



Urban Design Brief

705 Kingston Road, Pickering
November, 2024



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1 INTRODUCTION

A decorative graphic consisting of seven dark blue squares arranged in a grid-like pattern. The squares are arranged in three rows: the top row has one square on the right; the middle row has two squares; and the bottom row has three squares. The squares are positioned to the right of the word 'INTRODUCTION'.

1.1. INTENT

The Biglieri Group Ltd. (“TBG”) has been retained by Resident to prepare an Urban Design Brief (“UDB”) in support of the redevelopment of the lands known municipally as 705 Kingston Road, in the City of Pickering (“Subject Site”). The proposed development consists of three buildings with a total of 5 towers ranging between 28-storeys to 35-storeys.

This Urban Design Brief outlines best practices for the design of the public, private and semi-private realm for the Subject Site within the context of the City of Pickering, and the Region of Durham. The goal of this document is to ensure excellence in urban design of the proposed mixed-use development while addressing the character of the emerging neighbourhood and promoting increased density, walkability, and sustainability. The guiding design principle is to provide a diversity of housing types and a balance between the natural and built environment.

The proposed development will accommodate a range of architectural elements consistent with the emerging neighbourhood identity and enhance the character and image of the established area, prioritizing pedestrian’s safety and sense of place, reinforcing a human-scaled built form, and promoting social interaction in the urban environment through architectural, urban design and landscape strategies. Through text supported by photographs, diagrams and illustrations, this document describes how the proposed site design and urban design forms evolved and to demonstrate compliance with the Municipality’s guidelines as well as best Urban Design Practices.

1.2. DOCUMENT STRUCTURE

This document is organized into three sections:

- Section 1 - The Policy Context and Site Analysis (Policies, location and community context);
- Section 2 - Vision and Design Principles;
- Section 3 - The Design Concept that is responsive to the policy context and site analysis



2

POLICY CONTEXT & SITE ANALYSIS



2.1. Study Area Description

2.1.1 Site Location

The Subject Site is located at the southeast corner of Kingston Road and Whites Road North and is municipally known as 705 Kingston Road, in the City of Pickering. The Subject Site is legally described as:

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

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

The Subject Site topography slopes towards the southeast of the property with elevation ranges from approximately 106.6 metres above sea level (ASL) at the northwest corner to 97.1 metres ASL at the southeast corner.

Examination of the Subject Site larger context reveals the factors that will influence the proposed mixed-use building and shape the proposed built form:

- The Subject Site fronts onto a Type B Arterial Road (Kingston Road). Highway 401 is located directly south and can be accessed from the interchange at Whites Road.
- The Subject Site is an excellent candidate for residential intensification being adjacent to an Arterial Road, close to Highway 401 and with access to existing public transit services.
- Appropriate MTO setbacks are provided to Highway 401 and its on ramp.

2.1.2 Site Context

The Subject Site is located on the southeast corner of Kingston Road and Whites Road North. The site does not contain any natural heritage features or TRCA regulated areas. The Subject Site is surrounded by a mix of land uses. A detailed summary of the uses surrounding the Subject Site is included below:

NORTH

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

SOUTH

Immediately south of the Subject Site is Provincial Highway 401. Further south are existing low-rise residential uses.

EAST

East of the Subject Site there are commercial uses including a car dealership, an auto repair shop, and a daycare.

WEST

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



FIGURE 1: SUBJECT SITE LOCATION

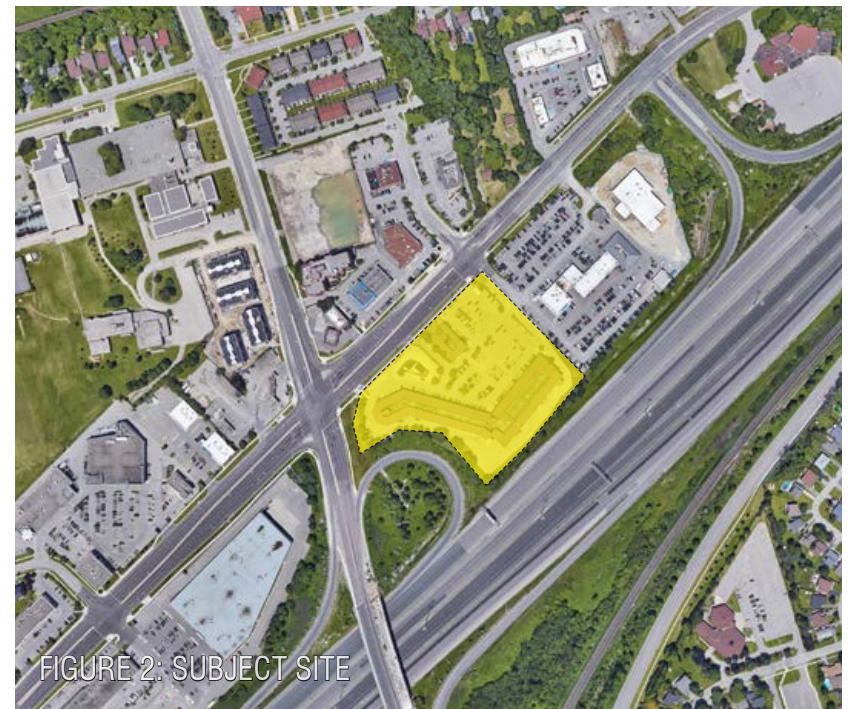


FIGURE 2: SUBJECT SITE



Subject Site

NORTH

EAST

WEST

SOUTH

FIGURE 3: SITE CONTEXT

2.2. Study Area Inventory

■ PUBLIC SERVICE FACILITIES

The Subject Site is within proximity to numerous public service facilities, such as schools, public transit, hospitals, sports facilities, and parks. Many of these facilities would be easily accessible to future residents of the proposed development. A breakdown of the public service facilities available to the Subject Site is detailed below:

- The Subject Site is in the jurisdiction of the Durham District School Board (DDSB) and Durham Catholic District School Board (DCDSB). The Subject Site is within the Dunbarton High School (9-12) (450 m away), Frenchman's Bay Public School (JK-8) (1.76 km away), and Altona Forest Public School (JK-8) (1.1 km away) catchment area for the DDSB and St Mary Catholic Secondary School (9-12) (1.9 km away), St Monica Catholic School (1-8) (2.0 km away), and St. Elisabeth Seton Catholic School (JK-8) (1.65 km away) for the DCDSB catchment area.
- Lakeridge Health Oshawa is the nearest hospital located approximately 8.0 km from the Subject Site.
- The nearest Durham Region Police Services station is located approximately 4.6 km from the Subject Site at 1710 Kingston Road in Pickering.
- The nearest Fire Station is Pickering Fire Station 2 is located at 553 Kingston Road Pickering, approximately 0.9 km from the Subject Site.
- The Subject site is in proximity to several park and recreational spaces:
 - Frenchman's Bay Marina is approximately 2.76 km southeast of the Subject Site
 - Steeple Hill Park is a Neighbourhood Park with a range of play structures for various age groups is located approximately 0.76 km west of the Subject Site
 - Rotary Frenchman's Bay West Park, a conservation area with seasonal public washrooms, beach access and a series of trails is situated approximately 1.5 km south of the Subject Site

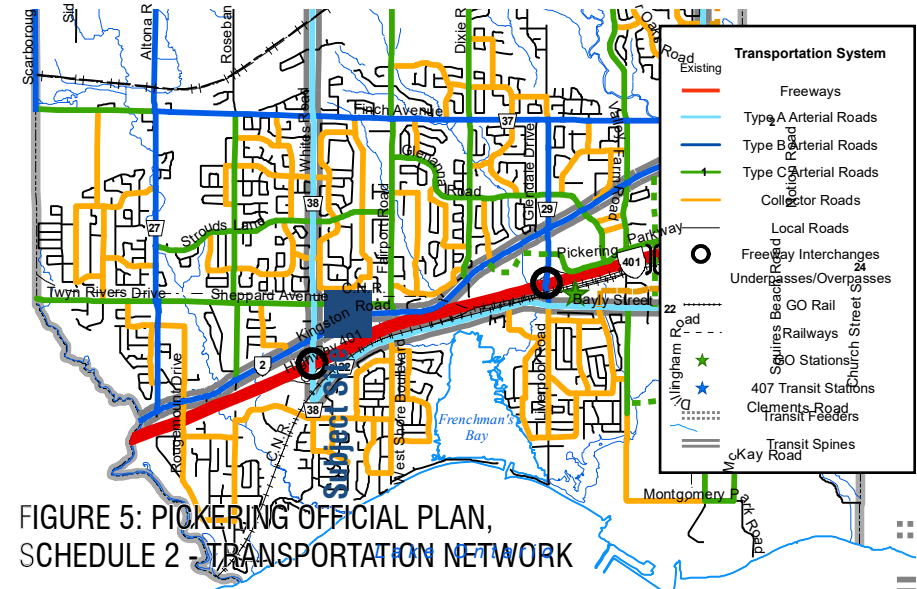
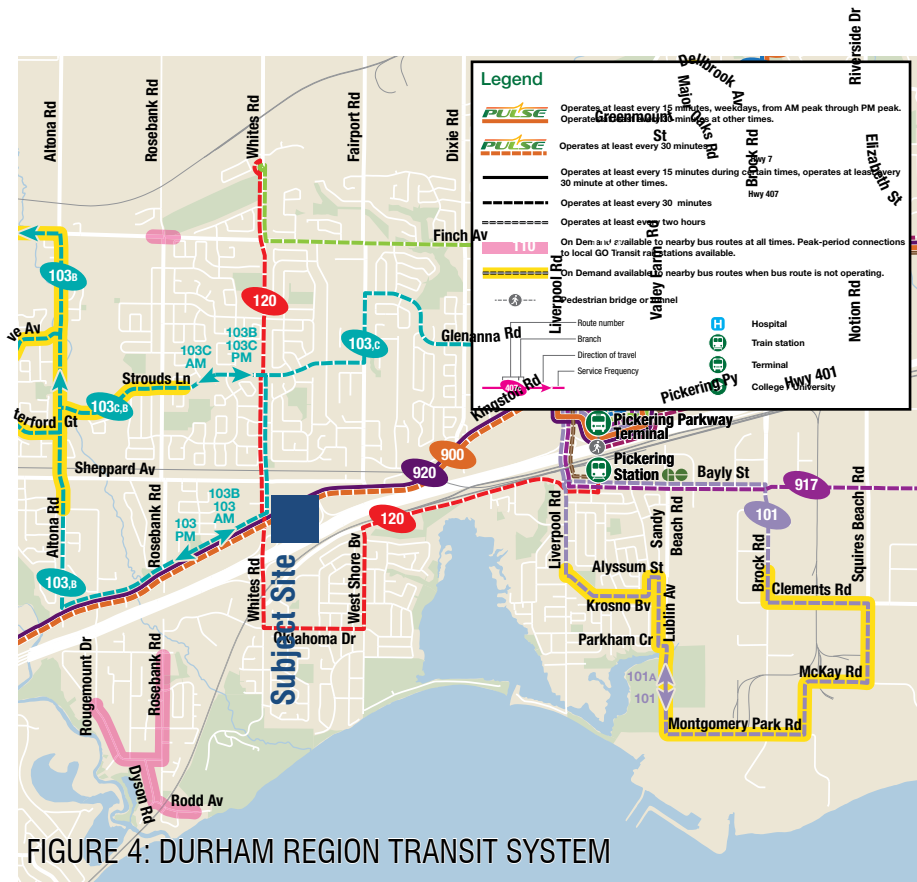
■ NEIGHBOURHOOD BUILT FORM

The surrounding areas are comprised of a mix of land uses. The surrounding lands within the Kingston Road corridor are planned for redevelopment to mixed use and higher density development. The residential areas to the north and south of the Subject Site are characterised by low-density single detached homes. The neighbourhood would benefit from higher densities that can be achieved through a wide range of residential lot typologies.

The Subject Site and surrounding area are identified as a mixed use, rapid-transit corridor within the regional and local policy context. As such, the surrounding area is rapidly evolving to accommodate higher density mixed-use development that will more efficiently use land and municipal services. Higher density development is already evident in the immediate surrounding context of the Site, which includes a 12-storey mixed-use building and several townhouse developments.

TRANSPORTATION NETWORK

- The Subject Site has excellent access to the Provincial and Regional transportation systems given its close proximity to Highway 401. Whites Road provides direct access to Highway 401. Further east, Liverpool Road there is another access point to Highway 401.
- The Subject Site is located on the south side of Kingston Road which is an east-west Arterial Road stretching from the City of Toronto in the west and east towards Pickering City Centre and Beyond.
- The Subject Site is within walking distance to Durham Region Transit (DRT) and by extension the GO Transit system. DRT route 900 (Pulse) and route 920 operate along Kingston Road with bus stops within approximately 100m or less of the Subject Site. DRT routes 120 and 103 travel east and north along Whites Road. These bus routes have connections to the Pickering GO Train Station on the Lakeshore East GO Train.
- A future stop for the Durham Scarborough BRT route will be located adjacent to the Subject Site. This future grade separated BRT route will provide frequent connections through Durham Region and into Scarborough.
- In 2016 a future Whites GO station, south of Highway 401 was explored. It was suggested that a potential stop here would not be viable due to low ridership. Since 2016, the City of Pickering has began planning for intensification along this corridor. Potential future residents and jobs along the corridor may improve the viability of a Whites GO station.



2.3. Planning Policy Enforcement

This Urban Design Brief includes a summary on the planning framework of provincial, regional, and municipal policy documents, and guidelines that provide the basis for development in the City of Pickering. The section below outlines the overarching goals that provide the direction for more sustainable communities. Each policy section summary comprises key points extracted from it to help inform the decision making for the proposed development. The overall guiding documentation includes:

The proposed development is consistent with the following policies:

- Provincial Planning Statement (2024);
- The Durham Regional Official Plan (May 2024 Consolidation);
- The Municipality Of Pickering Official Plan (2022);
- Municipality of Pickering Zoning By-Law No. 3036;
- Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines (2019); and
- Kingston Road Corridor and Specialty Retailing Node Intensification Plan (2019).

2.3.1 Provincial Planning Statement (2024) (“PPS”)

Policy

Policy 2.1.6. | The PPS states that new projects shall:

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

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

Policy 2.3.1.3 | Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Response

The proposed residential development is consistent with the PPS’s intensification and mixed land use policies.

The proposed residential development will:

- Accommodate an appropriate range and mix of residential and commercial units;
- Aid in increasing the current mix of residential uses in the area surrounding the Subject Site to promote efficient development and land use patterns;
- Promote intensification in the municipality and will optimise the use of existing infrastructure and transit investments;
- Minimize land consumption and climate change impacts;
- Provide for an appropriate mix and range of residential typologies to meet long-term needs of future and existing residents; and,
- Encourage more compact residential uses to allow for the efficient use of land, promote growth and development, and avoids risks to public health and safety.

2.3.2. The Durham Regional Official Plan (May 2024 Consolidation)

Policy

The Envision Durham Adopted Official Plan, as amended (2023) is a guiding document to inform growth and development within Durham Region. Development in the Region must conform with the policies of the Regional Official Plan.

The Subject Site is designated as *Rapid Transit Corridor* (Figure 6) on Map 1 - Regional Structure-Urban & Rural Systems.

“Rapid Transit Corridors are intended to provide essential connections to other Strategic Growth Areas in the region and have been assigned a transit supportive density to support the implementation of planned higher order transit service”

A minimum transit supportive density of 150 people and jobs per hectare has been identified for Rapid Transit Corridors.

It is the policy of the Council to:

5.2.8 Incorporate transit-oriented development design principles such as:

- Orient development and entrances towards streets and towards transit station and stop locations;
- Incorporate design elements that contribute to complete, active and pedestrian-oriented streets and public places as part of a high-quality public realm;
- Provide active uses and entrances at grade, and integrate open space, parks and plazas along with public art and community spaces.
- Provide a mix of uses;
- Provide compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit stations.

5.2.24 Support the planning and development of a built form that is compact, pedestrian-friendly, and implements transit-oriented development. A full range of mixed uses including commercial, retail, institutional, residential, personal services, offices and other uses are to be provided for.

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

Response

The proposed development provides high density residential dwellings that will add to the mix of housing types that is predominately single-detached. The built form is compact, efficient, accessible, and comprised of a mix of land uses. The proposed development includes 1,748 residential units and offers a range of unit typologies ranging from studios to 3-bedroom units. Units range from 435 to 906 square feet.

The compact built form and location along a transit route encourages alternative forms of transportation other than the private automobile. The proposed development includes a total of 113 electric vehicle ready parking spaces on level B2.

The commercial uses proposed at grade will help activate the ground floor and contribute to a pedestrian oriented streetscape. Entrances have been oriented towards the street, public realm and open spaces to further contribute to a pleasant pedestrian experience.

