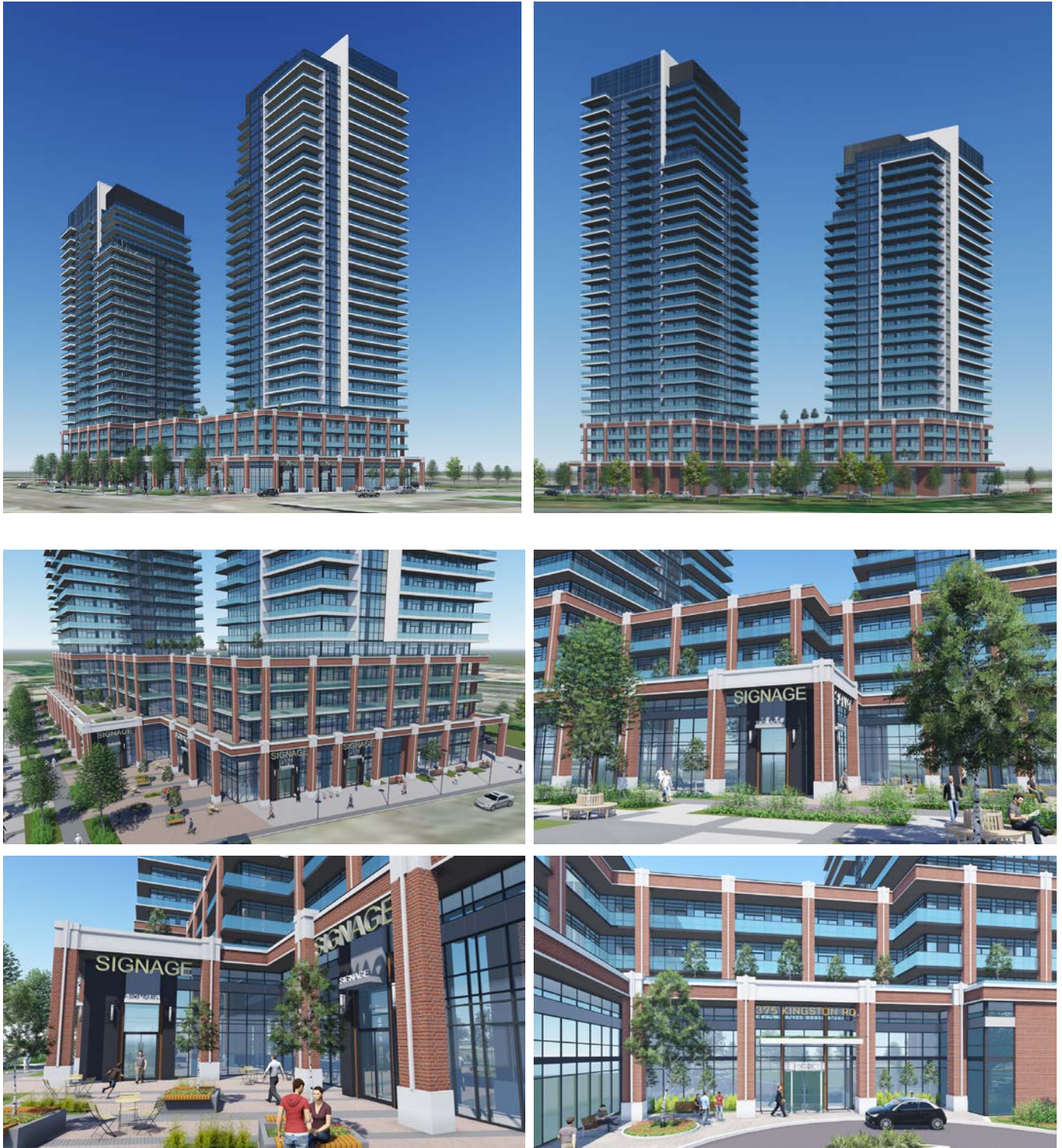


Figure 9.1 Image rendering showing podium design, setback, and stepback along front and rear sides of the site.

POLICIES AND GUIDELINES ON SETBACK AND ACTIVE FRONTAGE NETWORK

Kingston Road Intensification Plan

Guideline 3.3.5) Setback

a) All buildings fronting Kingston Road in the Rougemount Precinct should be setback 3 metres from the front property line.

c) Buildings fronting existing public roads intersecting Kingston Road should be setback 5 metres from the property line in the Whites and Brock Precincts and 3m in the Rougemount and Dunbarton/Liverpool Precincts, or match the setback of adjacent buildings.

d) In all precincts, all buildings should be setback a minimum of 2 metres from new public and private streets that are internal to the development block.

f) Setback areas should be used to accommodate spill-out uses from commercial activity (i.e. patios, displays, waiting areas), public landscape elements (i.e. benches, planters, other amenities), or landscape elements that provide screening / privacy for graderelated residential units as appropriate.

g) All new buildings and additions should aim to keep front yard setbacks to a minimum so that an urban streetwall condition can be achieved along all streets.

Guideline 3.3.6) Active Frontage Network

a) Primary Frontages shall have a minimum of 60% of the lot frontage of retail uses, commercial-service uses or consolidated office and residential entrances.

b) Secondary Frontages are encouraged to have a minimum of 30% of the lot frontage of retail uses,

commercial-service uses or consolidated office and residential entrances.

c) Development applications which are already underway along Kingston Road and other major intersections are encouraged to have active frontages.

Guideline 3.3.7) Streetwall

a) The minimum streetwall height along all public and private roads should be 3 storeys, with a minimum ground floor height of 4.5 metres.

b) The podium portion of tall buildings should have a minimum height of 3 storeys and a maximum height of 6 storeys.

c) Variety and variation in the streetwall will be provided through encouraging a fine-grain pattern of retail units / residential entrances, and the establishment of façade articulation and rhythm through building projections / recesses and the use of different façade materials.

d) Generally, buildings shall have a podium of at least 3 storeys before any building setbacks are introduced. The first setback for any building shall not occur higher than the sixth floor of a building.

e) Building setbacks should be a minimum of 2.5 metres.