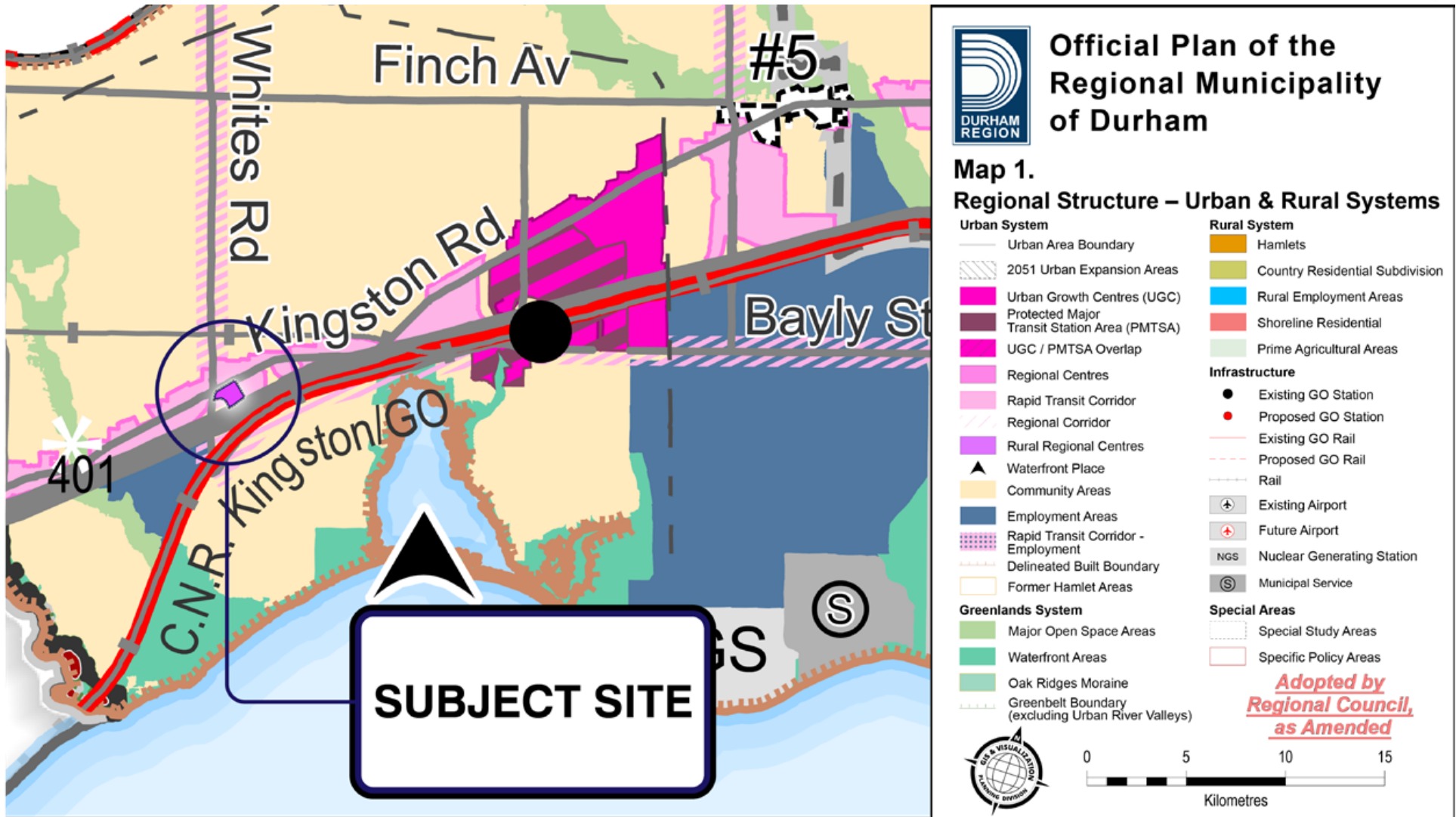


FIGURE 6: DURHAM REGIONAL OFFICIAL PLAN - SCHEDULE 'A' - MAP 'A4' REGIONAL STRUCTURE

2.3.3. The Municipality Of Pickering Official Plan (2022)

Policy

The Municipality of Pickering Official Plan provides a framework for future growth and development. The Official Plan outlines a vision for building a good community and is intended to guide local growth and development through the designating of land for various land uses and providing policies that will guide the development and use of land city-wide.

The following Official Plan goals and policies apply to the proposed development.

Chapter 3 Land Use

Chapter 3 of the Pickering Official Plan contains strategies for 12 primary land use categories. The proposed development is located within Mixed Use Areas. The following land use policies are related to Mixed Use Areas.

MIXED USE AREAS

3.6 To achieve the community design goal, City Council shall:

(a) Recognize as Mixed Use Areas on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;

(b) Shall ensure Mixed Use Areas are designed and developed consistent with the community design provisions of this Plan (Chapters 9 and 14), and any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);

Response

The proposed development will follow the provisions in Chapters 9 and 14 as outlined in the following pages.

Chapter 6 Housing

Policy

The housing strategy aims to promote opportunities for a wide variety of housing forms, tenure and types to meet the evolving needs of Pickering's residents. The following housing policies and goals are as follows:

HOUSING GOAL

6.1 Encourage a broad range of housing by form, size and location, with specific targets for new apartment construction in the urban area.

HOUSING OBJECTIVES

6.2 City Council shall:

- (a) encourage housing opportunities that respond to the existing and future needs and characteristics of the population;
- (b) encourage the provision of an adequate range of housing and tenure types; and
- (c) encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing.

HOUSING MIX AND SUPPLY

6.3 Promote an adequate supply and mix of housing by:
 (a) encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location.

AFFORDABLE AND SPECIAL NEEDS HOUSING

6.4 Require that a minimum 25 percent of new residential construction, on a City-wide basis, be of forms that would be affordable to households of low or moderate income

INFILL, INTENSIFICATION AND REDEVELOPMENT

6.5 Maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by encouraging.

Response

The proposed development provides a range of unit sizes and types to meet the diverse needs of residents. This approach will serve to diversify the existing housing stock in the community, which largely consists of single-family homes.

The proposed density of the development represents the significant intensification of an under-utilized site designated as Mixed Use Areas. Additionally, consideration has been made to delivery a range of uses on the subject site, within a compact urban form factor.

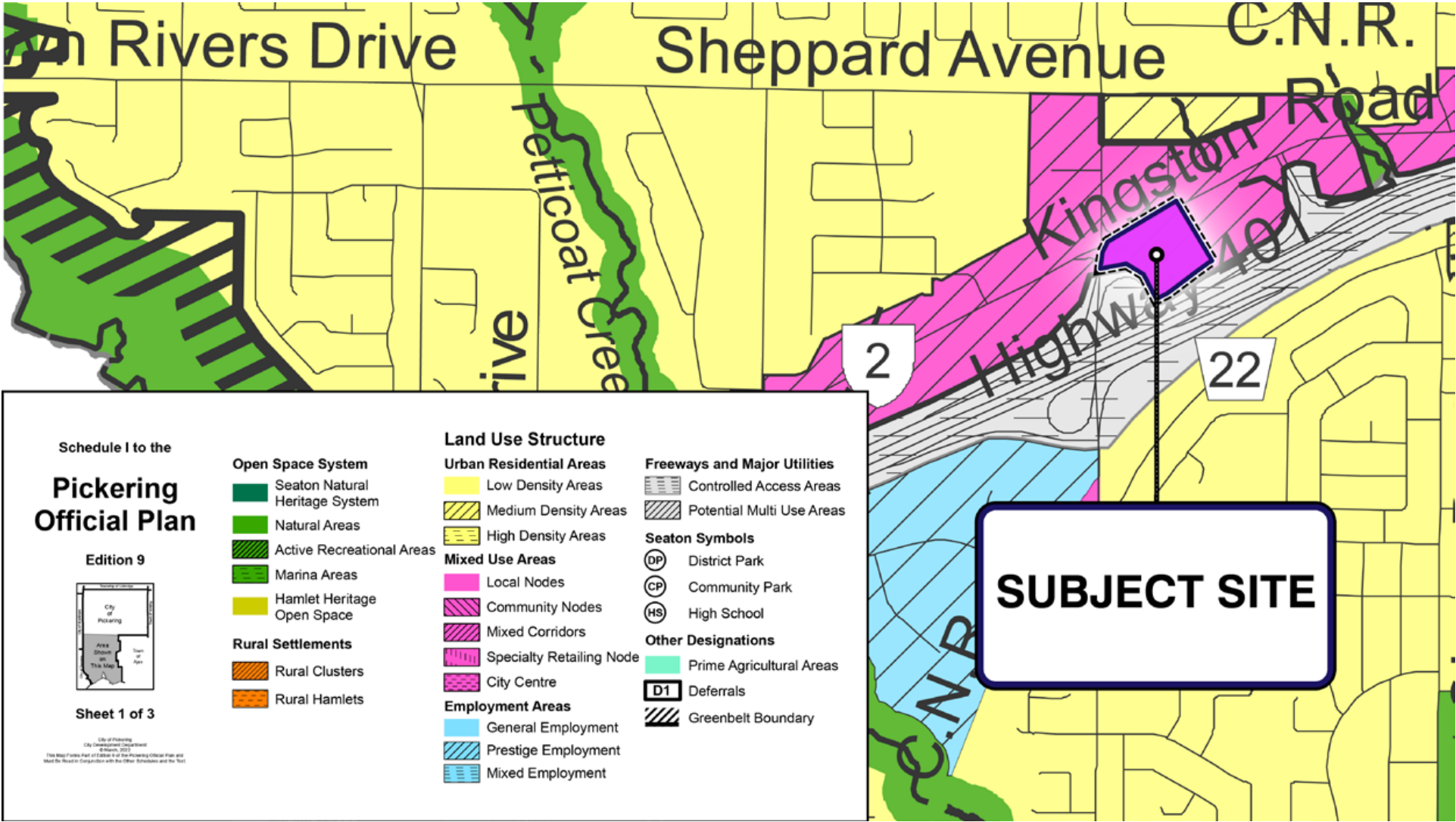


FIGURE 7: PICKERING OFFICIAL PLAN, SCHEDULE 1 - LAND USE STRUCTURE

Chapter 9 Community Design

Policy

Chapter 9 - Community Design of The Municipality of Pickering Official Plan sets out a series of policies to guide community design. This section focuses on ten community design concerns focusing on the creation of high quality built environments. Pickering's Ten Community Design Concerns are as follows:

- Human Scale
- Pedestrian Comfort
- Mixed Uses
- Permeability
- Context
- Building Adaptability
- Places Versus Buildings
- Attractive Public Spaces
- Legibility
- Natural Heritage.

The following policies relate to the ten design concerns identified above.

COMMUNITY DESIGN GOAL

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

COMMUNITY DESIGN OBJECTIVES

9.2 To achieve the community design goal, City Council shall:

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

- (h) Encourage the design of buildings and places that can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities;
- (i) Encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use; and
- (j) Encourage developments that establish appropriate relationships between built and natural environments, that ensure sensitive natural systems are protected and where possible enhanced, and celebrate significant aspects of the natural and cultural landscape.

Response

The proposed development aligns with the goals and objectives outlined in Chapter 9 by creating a well designed, compact, mixed-use development within the urban area of the City of Pickering.

The Kingston Road corridor is an area in transition. Originally occupied largely by commercial plazas and associated parking; the evolving policy context has allowed mixed-use, higher intensity projects along this spine. The proposed development represents a high-quality addition to this evolving development context. The pedestrianized character along Kingston Road, with the proposed 4-storey streetwall, will support the vibrancy and walkability of the corridor as the community continues to mature.

The commercial portion of the proposal is seeking a wide range of zoning permissions. This, along with generous and flexible commercial spaces, will allow for future commercial tenants to evolve alongside the community, potentially adapting to meet the shifting needs of future residents.

Central to the proposal's design is the network of pathways, sidewalks and POPS which serve to offer pedestrians a high degree of comfort, enjoyment and protection. The proposed road pattern minimizes pedestrian risk by concentrating vehicular uses to the centre of the site, mostly hidden from view, and by directing traffic to two access points. The proposed open space network (i.e. POPS, pathways and parkland dedication) are expected to be of high design quality and will support connectivity throughout the community, while offering signature spaces for community members to rest and socialize.

Materiality and architectural expression may be refined and modified over the course of future resubmissions and through the Site Plan Approval process. However, the project team expects the built form to be developed using quality materials, with emphasis on colour, decoration and variation, where possible.

Chapter 12 Urban Neighbourhoods: Woodlands

Policy

Chapter 12 - Urban Neighbourhoods of The Municipality of Pickering Official Plan is supplementary to the land use information included in Chapter 3. This Chapter provides detailed neighbourhood policies for each of the City's urban neighbourhoods.

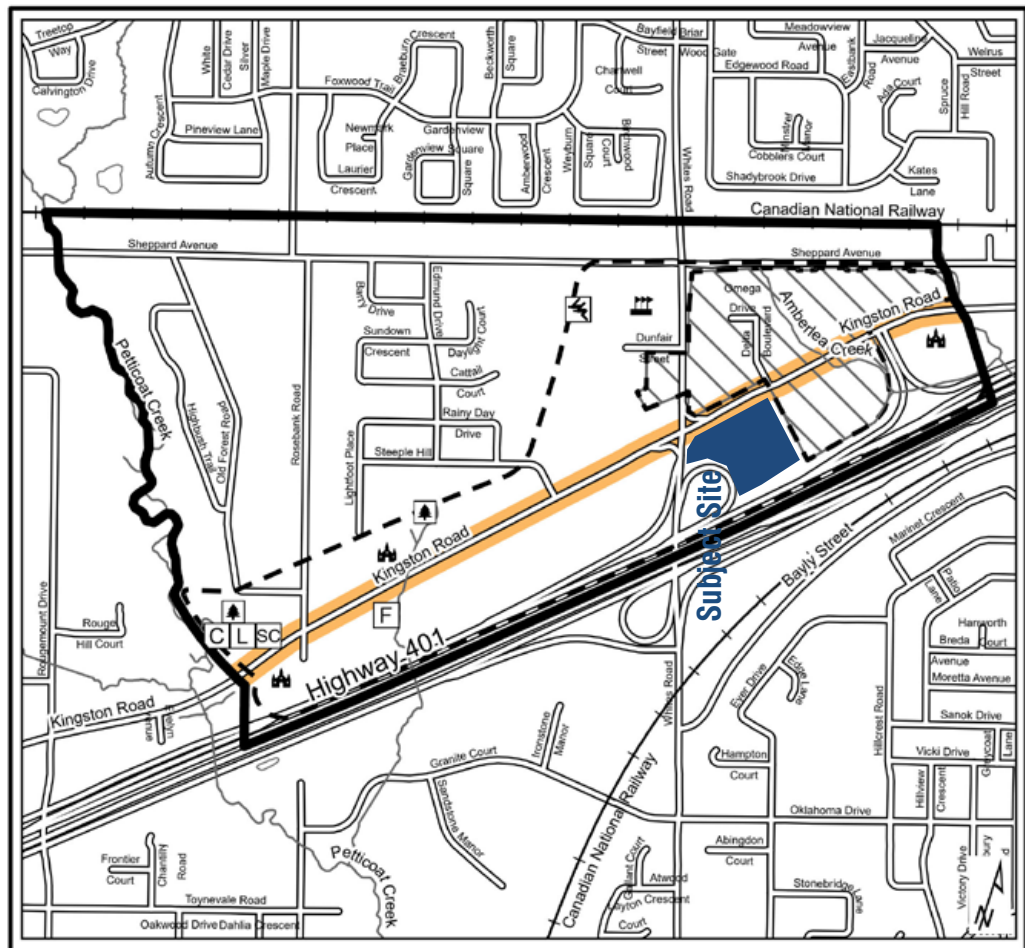
The Subject Site is situated in Neighbourhood 6: Woodlands (figure 8).

This chapter of the Official Plan outlines the following objectives:

- The Subject Site is within the Detailed Review Area consisting of lands along Kingston Road and Whites Road, extending to Sheppard Avenue;
- Establish the transforming Kingston Road into a “mainstreet” for Pickering by requiring the placement of buildings to provide a strong and identifiable urban edge, the construction of some multi-storey buildings, and the provision of safe and convenient pedestrian access; accordingly, for the lands designated Mixed Use Areas - Mixed Corridor, City Council shall require;
- Buildings to be located close to the street edge, with the minimum specified percentage of their front walls required to be located within build-to-zones to be established in the implementing zoning by-laws for each site.

Response

The proposed development introduces active retail uses at grade and a future public park along Kingston Road contributing to establishing Kingston Road as a “mainstreet” for Pickering. Buildings are appropriately located close to the property line creating a strong streetwall along the south side of Kingston Road.



Legend Symbols

- Detailed Review Area
- Kingston Road Corridor Development Guidelines (Refer to Compendium Document)
- Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- Neighbourhood Boundary
- Place Of Worship
- Public Secondary School
- C Community Centre
- L Library
- F Fire Station
- 🌳 Park
- 🏊 Swimming Pool

FIGURE 8: PICKERING OFFICIAL PLAN, MAP 16: NEIGHBOURHOOD 6: WOODLANDS

Chapter 14 Detailed Design Considerations

Chapter 14 - Detailed Design Considerations of The Municipality of Pickering Official Plan is supplementary to the land use information included in Chapter 9. The Detailed Design Considerations are as follows:

1. Community Image
2. Corporate Initiatives
3. Design with Nature
4. Development and Subdivision Design
5. Views and Vistas
6. Design of Public Open Spaces
7. Streetscapes
8. Human Scale
9. Design of Buildings
10. Personal Security
11. Barrier-Free Access
12. Public Art
13. Lighting
14. Signage
15. Pedestrian and Cycle Safety

As indicated in Chapter 14, City Council shall identify and establish appropriate community design policies for the Detailed Design Considerations. The Policies related to the relevant Detailed Design Considerations are as follows:

COMMUNITY IMAGE

Policy

- (a) require that development at all scales creates, reinforces, and enhances distinctive neighbourhoods, nodes and corridors, and enhances the specific character of existing developments and neighbourhoods;
- (b) consider identifying at certain locations in the City, gateways and landmarks and require that these locations be maintained and enhanced through community design measures; and
- (f) require all new public and private sector development at the Highway 401 and 407 interchanges to exhibit a high standard of architecture and urban design, in order to provide attractive gateways into and exits from the City and to take advantage of these locations with high visibility.

Response

The proposed development includes active retail uses at grade along Kingston Road contributing to establishing Kingston Road as a “mainstreet” for Pickering. Given the grade change of the Subject Site, a series of ramps and stairs are provided to ensure connectivity to Kingston Road and the proposed buildings. Buildings are appropriately located close to the property line creating a strong streetwall along the south side of Kingston Road.

DESIGN WITH NATURE

Policy

- (a) encourage the use of plant materials in a design capacity to define open spaces, frame desired views or focal points, direct pedestrian movement, and reinforce particular locations;
- (b) encourage the use of plant materials to create visual variety on the basis of their form, colour and texture, and to satisfy functional requirements, such as providing shade, providing screening in all seasons, providing sound attenuation, buffering wind, controlling snow deposition, and stabilizing slopes;
- (c) in certain areas of the City, encourage the use of low maintenance plant and landscape materials which enhance ecological stability; and
- (d) encourage the use of native plant species which are tolerant to disease and pollutants as the dominant plant material when creating new plant communities or when adding to existing plant communities.

Response

The proposed development introduces planting design throughout the Subject Site to emphasize pedestrian zones, places of gathering, building entrances and to embellish the pedestrian environment. The proposed park also includes a pollinator garden comprised of pollinator friendly plant species.

DESIGN OF PUBLIC OPEN SPACES

Policy

- (a) encourage designs and patterns for streets and major aisles that provide appropriate access for vehicles, public transit, pedestrians and cyclists; create view corridors and vistas where appropriate; and allow adequate space for utilities and services;
- (b) encourage designs of streets, major aisles, blocks and lots that create a public realm supporting comfortable and safe pedestrian activity and movement both within and beyond the development;
- (d) encourage new subdivision streets and major aisles that generally align on a grid or modified grid pattern in order to create development blocks appropriately sized for their intended use and possible future uses;
- (f) encourage the design of local road patterns that provide direct pedestrian access to transit stops and transfer nodes; and
- (g) introduce public roads into large blocks of developable land.

Response

The proposed development introduces a new public road straddling the east property line. The new public road will have sidewalks and cycling facilities. A mid-block pedestrian connection is utilized to ensure the building podiums are of reasonable length and to encourage pedestrian connectivity to the Subject Site and the surrounding context.

VIEWS AND VISTAS

Policy

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

Response

Given the location of the Subject Site, the proposed development will be highly visible from highway 401. Consideration has been taken regarding the allocation of tower height, architectural design, and building massing to enhance the views of the proposal. The location of residential and commercial entrances have been situated to ensure they are highly visible from sidewalks, public space and pedestrian walkways. Active uses at grade will further improve the 'eyes on the street' of the public realm.

DESIGN OF PUBLIC OPEN SPACES

Policy

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

DESIGN OF PUBLIC OPEN SPACES (CONTINUED)

(g) encourage the design of open spaces to consider the user's sensory experiences of light, sound, smell, colour, water and temperature;

(h) encourage the design of private space adjacent to public streets and open space areas (e.g., outdoor patios) to support the function and enhance the appearance of the adjacent public streets or areas; and

(i) encourage the inclusion of water features, such as fountains, reflecting pools and spray features in the design of public and publicly-accessible open spaces.

Response

The proposed development includes 2,193 sq. m. of new parkland is planned for the northeast corner of the subject site. This new park may include a jr. and sr. play area, picnic shelters, open lawns, pollinator gardens and a gateway feature at the northwest corner of the park.

A P.O.P.S. is proposed between Building 1 and Building 2 providing a mid-block connection between the two buildings connecting Kingston Road to the centre of the site. Planting, seating and public art are planned within the POPS.

STREETSCAPES

Policy

(a) support the creation of specialty treatments including planted boulevards and median strips, theme lighting and street furniture, and other design features, on strategic streets in Pickering;

(b) encourage landscape design along streets to complement adjacent built forms and open spaces, to provide shade in the summer and visual interest throughout all seasons, and to accentuate the special character of particular streets;

(c) support, where appropriate, the use of sidewalks and adjacent publicly-accessible open spaces as outdoor patio restaurants;

(d) promote a unified design of decorative treatment for sidewalks within strategic areas, such as the City Centre, community nodes and other important shopping areas;

(e) require the partial vertical screening of surface parking lots through the use of low fences, walls or landscape elements;

(f) endeavour to ensure that seating on public and private streets is provided for pedestrians at waiting areas, bus stops, and near public facilities and institutions, and to support leisure activities, conversation and social interaction in commercial, civic or mixed use areas;

(g) require the provision of secure bicycle parking facilities on public streets, at bus terminals, transit stations, GO stations and near entrances to buildings that are important destinations, such as retail commercial buildings, and community or cultural facilities; and

(h) endeavour to ensure that the design and pattern of pavement for pedestrian paths and sidewalks enhance the character of high activity areas along the street; indicate pedestrian crossing with a continuation of the sidewalk pattern over the crosswalk; indicate points where vehicular routes cross pedestrian paths; and accommodate higher volumes of pedestrian movement by widening sidewalks at intersections;

Response

Landscaping is proposed along the building edges along Kingston Road to enhance the aesthetics and provide appropriate separation with the grade change from the public sidewalk. Walkways are provided along the new public road, driveways and around the public park. A variety of seating typologies have been included along the building edge, pedestrian walkways and POPS. Greenspaces with planting and trees is proposed along the driveway south of the proposed park.

Surface parking situated at the centre of the proposed development is properly screened from Kingston Road by Buildings 1 and 2. Temporary bicycle parking is provided throughout the site close to the commercial units. A variety of paving and landscaping typologies is implemented to help demarcate pedestrian paths, walkways, seating areas as well as car zones.

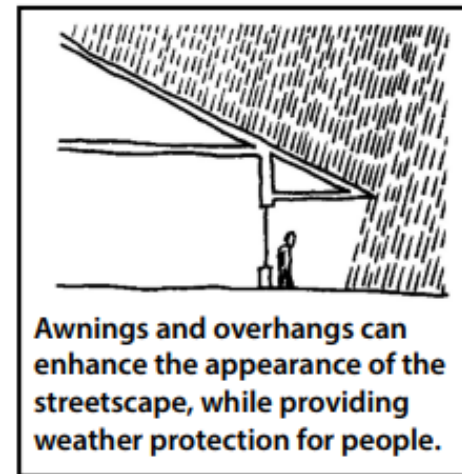


FIGURE 9: PICKERING OFFICIAL PLAN - STREETSCAPE

HUMAN SCALE

Policy

- (a) encourage the use of continuous horizontal projections such as cornices, roof overhangs or masonry courses within the first few storeys of buildings adjacent to pedestrian routes to establish humanscaled visual and physical references;
- (b) encourage development at heights that are related to the width of the streets they front in order to establish a sense of enclosure along the public sidewalk, and to ensure reasonable sunlight on the street;
- (c) encourage building designs that capitalize on the use of grade level windows and doors to permit visibility of human activities within the public areas of buildings;
- (d) encourage the use of trees and shrubs in areas of more intense development or within large open spaces to create human scale; and
- (e) promote the design of buildings, spaces, and facilities to accommodate the varied range of human dimensions, levels of mobility and strengths.

Response

The proposed development includes overhangs outside of residential and commercial entrances to provide shelter from the elements and to help demarcate these spaces as entrances. The 4-storey heights of the podiums are of a human scale and contain a high level of glazing at grade.



FIGURE 10: PICKERING OFFICIAL PLAN - HUMAN SCALE

DESIGN OF BUILDINGS

Policy

- (a) encourage buildings that can be identified and appreciated at various scales, including up close, from the immediate area (including nearby streets that offer direct views of the building), and when appropriate, from locations beyond the immediate area;
- (b) where groupings of buildings are proposed, require built forms, massing and architectural treatments that create cohesive and unified developments, and are architecturally compatible with each other and surrounding areas;
- (d) require designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns and internal divisions, to assist in defining human scale and providing visual interest;
- (e) discourage the placement of building functions which do not directly support public activities, such as loading bays, utility rooms and other building mechanical features (e.g., exhaust grilles), from being located on building façades adjacent to streets;
- (f) require the orientation of the main front entrances to commercial, industrial, apartment and public buildings towards the street whenever possible, and to be visible from main pedestrian routes and vehicular approaches;
- (h) require the height, form, massing and articulation of the façade of new buildings to reflect its “position” or significance on the street;

- (i) endeavour to ensure that building designs provide opportunity for protection from the elements (rain, snow, wind and sun) through the use of features such as awnings, canopies, colonnades or recessed ground floor façades;
- (j) require the incorporation of bicycle storage areas in high density residential, commercial and major industrial buildings and sites;
- (k) encourage the use of high quality, low maintenance building materials to help ensure an attractive appearance over time;
- (l) discourage the use of corporate image building design and promote design which reflects neighbourhood character; and
- (o) encourage the implementation of green development standards in the design of buildings.

Response

The proposed development uses a variety of building massing and scale to ensure a cohesive and unified development is achieved. Buildings have been situated to ensure a meaningful public realm is carved out of the site. Residential and commercial entrances are orientated towards the street and along pedestrian routes. Tower height is distributed across the site providing a sculpted silhouette for the proposed development.

PERSONAL SECURITY

Policy

- (a) endeavour to ensure that the design of developments minimize conditions that are potentially dangerous to the public without impeding functional and aesthetic characteristics;
- (b) encourage the continuous occupancy and use of public spaces throughout daily, weekly and seasonal cycles by encouraging the mixing of spaces, activities and institutions which enable public presence at varied times;
- (c) discourage developments from having public and publicly-accessible spaces such as parking facilities, outdoor and indoor walkways, elevators, stairs and lobbies in remote or isolated locations;
- (d) endeavour to ensure publicly-accessible spaces are located near public roads, transit stops and other high activity spaces to enable public surveillance;
- (e) endeavour to ensure landscaping plants and materials are used in a manner that does not obstruct views into lobbies, windows, parking facilities and pathways, or any other views needed to ensure clear surveillance and safety;
- (f) endeavour to ensure views are provided into, out-of, and through publicly-accessible interior spaces of developments through the use of transparent materials in stairways, lobbies, hallways, elevators and doors;
- (g) discourage the creation of long passages or outdoor walks which cannot be adequately watched or monitored;

- (h) endeavour to ensure adequate lighting, early detection (e.g., mirrors and transparency), and remote monitoring (e.g., cameras) are used in locations where personal security risks may be present; and
- (i) endeavour to ensure developments are designed to provide users a choice of routes between parking areas, public streets or walkway systems, and building entrances and exits.

Response

The proposed development incorporates building design and placement that will allow for a high level of visibility on the public spaces, surface parking and proposed parks. Appropriate lighting will be used throughout the development to permit high visibility and eyes on the street for proposed outdoor amenity space, walkways, parking areas, public spaces and POPS.

BARRIER-FREE ACCESS

Policy

- (a) endeavour to ensure barrier-free access is provided to all public buildings, areas and transportation facilities by using features such as level surfaces, ramps, elevators, automatic doors, curb depressions, railings and rest areas;
- (b) endeavour to ensure that the main travelled portions of pedestrian routes are kept free of obstructions such as street furniture, signs or building projections; and
- (c) endeavour to ensure that barrier-free features are well integrated with the functional and aesthetic design of developments to preclude the perception of segregation.

Response

The proposed development will be designed in accordance with AOD requirements to ensure barrier-free access for all. The proposed ramps and stairs from Kingston Road will ensure the retail level is accessible for all users.

PUBLIC ART

Policy

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

Response

Public Art will be included as part of the landscape design and be strategically located throughout the proposed development.

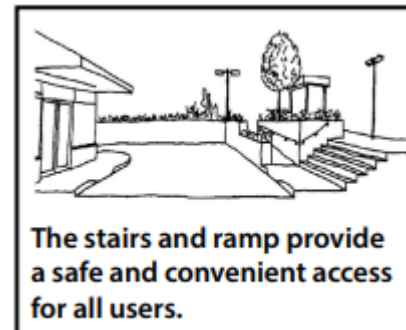


FIGURE 11: PICKERING OFFICIAL PLAN - HUMAN SCALE

LIGHTING

Policy

- (a) promote the use of lighting to enhance and define the aesthetic and functional quality of public places such as promenades, sidewalks, squares and parks;
- (b) promote the use of lighting fixtures that are compatible with the scale of pedestrian activity;
- (c) promote the lighting of key buildings such as the Civic Complex, historic buildings, landmark buildings and public monuments to accentuate their architectural features and significance; and
- (d)) reduce the effects of light pollution on the night-time sky and on adjacent uses by requiring the use of lighting fixtures that are particularly suited to the purpose and setting in which they are to be utilized.

Response

Lighting for the proposed development will be designed to ensure pedestrian safety, to define public space and to emphasize and embellish the building design. Lighting will be used to demarcate building entrances and underground parking areas will also be well lit.

SIGNAGE

Policy

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

Response

Signage throughout the proposed development will be thoughtfully considered and appropriately incorporated into the building design.

2.3.6. Municipality of Pickering Zoning By-Law (2324/86, Parent By-law 3036)

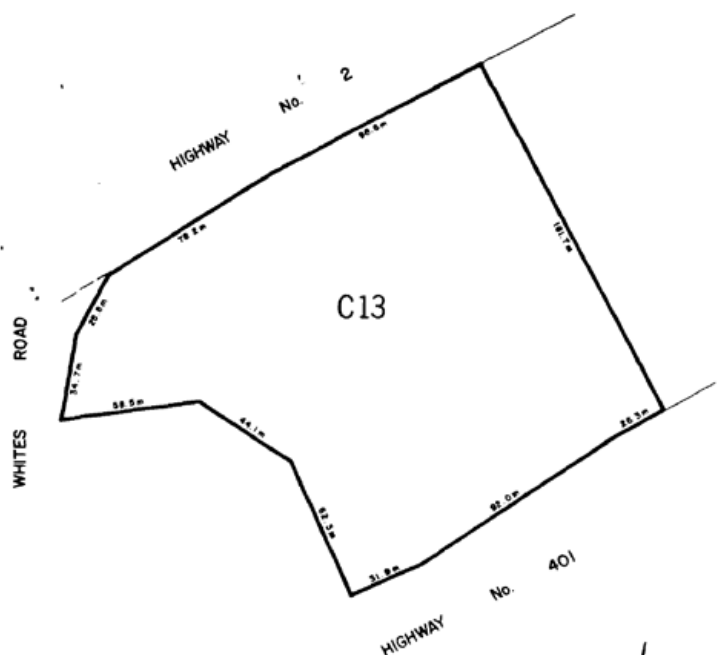
Policy

The Subject Site is currently zoned as C-13 under Zoning By-law No. 3036 (Figure 9). The C-13 zone permits a maximum height of 12 metres a minimum Lot Area of 2.5 hectares with a minimum lot frontage of 170 metres.

The immediate surrounding area is a mix of residential, commercial and institutional. Lands on the north side of Kingston Road are a mix of commercial and mixed-use zones, further north and south of Highway 401 is zoned one-family detached dwellings.

Response

The proposed development does not conform to the C-13 zone. As such a Draft Zoning By-law Amendment including with this submission takes inspiration from the Pickering City Centre Zoning By-law, in order to allow for a range of commercial and residential uses on the subject site.