Kingston Road Urban Design Guideline

Guideline 2.1) Streetwall

i. A consistent streetwall should be maintained along Kingston Road and all Primary Frontages.

ii. The minimum streetwall height along all streets shall be 3 storeys, with a minimum ground floor height of 4.5 metres to accommodate for retail uses.

iii. The podium portion of tall buildings shall have a minimum height of 3 storeys and a maximum height of 6 storeys.

iv. All street-related uses should have primary entrances fronting onto the public street and feature transparent windows and doors to provide outlook and animation onto the street edge (Fig. 39).

v. Generally, buildings shall have a podium of at least 3 storeys before any building setbacks are introduced. The first setback for any building, shall not occur higher than the sixth floor of a building.

vi. Building setbacks should be a minimum of 2.5 metres.

vii. A fine-grain pattern of retail units and/or residential entrances is encouraged to provide variety and variation in the streetwall. Variation in frontage width is encouraged to flexibly accommodate a range of street-related uses, including multiple internal formats and layouts for commercial/retail units.

viii. To introduce further variety and visual distinction within the streetwall, the establishment of façade articulation, differentiation and rhythm through building projections, recessions, and the use of distinct building materials is encouraged.

2.13 Active Frontage Network

i. Primary Frontages shall contain predominantly street-related active retail or commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, including community and institutional uses, are also permitted.

ii. Secondary Frontages should contain street-related active retail or other commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, such as community and institutional uses, are also encouraged.

iv. Elevated main front entrances and large concentrations of steps along frontages should generally be avoided. Entrances should be ground related and provide barrier-free access.

v. A reasonable proportion of frontages shall have transparent windows at street level. Clear glass is preferred for all glazing in order to promote a high level of visibility.

vi. Large format retail development may negatively impact the pedestrian realm due to the scale of the uses. To fit into the surrounding urban character, large format retail shall be developed in a compact and integrated form. Location within a multi-storey building or in the podium portion of a mixed-use building is strongly encouraged.

RESPONSE

The proposed development represents a combination of retail service, amenity, and residential uses at street-level along the designated primary and secondary frontages which contributes to the Kingston Road character as a main street. The proposed retail and amenity spaces at grade are presented in a compact and integrated form within the podium envelope and will assist with programming, and animating the public realm while enhancing the pedestrian experience through improved streetscape and vibrant and safe public spaces. Primary entrances including main entrance and retail entrances are oriented to front the primary and secondary frontages at street level. At-grade active uses are also arranged to frame the proposed sidewalk and publicly accessible open space (POPS) located at the northwest corner. The primary entrance to the podium building is oriented to improve the interaction between interior and exterior spaces. Overall setback and built form along Kingston Road and at Rougemount Drive intersection accommodate an urban streetwall condition with open space interface, sidewalk connection, and active interaction.

The podium is designed with a height of 1 storey and steps back to match the adjacent low-rise appearance of the surrounding development. The podium façade in the pedestrian level will avoid monotonous and repetitive streetscape design and will be articulated and designed to create visually interesting streetwall. The interior building envelope is designed in relationship to the exterior space to contain flexible programming and function, and

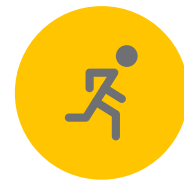
help with the variation in the streetwall condition. This way street-related units will accommodate a variety of layouts and formats that will adopt changes in building programming in the future.

As noted previously, the building façade on street-level will incorporate variation in architectural form, material transition, and surface articulation to establish a rhythmic and visually appealing streetscape. Additionally, the podium design incorporates a proportional level of glazing and fenestration to promote a high level of visibility and space interaction.

Weather protection features, such as overhangs will be implemented along the primary and secondary elevations to create a more attractive pedestrian realm and at building entrances for additional building articulation. These features will add architectural interest and create favourable micro-climate condition.



**Rhythm and
Pattern**



Animation



Articulation



Figure 9.2 Image rendering showing podium design, pedestrian realm and active frontage along Kingston Road.

POLICIES AND GUIDELINES ON TALL BUILDING DESIGN

Kingston Road Intensification Plan

Guideline 3.3.1) Tall Building

Guideline 3.3.1 a) Tall buildings should generally be located within gateways and at the intersection of transit spines and major arterials, along the highway, and proximate to highway access. Tall buildings consist of buildings 13 storeys or higher.

Guideline 3.3.1 b) Tall building towers should be separated from one another by a minimum distance of 25 metres and should have a maximum tower floor plate of 750m².

Guideline 3.3.1 c) Tall buildings should be located to minimize shadow impacts and wind tunnel effects on proximate parks, open spaces, primary frontage sidewalks and existing low-rise residential areas.

Kingston Road Urban Design Guideline

Guideline 2.15) Building Type (Tall building)

Guideline 2.15.1 i) Tall buildings should generally be located within gateways, including at the intersection of transit spines, major arterials, along the highway and proximate to highway access.

Guideline 2.15.1 ii) Podiums shall have a minimum height of 3 storeys and a maximum height of 6 storeys to create a comfortable public realm. Towers should be stepped back a minimum of 3 metres from the podium wall.

Guideline 2.15.1 iii) Tall buildings should appropriately transition in height, particularly where high-rise development is directly adjacent to existing low-rise

neighbourhoods, parks and open spaces, and POPS.

Guideline 2.15.1 iv) Tall buildings should be designed and sited to minimize shadows, maximize sky views, and reduce negative micro-climate impacts, particularly where high-rise development is directly adjacent to low-rise neighbourhoods, parks and open spaces.