SCHEDULE "I" TO BY-LAW 2324/86
PASSED THIS 3rd
DAY OF November 1986

John E. Anderson
MAYOR (JOHN E. ANDERSON)
Bruce J. Taylor
CLÉRK (BRUCE J. TAYLOR)

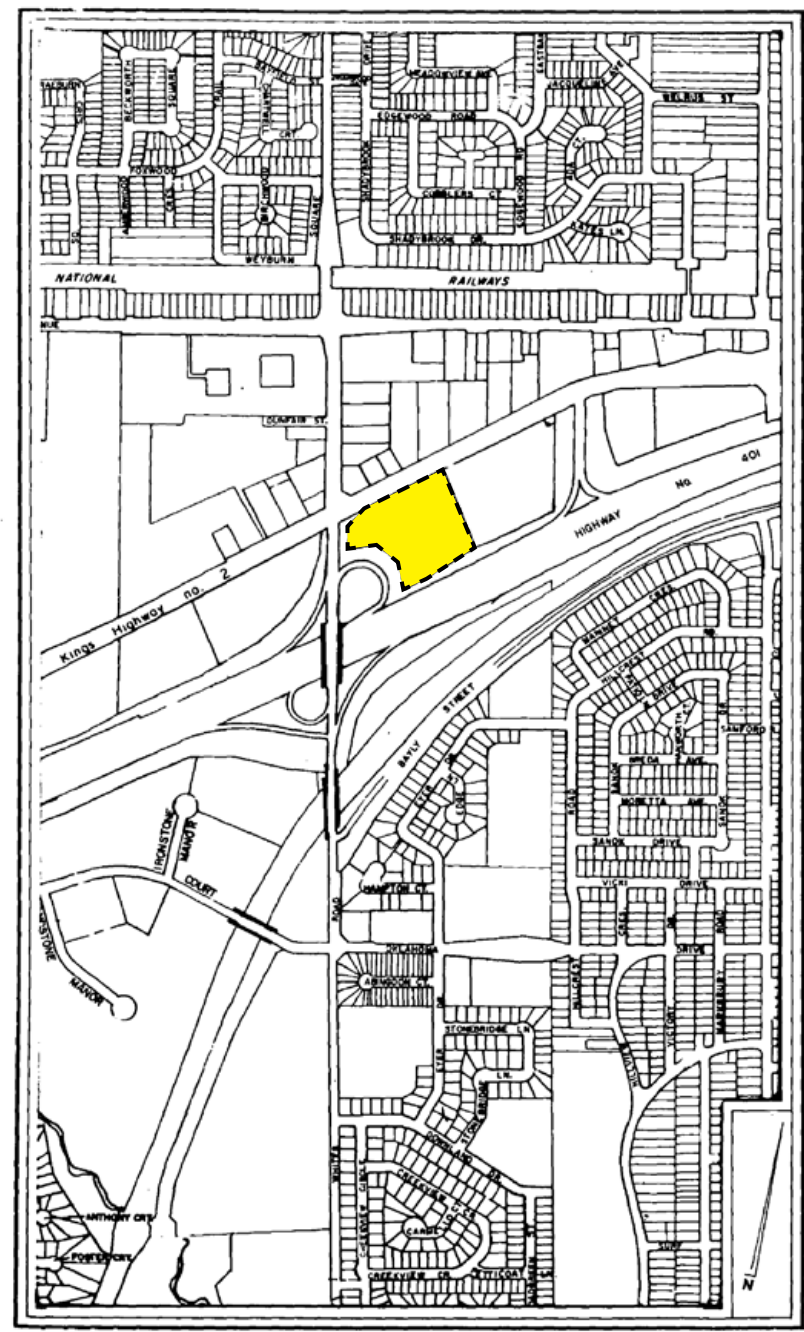


FIGURE 12: MUNICIPALITY OF PICKERING ZONING BY-LAW SCHEDULE I

2.3.7. Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines (2019)

Policy

The Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines (Kingston Road UDG) includes a series of guidelines for the corridor and node to encourage a high-quality urban environment. This document includes guidelines which inform the following:

2.2 Block Structure

- Blocks should range between 100 and 150 metres to promote permeability. Where a block is longer than 150 metres, mid-block connections should be introduced.

2.3 Building Placement and Orientation

- Entrances should be highly visible and front onto public streets and connect to pedestrian walkways or sidewalks. Entrances should be emphasized as focal points and be well lit;
- Buildings over 13-storeys shall have a minimum separation distance of 25 metres between towers; and
- Buildings fronting Kingston Road, Brock Road and Pickering Parkway shall be setback 5 metres from the front property line.

2.4 Grading and Access

- Entrances and access points should be integrated with at-grade design.
- 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; and
- Vehicular entrances should have minimal impact on walkways and the pedestrian realm.

Response

The proposed development is consistent with the Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines. The Urban Design Guidelines set out goals and objectives related to place making and complete communities, sustainability for streetscapes, open spaces, and buildings, growth and vitality, intensification, transit-supportive design, connectivity, and infrastructure.

The proposal is located within the Whites Precinct Intensification Plan. The gateway intersection of Kingston Road and Whites Road is intended as the focal point for the Whites Precinct. The greatest heights and densities are to be clustered in close proximity to the gateway, within the lands between Kingston Road and Highway 401.

Block Structure (2.2)

The development's block lengths slightly exceed 150 metres, however, POPS spaces that facilitate mid-block connection and permeability are located along Kingston Road. Along the eastern side of the property, additional POPS spaces and vehicular connections break up the block length along the public/private road.

With the provision of the future north-south public road, the site will present as a more typical corner lot, with the proposed public park taking a more prominent role in the overall site design.

Building Placement (2.3)

The development's entrances will be highly visible from both Kingston Road, which is the primary frontage, and from the future public road, which is the secondary frontage. The entrances will be complementary to the building's overall articulation. More specific details related to building entrances such as lighting and weather protection will be provided at the Site Plan stage.

Building Separation (2.3.2)

As required, tall buildings over 13 storeys in height require a separation distance of 25 metres, which is achieved with the proposed development concept. In addition, the minimum distance of 15 metre separation distance for sites with multiple buildings is adhered to, as the distance between the podiums facing Kingston Road is a comfortable 18 metres.

Building Setbacks (2.3.3)

As required by the guideline, sites fronting Kingston Road are intended to have a 5 metre front yard setback. The proposed development contemplated a setback of 6 metres. An addition, the proposed development complies with the requirement of a 2 metre setback from new public or private roads, and at least a 3 metre setback from public parks. Proposed retail and commercial uses are located adjacent to multiple POPS and suitable spill out areas for improve the pedestrian experience.

Grading and Access (2.4)

Due to the sloped grade of the site, the development has been constructed with one true level of underground parking, with decked parking levels above, which are located below the grade found along Kingston Road. Additional retail space is found within these levels, which is adjacent to the public park space. The grading for the site has been designed so that the commercial areas fronting Kingston Road are fully visible and accessible, and those who are accessing the site by vehicle are able to access commercial spaces from the internal parking levels. Grading has generally proposed that is suitable for all pedestrians.

Parking (2.5)

The proposal contemplates the provision of structured off-street parking, in the form of parking located underground, within decked subsurface parking levels and at-grade. Parking is screened from the public realm by buildings and landscaped spaces. Parking is conveniently located adjacent to all proposed commercial spaces, which will ensure their viability. Charging stations in conformity with the Pickering Sustainable Development standards is provided, for vehicles and bicycles.

Loading, Services, and Utilities (2.6)

Each building will have a dedicated loading space for waste pick-up and moving purposes. These spaces have been designed to have minimal conflict with vehicle and pedestrian movements. Required lengths, widths and overhead clearance are provided for the five proposed loading spaces throughout the development. Loading spaces are appropriately located within building envelopes and garbage rooms are appropriately located and sized for the proposed number of units. Turning movements for the loading spaces have been provided by BA Group. See enclosed TIS.

Landscape Design (2.7)

The proposed landscape design for the site proposes landscaped areas within each level of parking and at grade, and within the podium level amenity areas. Green roof areas are also provided within the podium levels, to address water re-use requirements and heat island effect. The site meets the general requirement of 10% landscaped areas. Playground structures, seating, plantings, and dog runs are proposed to serve the various needs of future residents. Landscaping is provided within and around parking areas, where possible.

Sustainable Design (2.8)

The proposed development has implemented Tier 1 requirements of the Pickering Sustainable Development requirements. Details related to planting species, energy modelling and bird-friendly design will be detailed at the Site Plan stage.

Signage and Lighting (2.9)

Details regarding signage and lighting will be provided at the Site Plan stage.

Transition and Massing (2.10)

The proposed development, as located within the Whites Precinct, contemplates development within the greatest range of permitted density for the Kingston Road Corridor, as it is located at a Gateway. The proposed development is approximately 300 metres away from existing low-rise development, and as such the proposed high-rise development is scaled and massed in a manner that has no negative impacts on existing neighbourhoods.

In accordance with the policies, the maximum podium height is complied with, as the proposed podium height is 4 storeys.

There are some shadow impacts on the proposed public park, which are unavoidable due to its prominent location at a corner site and to the northeast of the proposed development envelope. While shadowing on the park may be considered undesirable, during summer months shadowing may assist in creating more comfortable micro-climates.

The proposed development does not result in any issues with outlook on adjacent properties.

The guideline includes direction on applying a 45 degree angular plane from 80% of the right-of-way width (45 metres) for mid-rise buildings. As indicated by the City's Pre-Consultation comments, there appears to be an expectation that buildings fronting Kingston Road would entirely fit within the angular plane. However, based on the direction within the guideline, the greatest heights and densities are to be directed to this area. As such, it is our opinion that applying an angular plane is incompatible with the goals related to height and density. In addition, the guidelines specify that the angular plane is for the mid-rise built form specifically. The proposed 4-level podium that frames Kingston Road fits within the angular plane, and creates a comfortable pedestrian experience. In addition, there are no low-rise residential neighbourhoods located on the north side of Kingston, across from the development site, and in addition, future redevelopment for high-density development is planned for this pocket of the Kingston Road corridor. As such, it is our opinion that the buildings heights of 28 and 31 storeys within the north portion of the development site are appropriate.

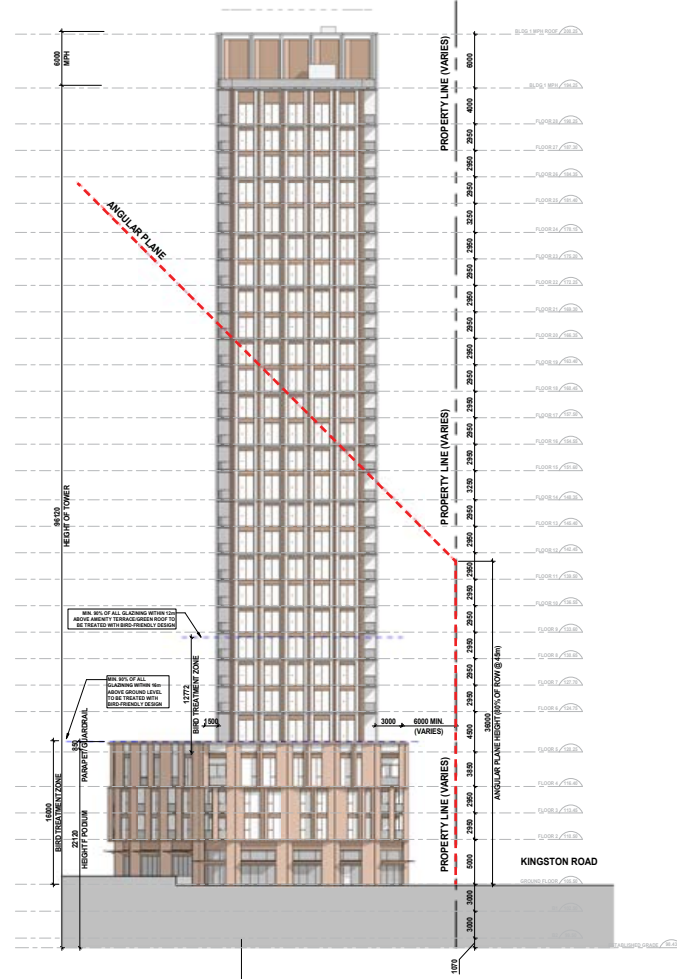


FIGURE 13. ANGULAR PLANE (BDP. QUADRANGLE ARCHITECTS LTD.)

Materials and Façade Treatment (2.11)

The enclosed coloured elevations and sections demonstrate the preliminary proposed materials and façade treatments of the built form, which are subject to further refinement. Details related to materiality, fenestration, and lighting will be fully detailed during the Site Plan stage.

Streetwall (2.12)

A comfortable streetwall condition that frames Kingston Road is provided, with ground floor height of 5 metres, and full podium height of 4 storeys (23 metres). The podium includes commercial uses that will activate the public realm and street edge. Building setbacks between the tower and podium generally range between 1.5 to 17 metres, however, the setbacks for the tower closest to Kingston Road is generally 3 metres, in conformity with the Urban Design Guidelines.

Active Frontage Network (2.13)

The primary and secondary frontages of the proposed development, along Kingston and the future public road, both include commercial space as required. Multiple entrances are located along the Kingston Road frontage, promoting an active streetscape. Details on materiality and glazing will be provided during the detailed design stage.

Gateways (2.14)

In accordance with the guidelines, the proposed development contemplates the inclusion of significant heights, up to 35 storeys, and massing at an identified Gateway location. As part of the overall site organization, multiple POPS and a public park are proposed, as required by the Gateway policies. Visual interest, focused within the north and east edges of the site, is achieved through transitional POPS spaces, gateways, landscaping and pedestrian connections. Podiums and towers have been positioned to serve as a landmark within the precinct.

Building Types (2.15)

Tall Buildings (2.15.1)

Tall buildings are to be located within gateways, including at the intersection of transit spines, major arterials, along highways and proximate to highway access. In accordance with the policies, the proposed development locates five towers ranging in height between 28-35 storeys on a site that meets these locational criteria. As mentioned, the proposed podium height of 4 storeys is appropriately between the range of 3 to 6 storeys. Towers are stepped back 3 metres, generally, along Kingston Road. The slender tower floor plate of 750 m² has been designed to minimize shadow impacts where possible and maximize sky views. A 25 metre minimum tower separation is achieved, and the mechanical penthouse design is subject to further study and refinement.

Placemaking (3.0)

According to the Design Guidelines, within the Whites Road Precinct, a public park and POPS is intended to be incorporated within the subject site.

Public Parks (3.5)

The development proposal incorporates a full 2,193 m² unencumbered public park at the northeast corner of the site. A Facility Fit Plan has been prepared by MHBC which provides details on the proposed public park, outdoor amenity spaces, and POPS. Per the guideline, public parks should be a minimum of 0.3 hectares. The proposed park falls short of this based on 10% of the site area, minus the MTO setback area which is undevelopable. The multiple integrated POPS supplements the outdoor space, and provides appropriate spill out and public gathering spaces that are smaller in scale, as compared to the park. The public park will front onto two public roads, in accordance with the policies and will be highly visible and accessible from the public realm. Regard is had for the policies of Section 3.5, though it will be the City of Pickering that ultimately determines the programming and design of the public park space.

Gateway Plaza (3.6)

The Urban Design Guideline looks to have a gateway plaza located at the northwest corner of the development site. A POPS with an area of 185 m² is located in this corner, which will serve as welcoming gateway plaza, adjacent to commercial space at grade. The space will be landscaped to enhance its connectivity to the public realm through the provision of tree plantings and decorative pavers.

Privately Owned Publicly-Accessible Spaces (POPS) (3.8)

Three POPS spaces are proposed, with one in proximity to the access point to the east (X), one at the northwestern corner of the site (185 m²), and one fronting Kingston Road in the northern portion of the site (350 m²). All of the proposed POPS have high connectivity to the public realm, are visible and accessible, and are adjacent to proposed park and commercial use spaces to complement those uses. Soft landscaping is also proposed for the POPS in the form of trees and various plantings, in conformity with the guidelines.

Public Art (3.9)

Public art will be explored in more specificity during the detailed design stage.

Connectivity (4.0)

Introduction – Whites Precinct (4.1)

The project team has worked to consolidate vehicular access points on the proposal, as per the objectives of this section. Access to Kingston Road is proposed via a public cul-de-sac, running north-south, as a natural extension of Delta Boulevard. Vehicular access to the site will be made by two private driveways connected to the public cul-de-sac. These driveways provide access to all parking levels, loading areas, PPUDO areas/spaces. No vehicular access is provided along Kingston Road or Whites Road, prioritizing the mixed-use avenue-like feel of these primary frontages.

Pedestrians (4.2)

Sidewalks (4.2.1)

The proposal recognizes the importance of sidewalks with respect to creating a safe, coordinated and continuous pedestrian network. The proposal includes generous sidewalks lining all public and private vehicular roads and driveways, allowing for safe circulation for all road users. Surfaces will be designed to be AODA compliant. Contributions to the urban canopy will contribute to shaded and pleasant conditions along sidewalks.

Pedestrian Paths (4.2.2)

In addition to the provided network of sidewalks, pedestrian paths have been included throughout the proposal. Pedestrian paths line the proposed commercial spaces, providing pedestrians with convenient and safe access to future shops and services. Pedestrian paths are provided through proposed POPS spaces, allowing for access between major road ways and residential uses internal to the site. Pedestrian paths are expected to be well-designed, incorporating signature decorative pavers, soft landscaping, plantings, lighting and significant contributions to the urban tree canopy.

Pedestrian Crossings (4.2.3)

The proposal will be designed to include clear, unobstructed paths connecting adjacent sidewalks. Such crossings are to be incorporated where the private driveways intersect with the public cul-de-sac, to permit for safer access for pedestrians.

Cycling (4.3)

Cycle tracks have been installed along Kingston Road from Delta Boulevard to Steeple Hill. The ultimate condition along Kingston Road will see grade-separated cycle-tracks running along the Scarborough-Durham BRT route. The proposal has been designed with this design in mind. As such, the proposal is respectful of the final road condition along Kingston Road. Cycling parking is generously being provided as part of this proposal with the intent of encouraging future residents to select cycling as part of their modes of transportation.

Transit (4.4)

The proposed project is in close proximity of two planned transit corridors, the Durham-Scarborough BRT along Kingston Road and the regional High Frequency Network corridor along Whites Road. Plans for the subject site have been developed in coordination with transportation agencies, respecting road needs for future transit investments. Site circulation has been developed to maximize accessible connectivity between the proposed uses and the existing/future bus stops.

Street Types (4.5)

Primary Streets (4.5.1) and New Public Streets (4.5.4)

The proposed cul-de-sac will be designed as per Primary Streets guidelines, upon full build-out. Final condition of the cul-de-sac will require land contributions from neighbouring landowners to the east. The proposal provides generous sidewalks lining the cul-de-sac along the eastern edge of the parkland dedication. No transportation infrastructure is proposed along the cul-de-sac, as transit routes have not been identified along the future public right of way.

Service Streets and Laneways (4.5.3)

Private driveways will be designed in alignment with design guidelines for Service Streets and Laneways. This will include wider lanes, sidewalks, and soft landscaping where possible. The inclusion of private driveways allow for the centralization of parking and servicing uses, guaranteeing a continuous active streetwall along Primary Streets and existing roadways.

Existing Streets (4.5.6)

The proposal has been developed with a high regard for the proposed BRT route along Kingston Road and the proposed streetscape cross section. The proposal has been coordinated with appropriate agencies to ensure that the 45-metre cross-section is accommodated.

Low rise buildings are located along the northern edge of the White Precinct, including along the northern portion of Whites Road close to existing community facilities and east-west along Kingston Road close to the Amberlea creeklands. This transition in height responds to the existing low-density residential neighbourhoods to the north.

Secondary frontages are located along Kingston Road on either side of the gateway, as well as along the public road connection south of Kingston Road with access points at the eastern edge of Petticoat Creek and the intersection of Kingston Road and Steeple Hill Road.

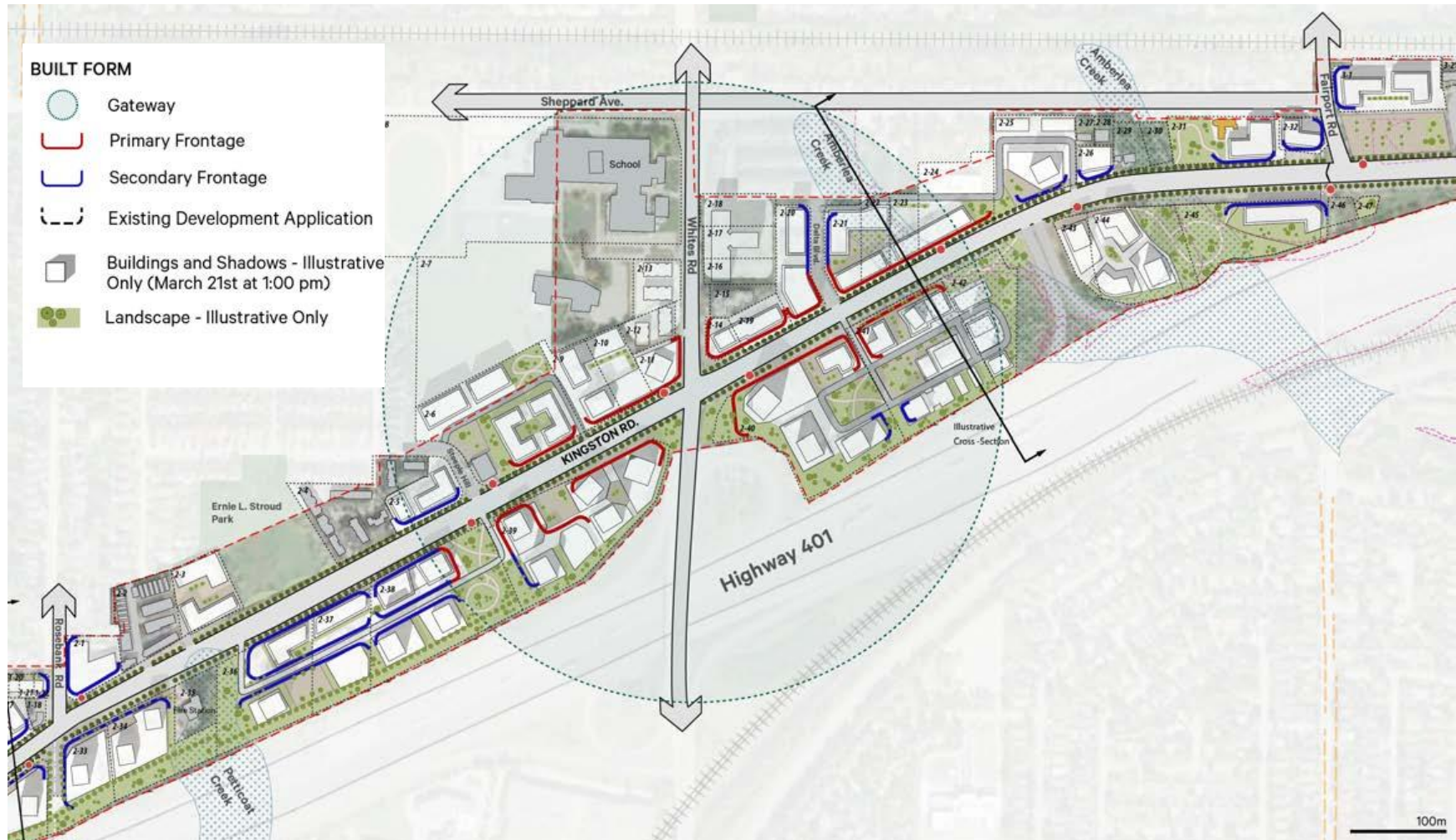


Figure 15. Whites Precinct Built Form Plan

FIGURE 14: KINGSTON ROAD CORRIDOR AND SPECIALTY RETAILING NODE DRAFT URBAN DESIGN GUIDELINES - WHITES PRECINCT PLAN

2.3.7. Kingston Road Corridor and Specialty Retailing Node Intensification Plan (2019)

Policy

The Kingston Road Corridor and Specialty Retailing Node Intensification Plan (“Intensification Plan”) sets out a detailed plan for desired land use mix, built form, and area character. Intensification Plans for several areas are included, including the Whites Precinct in which the Subject Site is located. Similarly to the UDG described in section 2.3.7 of this document, the Intensification Plan includes policy recommendations which direct Land Use, Built Form and Place-making.

Response

The proposed development is consistent with the Kingston Road Corridor Intensification Plan in transforming Kingston Road into a “main street”.

Figure 8. Rougemount Precinct Intensification Plan

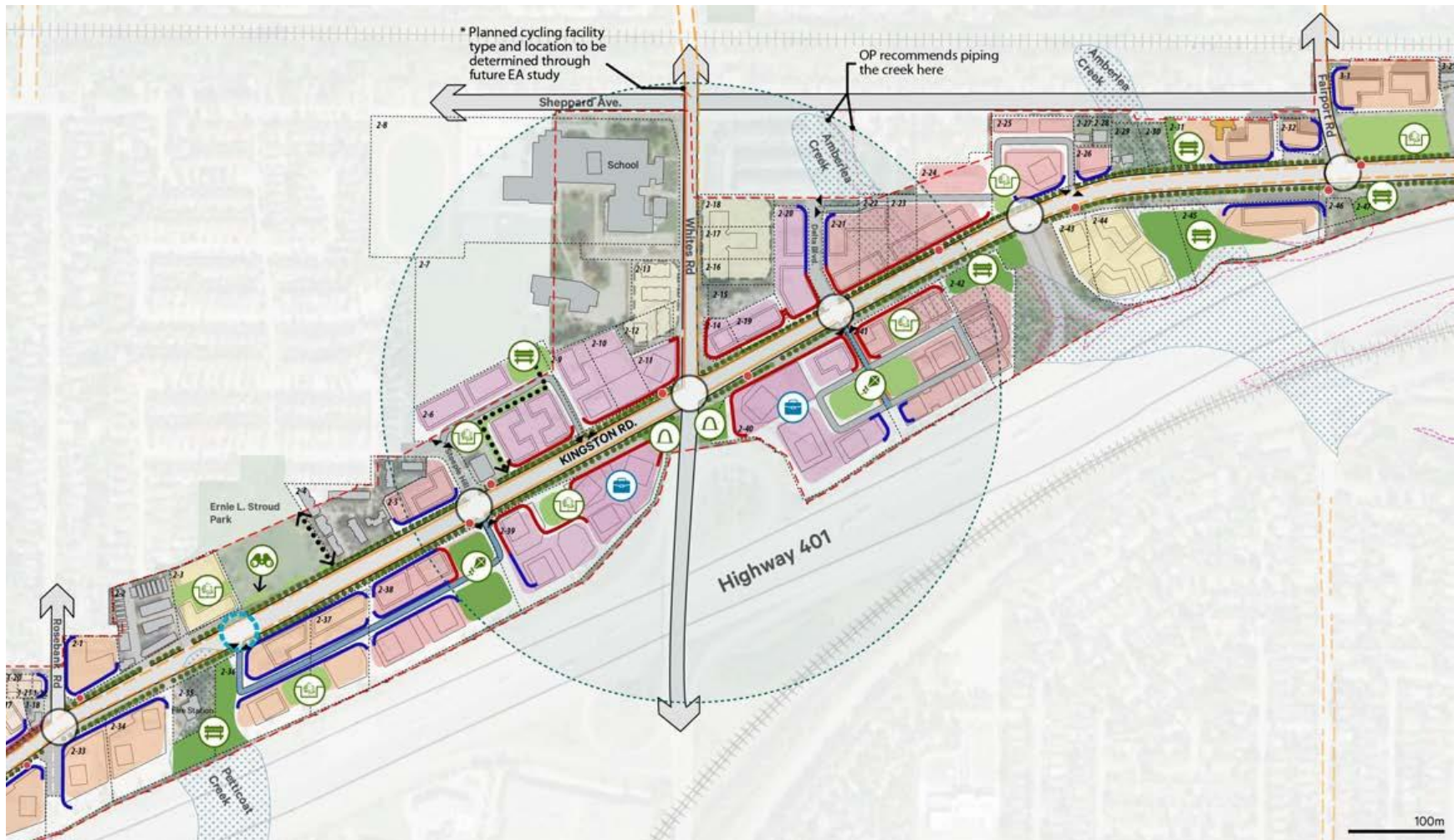


Figure 9. Whites Precinct Intensification Plan

FIGURE 15: KINGSTON ROAD CORRIDOR AND SPECIALTY RETAILING NODE INTENSIFICATION PLAN - WHITES PRECINCT INTENSIFICATION PLAN

3 THE PROPOSAL



FIGURE 16. PERSPECTIVE VIEW (BDP. QUADRANGLE ARCHITECTS LTD.)



3.1. DEVELOPMENT PROPOSAL

■ PROPOSED DEVELOPMENT

The proposed development introduces five high-rise towers that will offer a mix of residential and commercial uses. The proposed towers range in height from 28-storeys to 35-storeys on four-storey podiums. It will have building heights between 89.05 meters to 109.70 metres above established grade (excluding the mechanical penthouses which are an additional 6.0 metres). The proposed development will have 1,748 residential units and 3,922 sq.m of ground floor commercial space facing Kingston Road. The Site has an overall gross site area of 27,316 sq.m, a net site area of 24,019 sq. m, and an FSI of 5.00.

A total of 1,128 long term residential parking spaces and 346 combined visitor & retail parking spaces are provided over 7 levels. Given the nature of the grade of the Subject Site, parking is included in one below grade level (P1), two partial below grade levels (B1 & B2), the ground floor and three levels of podium parking (Levels 2-4). Access to parking, servicing and loading is provided from two access points from the New Road straddling the east property line. A total of 1,052 Bicycle parking spaces are provided.

The proposed development provides a total of 9,797 square metres of amenity space. 3,149 square metres of indoor amenity space is provided and 6,648 square metres of outdoor amenity space on level B2, Level 1 and Level 5. A new park situated at the northeast corner of the Subject Site will provide a total area of 2,193 sq. m. of new parkland.

A 14 metre wide setback is provided along the south and west property line from highway 401 and its on-ramp.



FIGURE 17. SITE PLAN (BDP. QUADRANGLE ARCHITECTS LTD.)

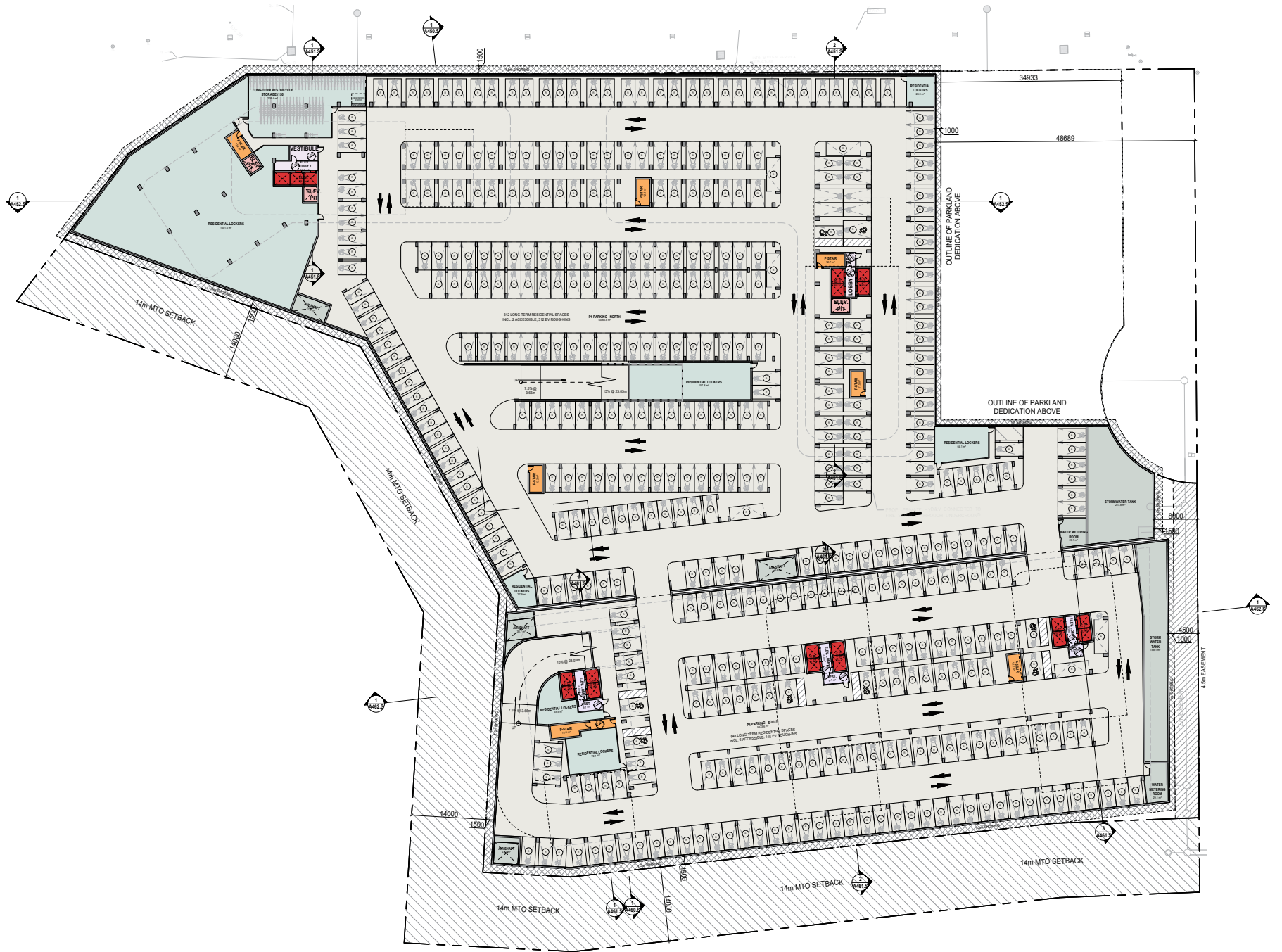


FIGURE 18. UNDERGROUND LEVEL P1 (BDP. QUADRANGLE ARCHITECTS LTD.)