Guideline 2.15.1 v) Building towers shall be subject to a minimum 25 metre separation distance, measured between the exterior edge of the building face. Buildings shall have a maximum tower floor plate of 750m².

Guideline 2.15.1 vi) Upper floors should terminate the tower with distinctive crowning features and accent materials compatible with the overall building design.

Guideline 2.15.1 vii) Building tops should incorporate screening for rooftop mechanical equipment to minimize their visual impact.

RESPONSE

The proposal presents a high-rise and compact development along the regional and local transit spine intersection, within the Kingston Road Corridor at Rougemount Drive gateway. The proposed tall buildings reflect on the future planned context for the area while enhancing the gateway character and skyline through a high quality architecture, design, and material pallet.

The proposal provides built form articulation and variation through displacing the density across the base building that breaks up buildings' mass and allows it to be read as multiple buildings along the streetscape.

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

The proposed podium is placed close to the street line to frame the surrounding public realm and create a comfortable and pedestrian-scale public realm along the Kingston Road and at the Rougemount intersection. The proposed podium will include at-grade residential and outdoor amenity uses close to public streets. These frontages will have direct access to the public realm, including the sidewalk. The proposed streetwall along the public street will be uniform, save and except for articulation at building entrances. The proposal also provides rooftop amenities which contributes to the

overall built form appearance as well as public realm quality improvement. The material selection, facade treatment and fenestration will create rhythm and pattern on facades that prevent blank wall condition, and street-level residential and amenity uses will activate public/private realm facades.

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

The proposed development's façade and roof design will ensure mechanical equipment will be screened from public view through built form articulation and architectural screening elements to create an attractive topper to each tall building.



Figure 9.3 Rendering of the proposed development.

10.0

LANDSCAPE DESIGN

POLICIES AND GUIDELINES ON LANDSCAPE DESIGN

Kingston Road Urban Design Guideline

2.7 Landscape

i) Landscape shall be an integral piece of the site design and be developed to unify and enhance the overall architectural project. High-quality, durable and diverse landscape elements shall be encouraged.

ii) A minimum of 10% of each lot shall be landscaped, with a significant proportion of that being soft landscaping.

iii) Landscaping shall support and define a consistent and attractive street edge. The selection and spacing of all plantings should relate to the street type and adjacent land use and site conditions.

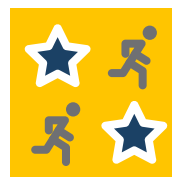
iv) Within sites, landscaping shall define pedestrian routes and enhance visual imagery of the site. Large tree canopies are encouraged along pedestrian routes to provide shade and comfort.

v) Every effort should be made to retain existing trees and other mature vegetation during redevelopment. Where possible, these should be integrated into the site layout and landscape design for new developments.

vi) Landscape buffers shall be encouraged along surface parking lots adjacent to public streets to soften and screen

parking lot edges. They shall also be encouraged on lots abutting low-density residential uses to provide a privacy buffer. These should have a minimum width of 3 to 3.5 metres.

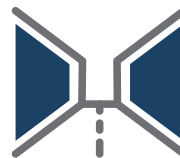
vii) Within parking lots, curbed landscaped islands with a minimum width of 2.5 metres shall be encouraged to define major vehicle and pedestrian routes and break-up the expanse of paved areas.



Character



Street Furniture



Streetwall



Sustainability

RESPONSE

The proposal will include a series of public and private open spaces and landscaped areas to unify and enhance the overall architectural product and create a comfortable and interesting pedestrian environment within the site. The proposed landscaped areas will incorporate decorative soft and hardscape features with significant design consideration given to the soft elements. The proposed landscaped setback along the primary and secondary frontages will be designed to clearly define the proposed privately owned publicly accessible space, pedestrian walkways, and spill-out moments of ground-level commercial activities. This landscaped strip along the podium's façade will support a consistent and attractive street edge. The landscape buffer around the proposed right of way will enhance the site legibility and connectivity and create a buffer to screen the site's south limits along the King's highway no. 401. The landscape projections along the east limits of the site will help with buffering and screening the loading and servicing area to reduce visual impacts. Similarly, a landscape buffer wraps the proposed surface lot to reduce the visual impact on the public realm.

High-quality and durable paving material will be used in the construction of the right of way, the sidewalks, and within the vehicular and pedestrian entrance points to support the site's circulation and to create an attractive surface treatment and arrival experience.

All landscape and hardscape material on the site, including the proposed privately own and publicly accessible space at the northwest corner, and any

additional rooftop landscaping contemplated, will be of high quality and functionality. Use of native vegetation and water conservation practices will be incorporated in the landscaping wherever possible.

Through appropriate massing, density displacement, and building orientation all outdoor amenities including the green and active rooftops are provided with maximum sun exposure and view.

Appropriate street trees and plantings will be provided within the public realm around the site wherever possible. The proposal will contemplate the provision of street furniture that is coordinated with the City's design vision and the architectural character of the proposed building. The proposed landscape design will be compatible to reflect the character of Kingston Road Intensification Corridor and Rougemount precinct as an Urban Village.

The placement of street furnishings within the public and private realm will be coordinated with City of Pickering Staff. The proposed landscape plan and examples of landscape treatment shown cased here provide the standard of streetscape quality required to foster a positive and unified public and private realm experience.

Together, the proposed landscape treatment and the outdoor amenity areas integrate into the architectural design of the proposal and will create a unique character and a strong sense of place for the Subject Lands in the Kingston Intensification Corridor.