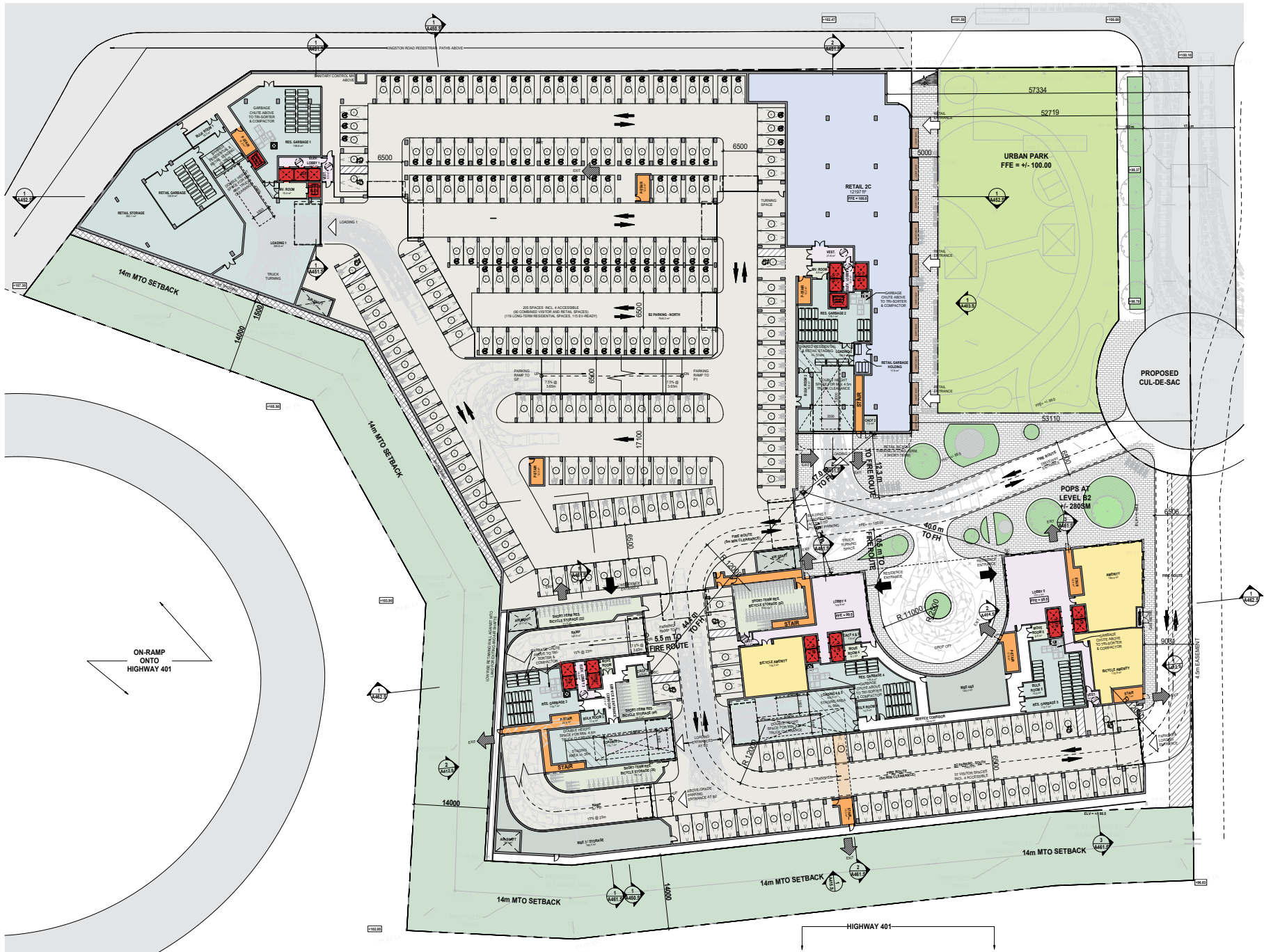


FIGURE 19. LEVEL B2 (BDP. QUADRANGLE ARCHITECTS LTD.)



FIGURE 20. LEVEL B1 (BDP. QUADRANGLE ARCHITECTS LTD.)

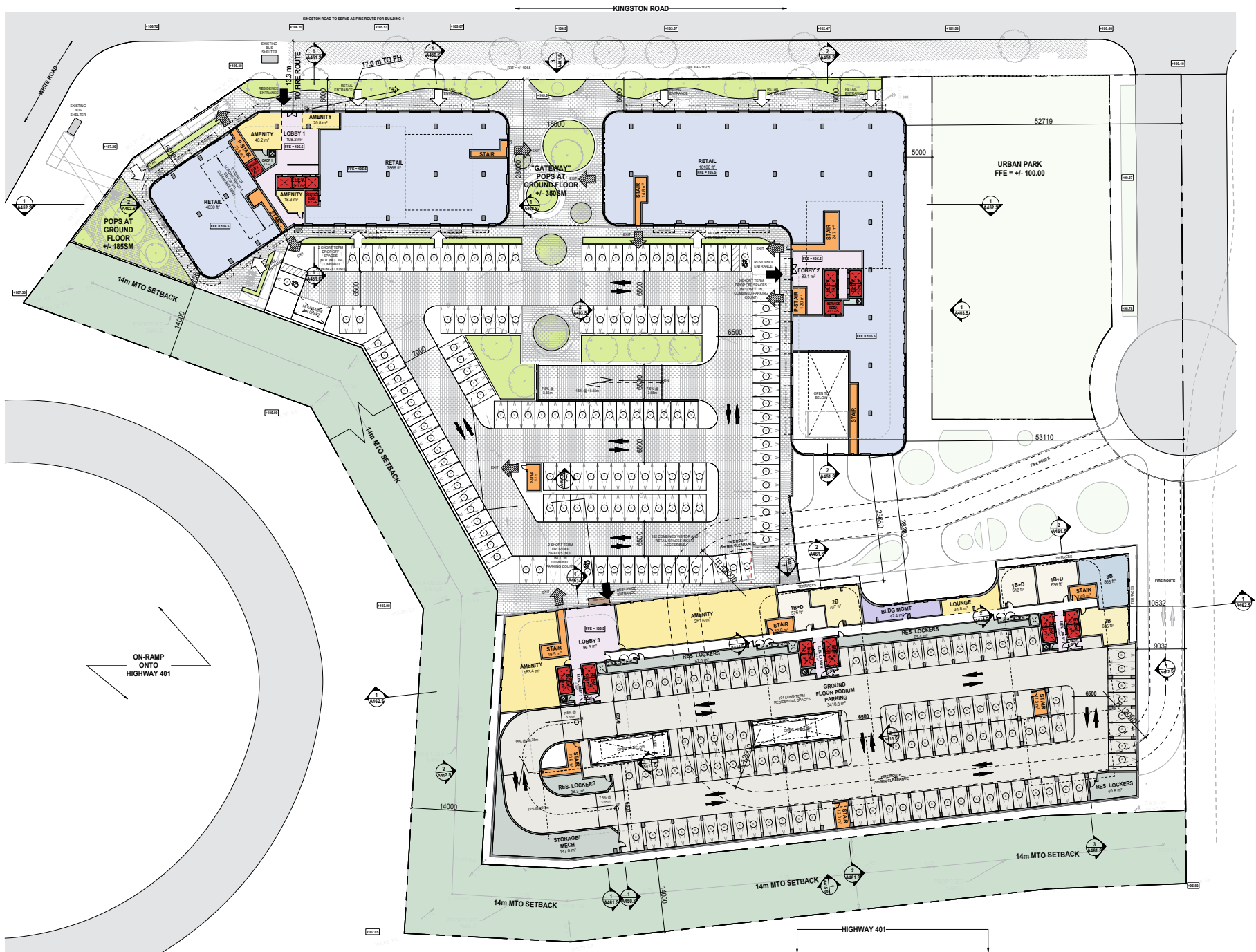


FIGURE 21. GROUND FLOOR PLAN (BDP. QUADRANGLE ARCHITECTS LTD.)



FIGURE 22. TYPICAL PODIUM FLOOR PLAN - FLOORS 2-4 (BDP. QUADRANGLE ARCHITECTS LTD.)



FIGURE 23. PODIUM ROOF PLAN - FLOOR 5 (BDP. QUADRANGLE ARCHITECTS LTD.)

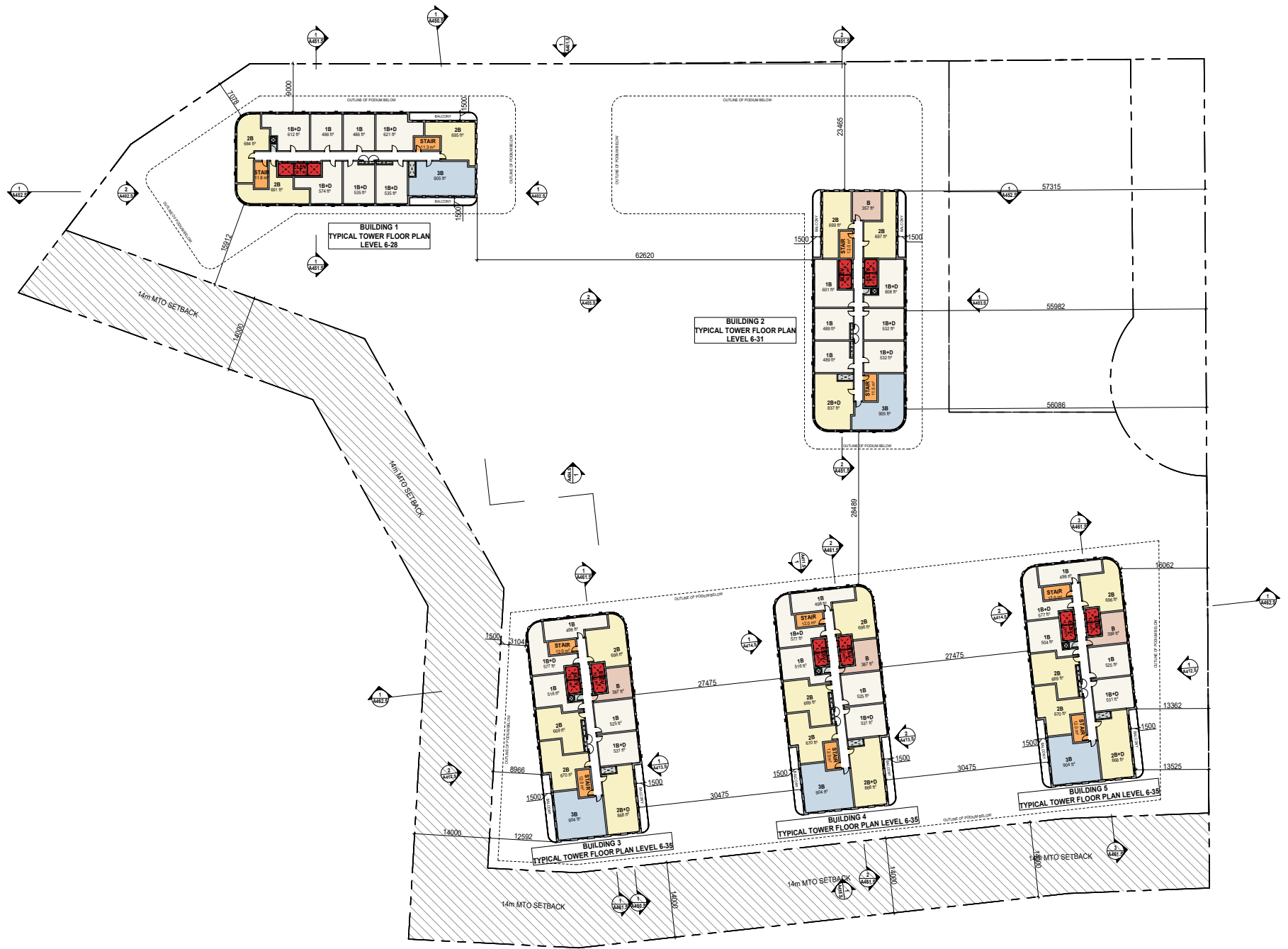


FIGURE 24. TYPICAL TOWER FLOORPLATE PLAN - FLOORS 6-35 (BDP. QUADRANGLE ARCHITECTS LTD.)

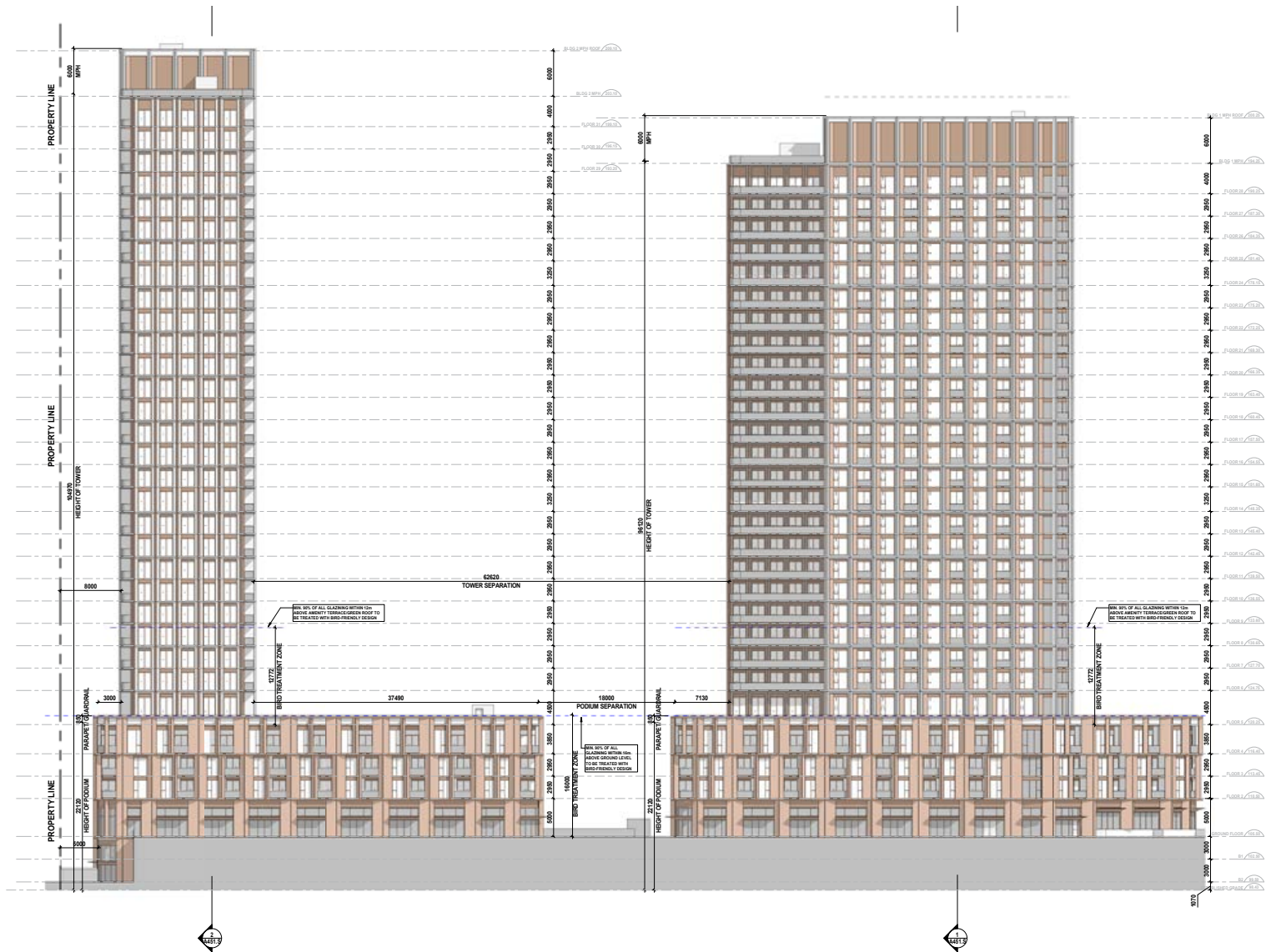


FIGURE 25. BUILDINGS 1 & 2 NORTH ELEVATION (BDP. QUADRANGLE ARCHITECTS LTD.)

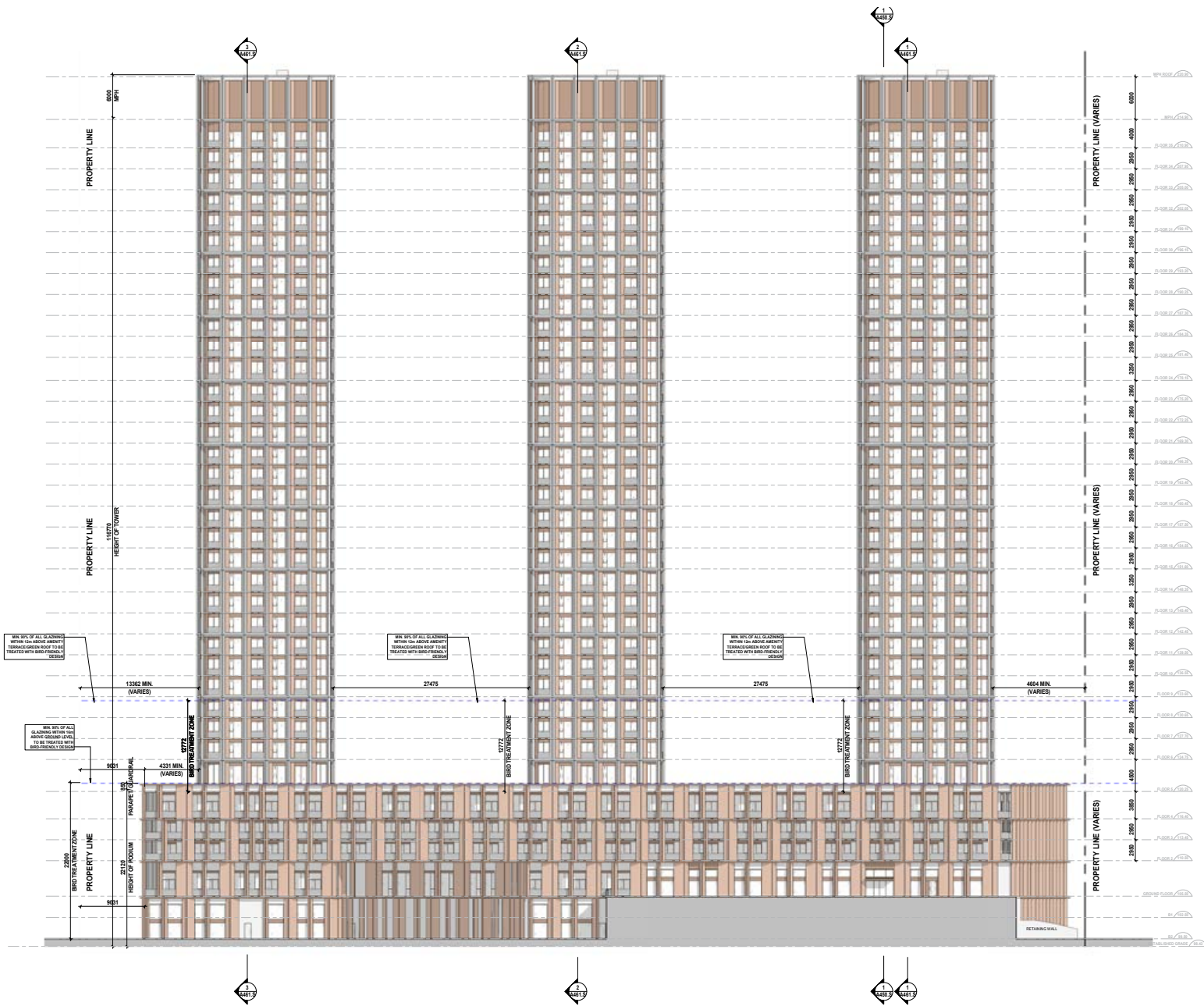


FIGURE 26. BUILDINGS 3/4/5 NORTH ELEVATION (BDP. QUADRANGLE ARCHITECTS LTD.)



FIGURE 27. LANDSCAPE PLAN (MHBC PLANNING, URBAN DESIGN & LANDSCAPE ARCHITECTURE)



LEGEND

- Subject Site
- MTO Setback
- Tower Element
- Podium Element
- Lobby Frontage
- Retail Frontage
- Amenity Frontage
- Loading Frontage
- ↔ Vehicle Access Frontage

FIGURE 28. SITE ORGANIZATION



3.2. URBAN DESIGN VISION

■ URBAN DESIGN VISION

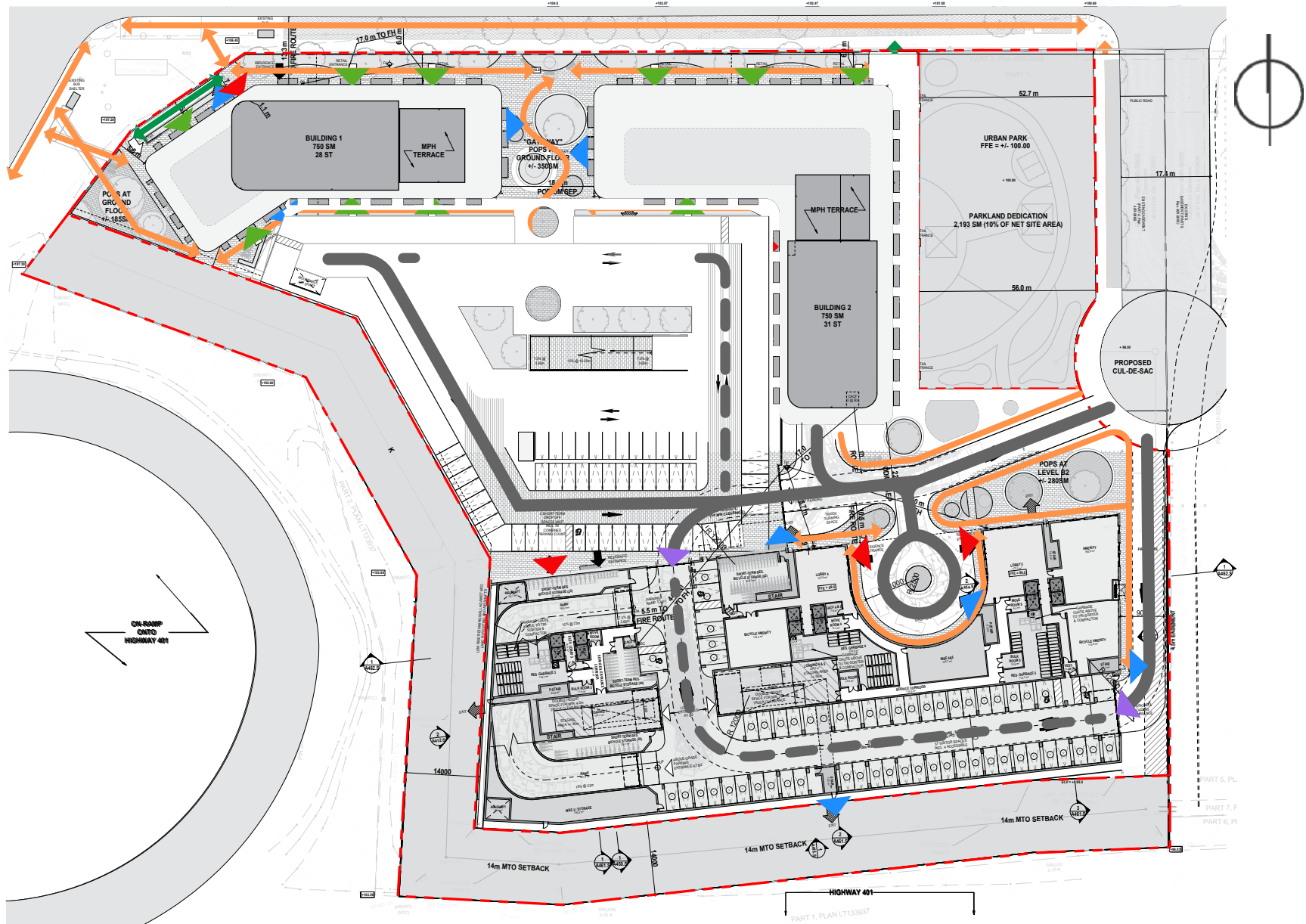
The urban design vision for the proposed development is to create pedestrian-friendly streetscapes through innovative and sustainable building and landscape designs. Contemporary building solutions will combine with contemporary architectural styles to maintain the character and image of the community while contributing to a denser more sustainable future.

■ SITE ORGANIZATION

The proposed building is situated on the south side of Kingston Road. The proposal is comprised of a three buildings with a total of five towers. Building podiums of 4-storeys front along Kingston Road, the new road to the east and along the southern property line facing towards highway 401. Towers are appropriately set apart, the two shorter towers are situated towards the north of the Subject Site, while the taller towers are situated along the southern property line. The distribution of tower height accross the site will help mitigate shadowing on nearby neighbourhoods.

At-grade commercial space is located in buildings 1 and 2 with units fronting along Kingston Road as facing inwards towards the centre of the site. The location of these uses along the street frontage will help animate and improve the existing public realm while also providing eyes-on-the-street. Building 2 contains amenity frontage along the north edge of the building.

Vehicular access to parking, loading and servicing is from new road situated along the eastern edge of the subject site.



LEGEND

- Subject Site
- Primary Entrance
- Fire Exit
- Service/Underground Parking Access
- Commercial Entrance
- MTO Setback
- Vehicular Circulation
- Pedestrian Circulation
- Stairs/Ramp

FIGURE 29. PEDESTRIAN/VEHICULAR CIRCULATION AND ACCESS



PEDESTRIAN/VEHICULAR CIRCULATION AND ACCESS

Pedestrian circulation will occur on public sidewalks that abut the Subject Site along Kingston Road. A ramp and set of stairs will connect the sidewalk along Kingston road to the side walk along the retail level of Buildings 1 and 2. Figure 26 helps illustrate the grade change along Kingston Road.

A Pedestrian mid-block connection occurs between Buildings 1 and 2. Pedestrian pathways provide access to the commercial units around the perimeter of Buildings 1 and 2. The principle entrances of buildings 1 and 2 are proposed along the Kingston Road frontage. The principle entrance for Building 3 is located at the drop-off loop.

As mentioned, parking, servicing and loading access to the proposed development is from two access points from the New Road straddling the east property line. Service entrances are situated on the B2 level and are kept separate from pedestrian circulation, building entrances and amenity space.



FIGURE 30. BUILDING SECTION - VIEW 1
(BDP. QUADRANGLE ARCHITECTS LTD.)



LEGEND

- Subject Site
- Proposed New Park
- POPS
- Mid-block Connection
- MTO Setback
- Planting/Planters
- Surface Parking
- Stairs/Ramp

FIGURE 31. LANDSCAPE AND AMENITY AREA



LANDSCAPE AND AMENITY AREAS

Landscaping is proposed along the building edges along Kingston Road to enhance the aesthetics and provide appropriate separation with the grade change from the public sidewalk. A series of ramps and stairs are included to connect the walkways in front of Buildings 1 and 2 with the public sidewalks which are lower than the building entrances. Walkways are provided along the new public road, driveways and around the public park.

A P.O.P.S. is proposed between Building 1 and Building 2 providing a mid-block connection between the two buildings. Planting, seating and public art are planned within the POPS.

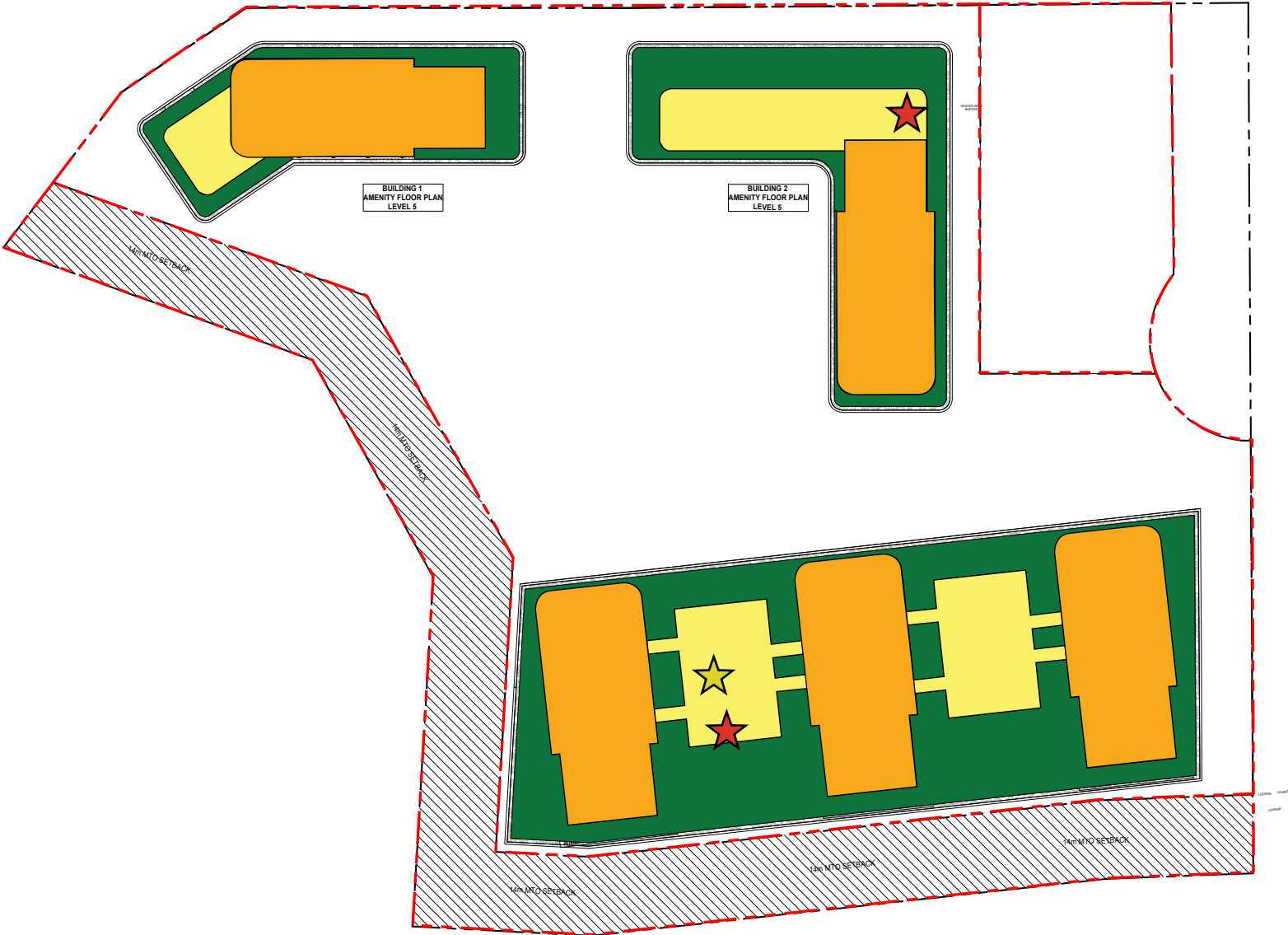
At the podium level of each building indoor and outdoor amenity space is proposed. Outdoor amenity space includes features such as BBQ areas, work from home zones, lounge and seating areas, dog run/relief areas, and a playground. The rest of the rooftop area will consist of greenroof/landscaping.

As previously discussed 2,193 sq. m. of new parkland is planned for the northeast corner of the subject site. This new park may include a jr. and sr. play area, picnic shelters, open lawns, pollinator gardens and a gateway feature at the northwest corner of the park.

DESIGN INTENT IMAGES



FIGURE 32. DESIGN INTENT IMAGES (BDP. QUADRANGLE ARCHITECTS LTD.)



LEGEND

- Subject Site
- Green Roof/Landscaping
- Outdoor Amenity Space
- Indoor Amenity Space
- MTO Setback
- Playground
- Dog Run

FIGURE 33. PODIUM LEVEL AMENITY PLAN

PARKLAND

As previously discussed 2,193 sq. m. of new parkland is planned for the northeast corner of the subject site. The park has been designed to be the vibrant focal point of the proposed development. The park consists of open lawn space for unobstructed activities, ample seating areas for relaxation, and play facilities for all ages.