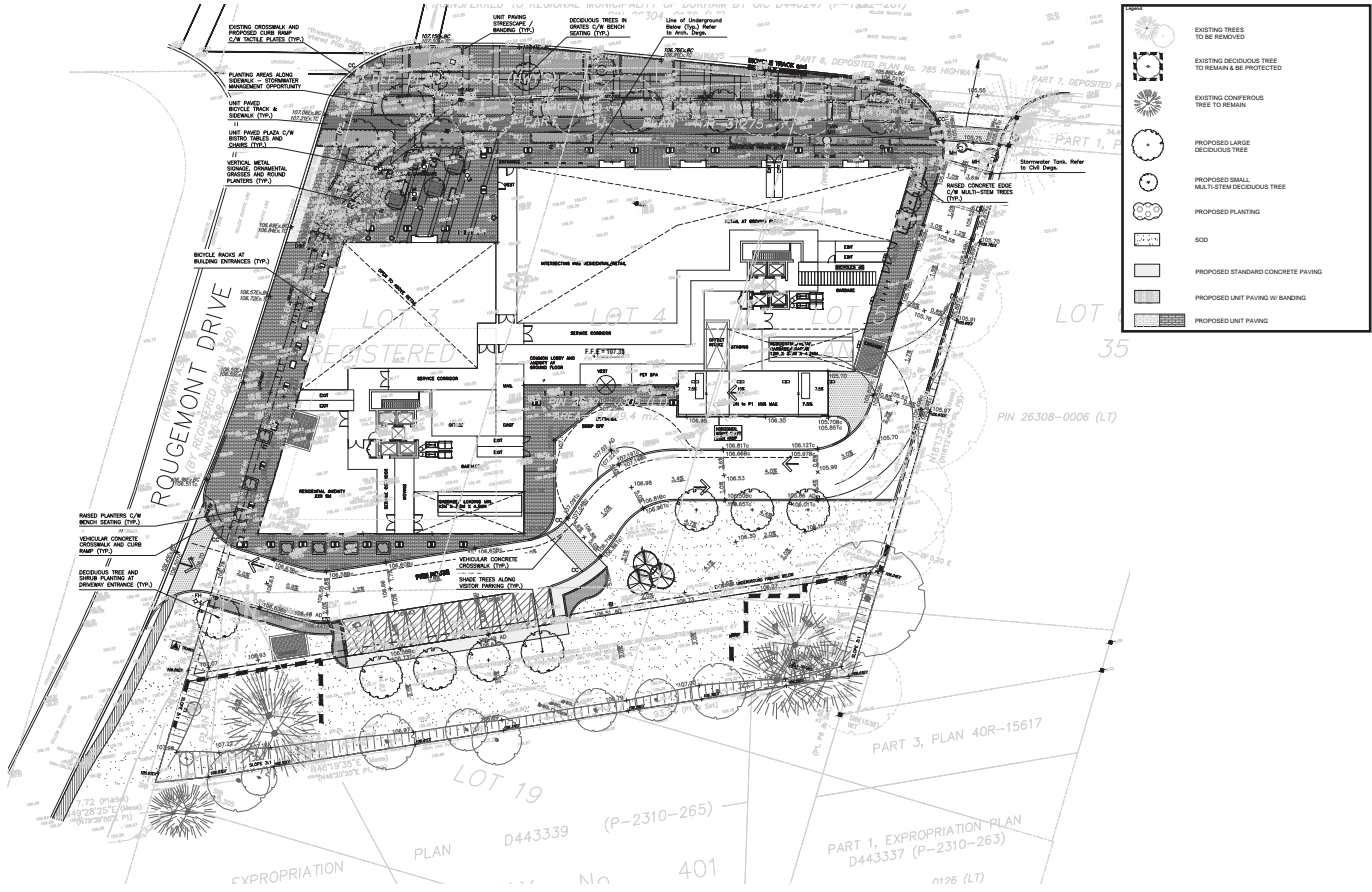


Figure 10.1 Landscape Plan, prepared by MHBC.



Figure 10.2 Examples of pedestrian and cyclist oriented public realm.

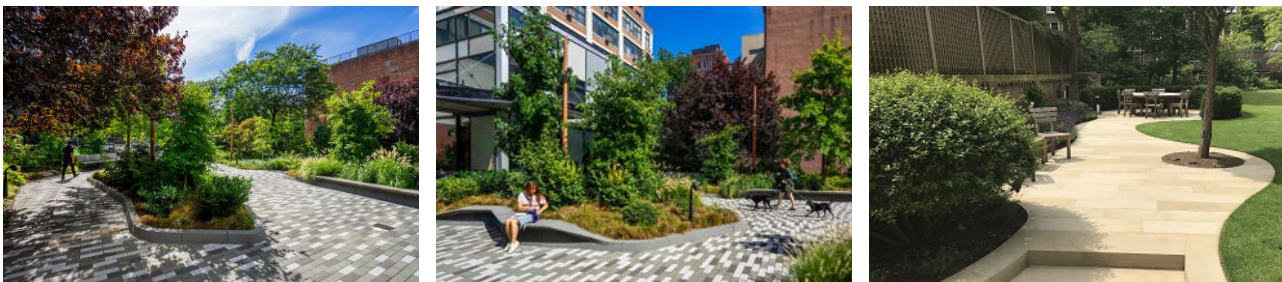


Figure 10.3 Examples of landscape treatment with a hierarchy of hardscape and softscape materials.

11.0

PUBLIC REALM AND POPS DESIGN

POLICIES AND GUIDELINES ON POPS DESIGN

Kingston Road Intensification Plan

Guideline 3.4.8) Privately Owned Publicly Accessible Spaces (POPS)

a) All at-grade POPS should be publicly accessible unless they are for single-family residential units.

c) Private landowners should provide public easements as necessary over Privately Owned Publicly- Accessible Spaces to provide access to the general public. These can include, for condominium developments, public easements in common element areas.

Kingston Road Urban Design Guideline

Guideline 3.8) Privately Owned Publicly Accessible Spaces (POPS)

i. POPS shall be publicly accessible, with signage to properly identify the space and indicate access for public use.

ii. The locations of POPS will be identified in the implementing zoning by-law and their exact size, location and design shall be addressed through detailed block planning, to include matters such as connectivity and cost sharing between multiple landowners.

iii. The size, shape and configuration of POPS will vary based on the existing and planned context and specific characteristics of the site and the building program.

iv. POPS shall provide public easements as necessary over privately-owned open spaces to provide access to the general public.

v. Private landowners shall be responsible for ongoing maintenance to ensure that POPS remain in a state of good repair through all seasons.

vi. The location and design of POPS should seek to physically and visually connect to the public street.

vii. POPS should be framed by and relate to surrounding buildings; at-grade active uses shall support the programming of the open space and offer a surveillance element to promote safety (Fig. 58).

viii. All POPS should incorporate soft landscape and planting; trees shall have sufficient soil volumes to enable large mature growth and a significant tree canopy.

ix. POPS should maximize sun exposure and strive to achieve 5 consecutive hours of sun as measured on March 21 and September 21.

x. POPS should provide amenities including seating areas, pedestrian-scale lighting, bicycle racks, garbage cans, and public art to create a positive walking and cycling environment. Amenities should compliment the character of the surrounding public realm and active ground floor uses.

RESPONSE

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

The proposal incorporates high-quality design treatments, and fine architectural details on the street-level façade to support the programming of the public realm along the Kingston Road and enhance the character of the place as a regional and local gateway while creating visual interest and reinforcing a sense of place.

The proposal also includes vertical private outdoor amenity areas in form of active terraces and landscape areas on the podium rooftop to improve the public realm quality along the Kingston Road and open space connectivity within the area.

Overall, the proposed POPS, landscaped areas, and the pedestrian realm within the site support and function in relation to the planned context for Rougemount Precinct including the future POPS, gateway plaza, and public

green space to the north as well as the heritage pathway and cycling routes along the Kingston Road. The proposed open space network combined with active pedestrian walkways also enhances public realm connection to the surrounding natural areas, walking and cycling trails, and community centers such as the library and community center located in the east of the subject lands.

The proposed POPS design will incorporate placemaking elements, pedestrian-scale lighting, and seating furniture to create a unified, safe, and positive pedestrian environment.

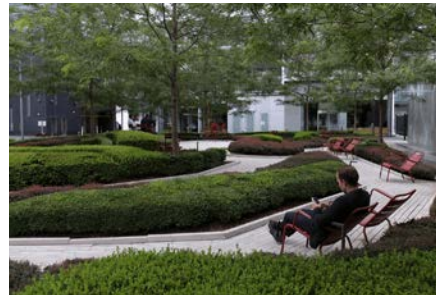


Figure 11.1 Examples of POPS design.



Figure 11.2 Image rendering showing proposed POPS and public realm design realm along active frontages.

12.0

UTILITY, LIGHTING AND SIGNAGE

POLICIES AND GUIDELINES ON UTILITIES AND LIGHTING

Kingston Road Urban Design Guideline

2.9 Signage and Lighting

- i.** Signs should be clear, visible, and easy to understand. Signs should be properly lit to ensure safety on the road and walkways at night.
- ii.** Cohesive signage should be implemented within each precinct to improve neighbourhood character while providing valuable wayfinding information.
- iii.** The size, design and placement of signs shall be considered in accordance with the City's Sign By-law and through Site Plan Control.
- iv.** The placement of signage shall not compromise pedestrian movement and vehicular safety. The use of illuminated sign boxes and channelized sign boxes are discouraged.
- v.** Signage should be integrated with building design, and should be consistent with the overall streetwall and associated building facades.
- vi.** A dark-sky policy shall be promoted along Kingston Road with downward-directed lighting. All external light fixtures shall be full cut-off and dark-sky friendly to minimize sky glow effects and light pollution.
- vii.** Pedestrian-scaled lighting shall be used for active public spaces, including inner-block walkways,

parks, and courtyards (Fig. 31). The use of outdoor LED lighting systems is encouraged for energy efficiency.

viii. Outdoor light shall be aimed and shielded to illuminate areas on site and adjacent sidewalk areas, including inner patios, but shall not illuminate the street or adjacent residential uses.

ix. Where there are architectural, landscape, and decorative features on a building, lighting may be directed upward to illuminate prominent details.

RESPONSE

As the Subject Lands are within an urban area, the provision of utilities will generally be consolidated in the private right-of-way or adjacent public frontages to create a barrier-free and visible travel paths, sidewalk and access points. The proposed development will connect to existing services in coordination with utility providers. Efforts will be made to ensure the visual impact of utilities will be minimized, including locating utilities underground wherever permissible by the utility provider.

The proposed development will consist of a mix of commercial and residential uses. As such, signage will be provided where appropriate and in accordance with City's Sign By-laws to provide wayfinding to residents and visitors. This signage will assist with the wayfinding needs and comprise pedestrian and vehicular circulation to and from the site as well as within the internal outdoor area. Signage placement will be integrated with the site design and the signage type will be chosen to be consistent with the overall streetwall and building façade design.



Figure 12.1 Examples of Downward-casting and LED lighting

The proposed privately owned publicly accessible open space, inner-block pedestrian walkways, and the proposed private driveway will be marked and lit properly to create comfortable, active, and safe public spaces around the site. The lighting will be designed in compliance with the planned dark-sky policy for the Kingston Road Corridor, with dark-sky friendly lighting to minimize sky glow effects and light pollution. Outdoor light will be downward-cast lighting with cut-off fixtures to avoid spillover on adjacent properties and uses. Lighting will be located within the street furniture and landscaping zone wherever possible.



Figure 12.2 Examples of dark-sky friendly lighting

13.0

SUSTAINABILITY AND MICROCLIMATE

POLICIES AND GUIDELINES ON SUSTAINABILITY AND MICROCLIMATE

Kingston Road Intensification Plan

Guideline 3.4.1 Climate response and sustainable Development

a) Development should incorporate building and landscape design which maximizes sunlight access and minimizes shadow on sidewalks, parks, open spaces and other intensively used areas as necessary to preserve their utility. Development will adequately limit net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on parks and open spaces.

b) Development should incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds, especially during winter.

c) Sustainable and Low Impact Development (LID) measures are encouraged for all development in order to minimize energy consumption, greenhouse gas emissions and water consumption.

Kingston Road Urban Design Guideline

Guideline 2.3.1 v) Weather protection features such as canopies, awnings, overhangs and recessed entrances should be incorporated, where possible, to provide users shelter from wind, rain, snow and other harsh elements.

Guideline 2.5.3 vi) Permeable pavement and/or pavement with good solar reflective index is encouraged. A combination of hardscape and softscape elements should be used to reduce the urban heat island effect. Bioswales are highly encouraged as a means of mitigating automotive pollution impacts on water and reducing stormwater runoff loads on the sewage system.

Guideline 2.5.2 vii) Structured underground parking is preferred oversurface parking or above-grade structured parking to reduce the urban heat island effect and minimize blank walls.

Guideline 2.8) Sustainable Design

i) Sustainable and Low Impact Development (LID) measures are encouraged for all development in order to reduce stormwater run-off and optimize water infiltration potential. This includes the use of bio-retention areas, rain gardens, grass swales, permeable pavement, and vegetated filter strips.

ii) Development should prioritize plantings of native species that support ecological functions, are drought tolerant, require minimal maintenance and increase biodiversity in the landscape.

iii) The use of softscapes should be encouraged on flat roofs of all buildings, including residential, commercial and mixed-use buildings. Softscape features can include trees, grass, shrubs, flowers, and soil. The green roofs are encouraged to act as public amenity spaces.

iv) Development is encouraged to seek current Leadership in Energy and Environmental Design (LEED) building design certification, or equivalent.

v) The incorporation of alternative or renewable energy resources (i.e. solar panels) in building design is encouraged. The design and orientation of buildings should seek the maximization of solar gain.

vi) The use of bird-friendly glazing on mid-rise and tall buildings is encouraged.

RESPONSE

The proposal is supportive of sustainable initiatives and intends to work with the community and staff on what initiatives are most appropriate during this approval process.

In general, the proposal will ensure sustainable landscape design through employing energy-efficiency design strategies and water-conservation features such as utilizing native and drought-tolerant species. Landscape area and cool roof features will be provided by the proposal on top of the podium, which will assist in reducing urban heat island effects.

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

Additionally, the proposed development will contribute to providing for sustainable transportation within the Rougemount Precinct and on the Kingston Road Corridor by providing improved and connected pedestrian streetscape environment, cycling path and bicycling storage facilities, and opportunity for car-shared program to encourage active transportation. The proposal also contemplates underground parking and limits surface parking to reduce the urban heat island effect and minimize blank walls condition on the building facade.

The proposed development provides ample outdoor amenities with softscape features and landscaped sidewalks which will contribute to the connectivity of the surrounding natural areas, planned open spaces and green plazas within the precinct while promoting walkability, safety, and quality of the planned pedestrian paths and linkages. Therefore, future residents of the



Figure 13.1 Example of Drought-tolerant Plants.

proposed development will be able to meet their daily needs within a walking distance, given the Subject Lands' adjacency to community services and access to retail and job opportunities.

Overall, the proposal will help with energy efficiency initiatives by developing a compact urban form that encourages the use of transit, cycling, and walking by introducing a mix of housing and employment uses to shorten commuting trips and focusing major development on a planned transit route.

The proposed development orientation maximizes compatibility with the surrounding area in terms of solar gain and mitigating shadow impacts. Overall, the shadow study as prepared by Richmond Architects Ltd. indicates

that the adjacent public space, sidewalks and public realm will receive at least 5 hours of continuous sunlight per day on March/September 21, June 21, and December 21. The proposal will result in an acceptable level of shadow impact relative to the proposed public park, public sidewalks and the lower density lots to the west and east, and provide acceptable solar access for the public realm and adjacent properties (see Figure 13.4).



Figure 13.2 Example of urban rooftop landscaping.



Figure 13.3 Example of permeable landscaping.

March/September 21st

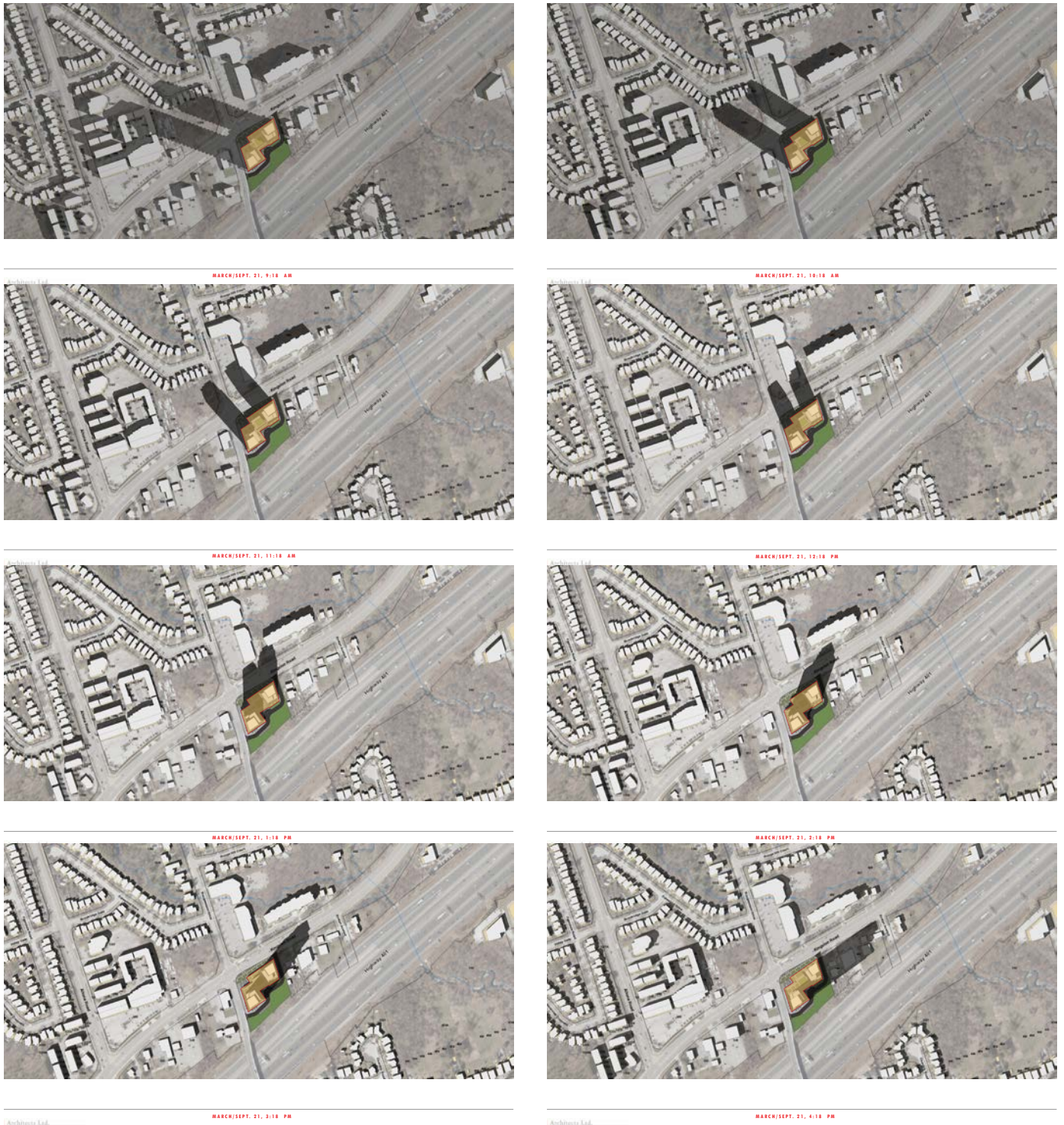
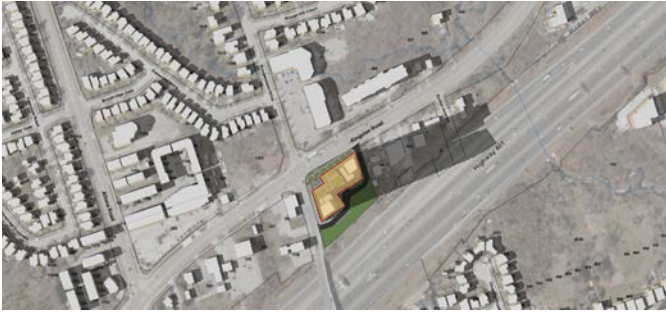


Figure 13.4 Shadow impact study of the proposed development prepared by Richmond Architects Ltd.

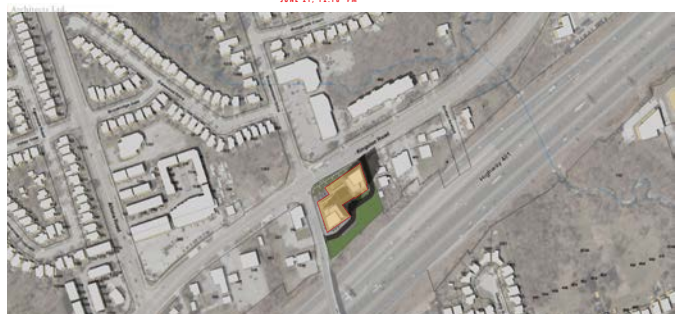
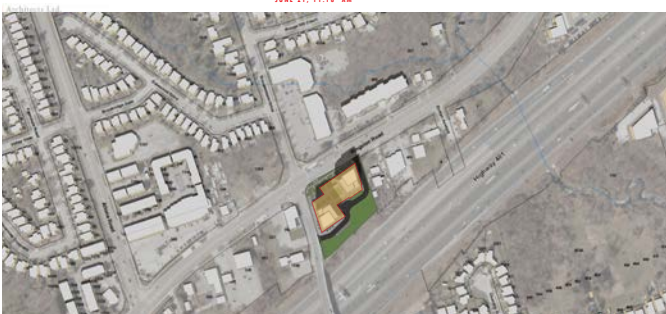
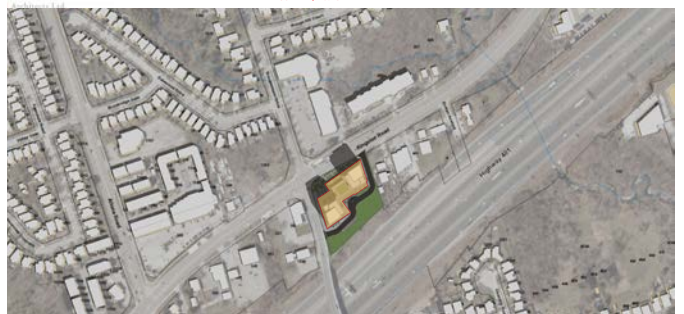
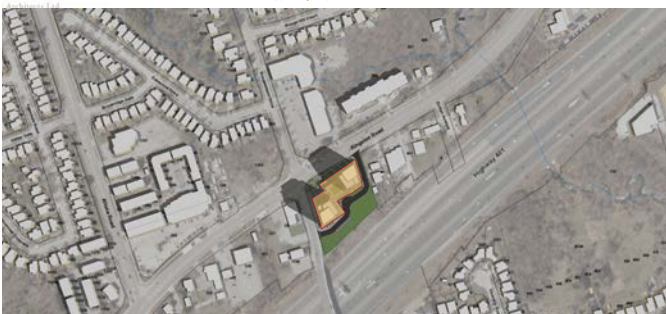
March/September 21st



Architects Ltd.

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June 21st



Architects Ltd.

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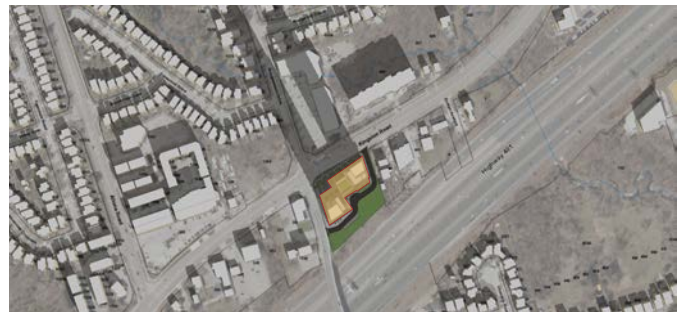
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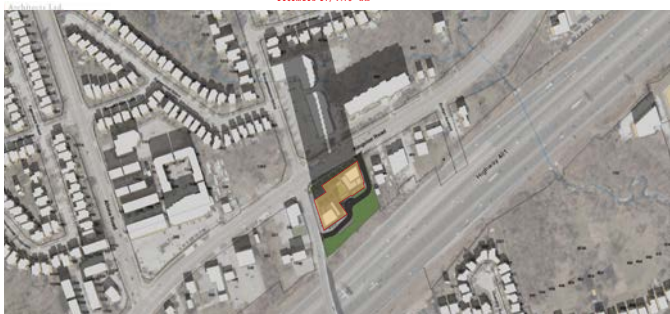
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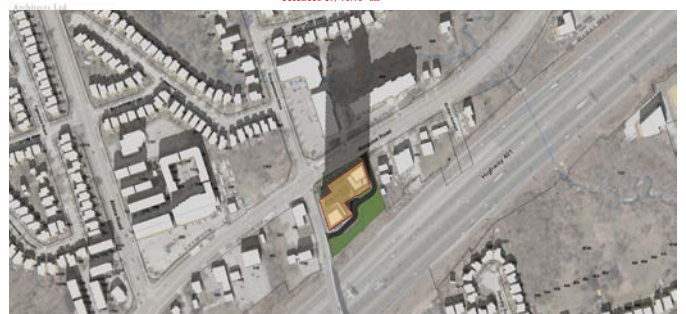
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December 21st



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14.0

CONCLUSIONS

The proposed mixed-use development represents intensification and revitalization within Kingston Road Corridor at Rougemount Drive gateways. The proposed development reflects the future planned context for the Rougemount Precinct and is located near planned commercial, retail, business, community, and recreation areas. The proposed redevelopment will provide a range of uses and housing opportunities that will assist the City of Pickering in meeting its population growth while fostering a walkable and transit-supportive community that fits well into the vision for the Intensification Corridor.

The architectural design, building orientation, massing, and density displacement have been carefully examined and designed to complement the existing and future context and define the major gateways along the regional connector while supporting the adjacent residential, commercial, recreational, and amenity uses. The proposed site design, open spaces, outdoor amenities, and pedestrian walkways will promote animated, walkable, and connected pedestrian environment within the site and across the area. The proposal will contribute to and be complementary to the existing and future built form and mix of uses for this area and the Intensification Corridor.

The proposed development will support future active transportation investment including planned cycling and walking connections, and assist the City in reshaping this important portion of the City of Pickering into a vibrant urban location that provides a mix of housing, retails, and amenity opportunities.

The proposal will utilize both high-quality architecture and landscape design that complement its context and will create a visually appealing, appropriately scaled public street environment and gateway that is welcoming to residents and visitors. The proposal will be compatible with the planned context for Rougemount Precinct and will assist the City in achieving its growth and development objectives. The proposal also supports the planned cycling and walking linkage (Heritage path and Cycling Track) along the Kingston Road to the surrounding natural areas and community services to promote active, complete, and healthy community growth.

Based on our review, it is our opinion that the proposal adheres to the design direction of the City of Pickering and Intensification Corridor Plan and Design Guideline. Overall, the proposal represents a good design that will enhance placemaking within the regional transit corridor.

14.0 DESIGN TERMS



ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places



ADAPTIVE REUSE
Converting an existing building into a new use



ANGULAR PLANE
A geometric measurement that maintains solar access and height transition



ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



BUILT FORM
The physical shape of developments including buildings and structures



CHARACTER
The look and feel of an area, including activities that occur there



CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Similar size, form and character of a building relative to others around it



CONNECTIVITY
The ease of movement and access between a network of places and spaces



DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



FACADE
The exterior wall of a building exposed to public view



FIGURE GROUND
The visual relationship between built and unbuilt space



FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker



GATEWAY
A signature building or landscape to mark an entrance or arrival to an area



HEIGHT TRANSITION
The gradual change in height between buildings within a community



LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings



NODE
A place where activity and circulation are concentrated



PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities



PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs



RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



STREETWALL
The consistent edge formed by buildings fronting on a street



STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks



SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



URBAN FABRIC
The pattern of lots and blocks in a place



VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks



VISTA
Direct and continuous views along straight streets or open spaces



WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