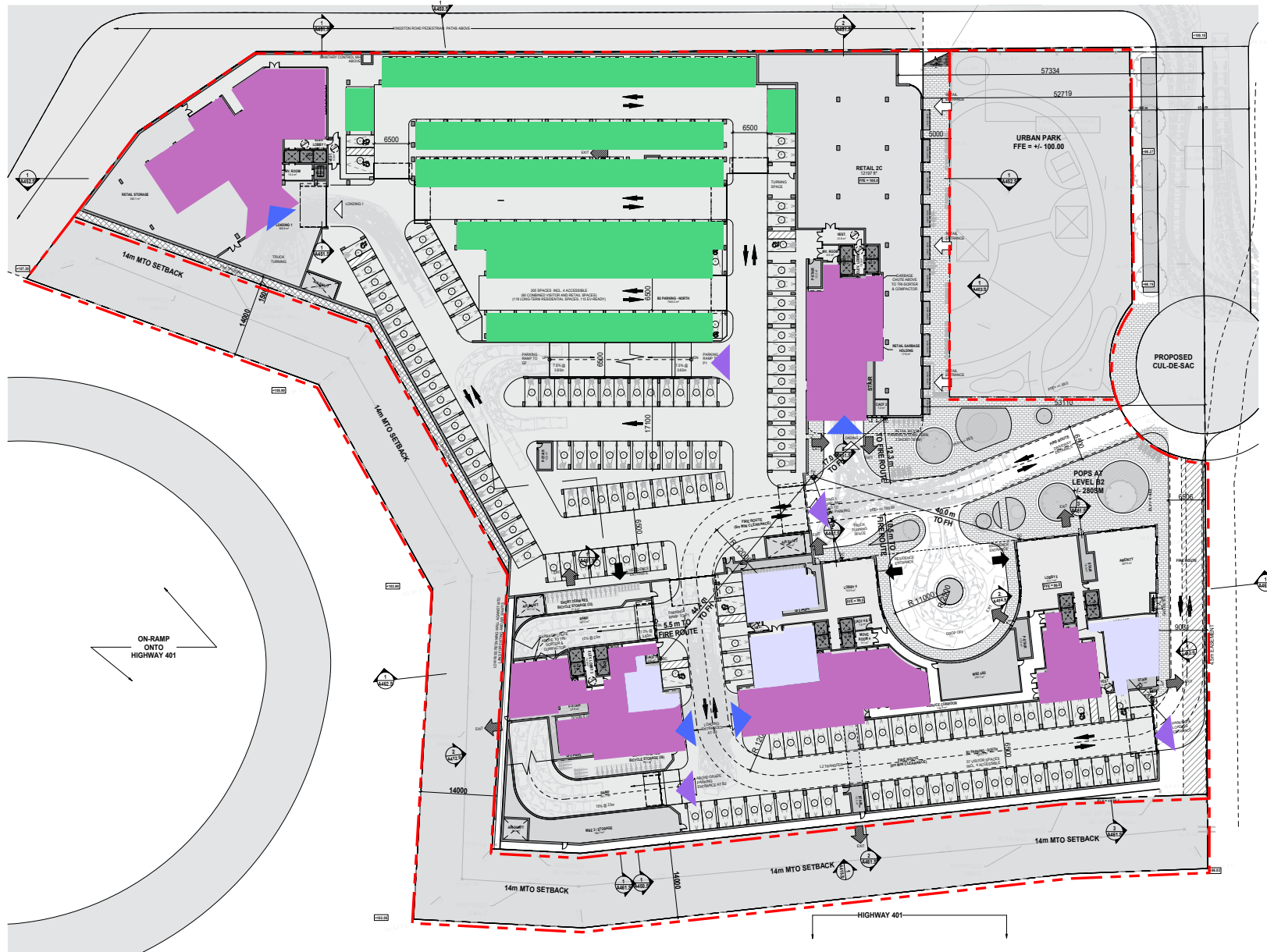
A perimeter of native tree plantings will create a natural buffer from adjacent roads and buildings while promoting biodiversity through native spaces. Paving is arranged to support wayfinding, improve safety, and ensure accessibility with pathways widths of 2.5 metres. A welcoming gateway at the main entrance enhances connectivity, making the park highly permeable and easy to navigate. Seating near play areas will support active and passive engagement.

Possible park features may include:

- Junior Play Areas;
- Senior Play Areas;
- Assortment of biodiverse planting;
- Public Art;
- Gateway;
- Picnic Shelters/Pavilions;
- Seating Areas for residents, workers and visitors
- Open Lawns;
- Tree Planting to provide shelter, shade and buffer from road;
- Permeable paving;
- Multi-use paths; and
- Lighting.



FIGURE 34. PARK PLAN (MHBC PLANNING, URBAN DESIGN & LANDSCAPE ARCHITECTURE)



LEGEND

- Subject Site
- Interalized Waste Storage and Loading
- Underground Parking Access/Ramp
- Service Access
- Bicycle Storage/Amenity
- MTO Setback
- Electric Vehicle Parking

FIGURE 35. PARKING, LOADING AND SERVICING -LEVEL B2



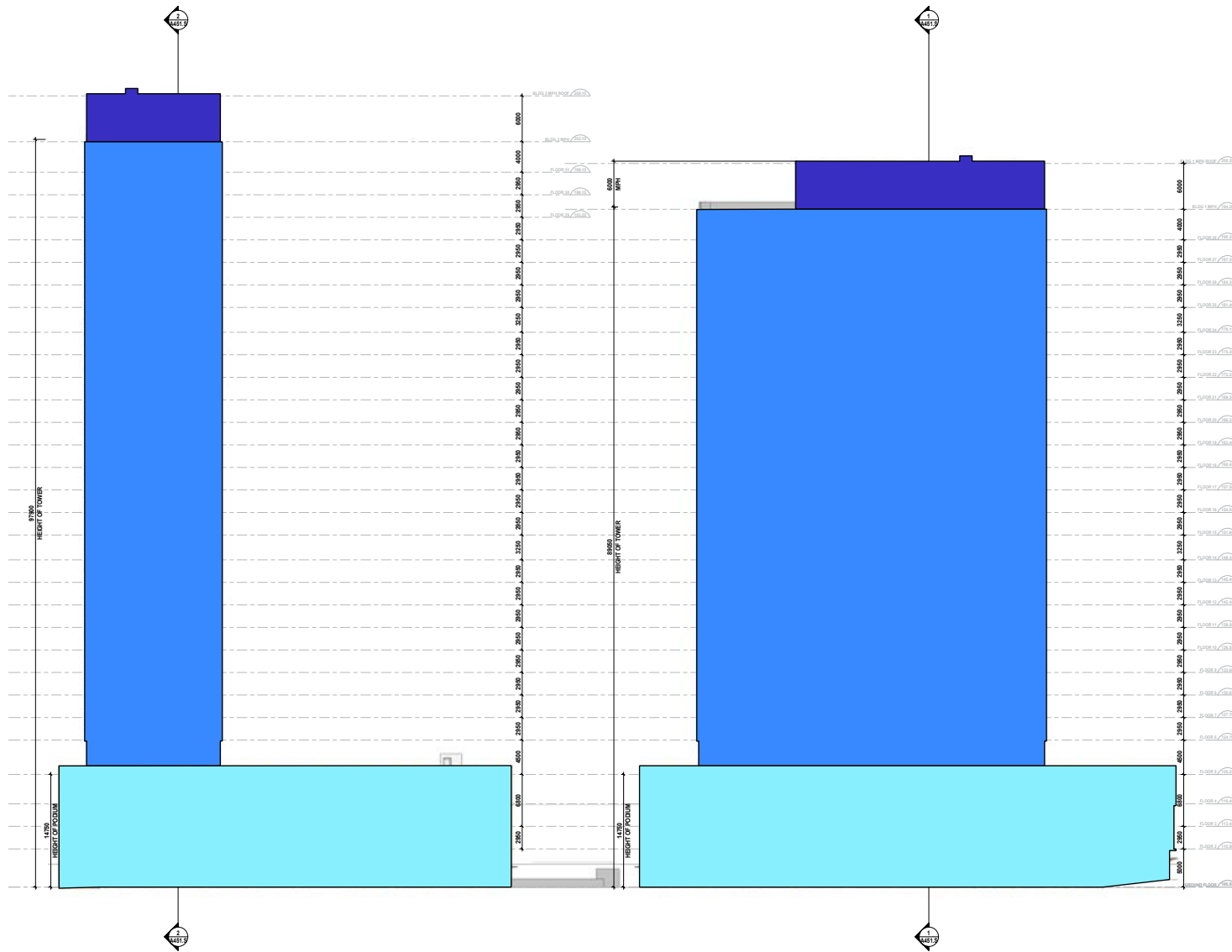
■ PARKING, LOADING AND SERVICING

“Back-of-house” activities including parking, loading, servicing and drop-off are located within the building podiums – away from Kingston Road– resulting in a safer, more comfortable and attractive public realm and pedestrian environment. Vehicular parking is provided on one below grade level (P1), two partial below grade levels (B1 & B2), the ground floor and three levels of podium parking (Levels 2-4). Access to parking, servicing and loading is provided from two access points from the New Road straddling the east property line.

Bicycle parking is provided in a secured room on Levels P1, B1 and B2. Residential storage lockers are provided on Levels P1, B1, B2 and the Ground Floor.



FIGURE 36. BUILDING 1 & 2 SECTION - VIEW 2
(BDP. QUADRANGLE ARCHITECTS LTD.)



LEGEND

- Podium
- Tower
- Tower Top

FIGURE 37. BUILDINGS 1 & 2 NORTH ELEVATION (BDP. QUADRANGLE ARCHITECTS LTD.)



BUILT FORM

HEIGHT, MASSING AND SETBACKS

The proposed tower heights range in height from 28-storeys to 35-storeys on four-storey podiums. The three southern most towers are taller at 35-storeys while the two northern towers are 28-storeys and 31-storeys respectively. The podiums of each building are 4-storeys tall. The proposed development includes setbacks of 6.0 metres from the north property line, 5.0 metres from the park. Towers stepback 3.0 metres from the podium. The separation distance between the three southernmost towers is 27.475 metres ensuring access to natural light, views to the sky and privacy between adjacent units. This will also preserve views to the sky from the street level, reduce shadowing and create an elegant profile in the skyline.

BUILDING PODIUM, TOWER AND TOP

Urban Design best practices encourage towers to be comprised of three components; podium, tower and tower top. The proposed 5-storey building base (podium) will create an appropriate streetwall along Kingston Road.

The building podium is appropriately setback from the property line. Canopies are implemented at entrances along the ground floor to create a natural protection from the elements for the commercial and residential entrances at grade.

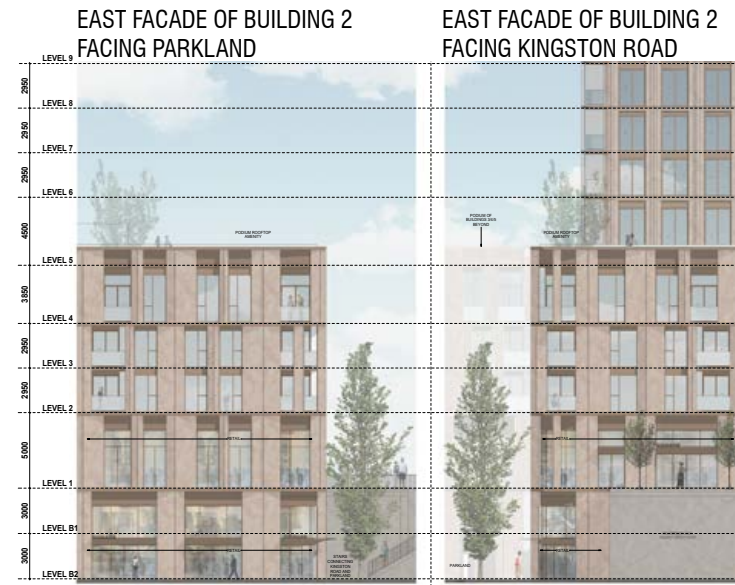


FIGURE 38. PODIUM FACADE OF BUILDING 2 (BDP. QUADRANGLE ARCHITECTS LTD.)



FIGURE 39. PERSPECTIVE VIEW (BDP. QUADRANGLE ARCHITECTS LTD.)

CONCLUSION

The proposed development conforms with urban design best practices as well as the relevant criteria within Provincial, Regional and Municipal policies. Urban design and architectural strategies will be incorporated in order to promote a safe, pedestrian-friendly and comfortable built environment. Additional attention and enhancements will be made to the ground floor to activate the street level. The established community character will be expanded through complementary building designs and landscape design strategies.



FIGURE 40. PERSPECTIVE VIEW ALONG KINGSTON ROAD
(BDP. QUADRANGLE ARCHITECTS LTD.)

A

APPENDIX



A. SHADOW STUDY

■ SHADOW STUDY ANALYSIS

The following Sun/Shadow Study was prepared by BDP Quadrangle Architects Ltd. to illustrate the shadow impacts of the proposed mixed-use development at 705 Kingston Road in Pickering. The proposed development consists of 5 towers ranging in height from 28-storeys to 35-storeys. The surrounding context of the Subject Site primarily constitutes low-rise commercial plazas that front onto Kingston Road, low-rise and mid-rise residential uses including an apartment building, townhouses, detached, and semi-detached units, and the major highway corridor located to the south.

The study has been prepared using the following criteria:

- Test Times of March 21st, June 21st, September 21st and December 21st at the hours of 9:18am, 10:18am, 11:18am, 12:18pm, 1:18pm, 2:28pm, 3:18pm, 4:18pm, 5:18pm, 6:18pm and 7:18pm;
- Surrounding streets, public facilities, and existing buildings have been included in the model; and
- A metric bar scale and north arrow has been included on each sheet along.

MARCH 21ST SHADOW STUDY

At 9:18 am on March 21st, Kingston Road experiences shadowing from the proposed development. Shadowing from the towers stretches to Dunbarton High School. By 10:18 am shadowing on the school has passed.

The parking lots of the existing commercial buildings north of the Subject Site experience shadowing from 9:18am until 1:18pm. However, given the orientation and slender nature of the towers, shadows move across the existing parking lots quickly.

At 1:18pm and onward shadows from the proposed development impact the existing car dealership east of the Subject Site.

The new proposed park on the north east corner of the Subject Site experiences partial shadowing throughout the day.

JUNE 21ST SHADOW STUDY

At 9:18 am on June 21st, there is minor shadowing on the commercial properties on the northwest corner of Whites Road and Kingston Road. Throughout the day on June 21st shadowing on the existing commercial buildings north of the Subject Site is minimal.

Shadowing on the existing car dealership east of the Subject Site is minor, with a small portion of shadowing occurring from 2:18pm onward.

The new proposed park begins to experience partial shadowing at 11:18am, however shadows move quickly and approximately half of the park is always experiencing sunlight throughout the day.

SEPTEMBER 21ST SHADOW STUDY

Between 9:18 am and 1:18 pm on September 21st, the existing commercial properties north of the Subject Site experience shadowing from the proposed development.

The existing car dealership east of the Subject Site experiences shadowing starting at 12:18pm until dusk.

The new proposed park begins to experience substantial shadowing from 9:18am until dusk.

DECEMBER 21ST SHADOW STUDY

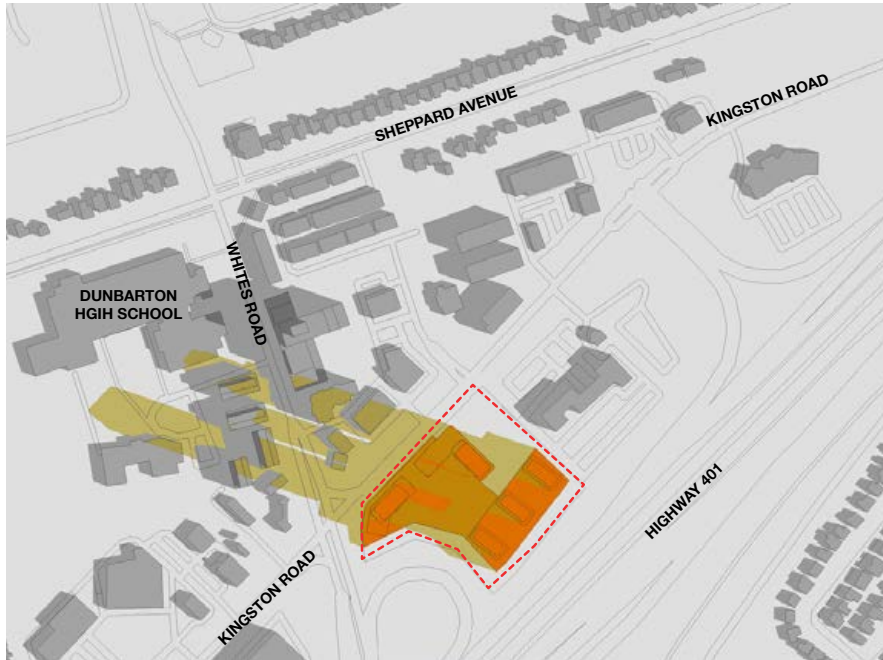
During winter months, the sun is lower and thus casts longer shadows than in the time previously analysed in this document. At 9:18 am on December 21st shadows from the proposed development stretch beyond Sheppard Ave and produce shadowing on some of the existing single-family homes north of the Subject Site. By 10:18am shadowing on those single-family homes has moved.

The existing commercial properties north of the Subject Site experience shadowing from 9:18am until 2:18pm on December 21st.

Shadows from the proposed development are cast on the existing car dealership north of the site from 11:18am until dusk.

The new proposed park experiences nearly total shadowing from 9:18am until dusk on December 21st.

MARCH SHADOW STUDY



March 21 | 9:18 am



March 21 | 10:18 am

- Existing Shadows
- Development Site Boundary
- Applicant Proposal
- Additional Shadow from Applicant Proposal
- Proposed Parkland Dedication, Outdoor Amenity and POPS

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

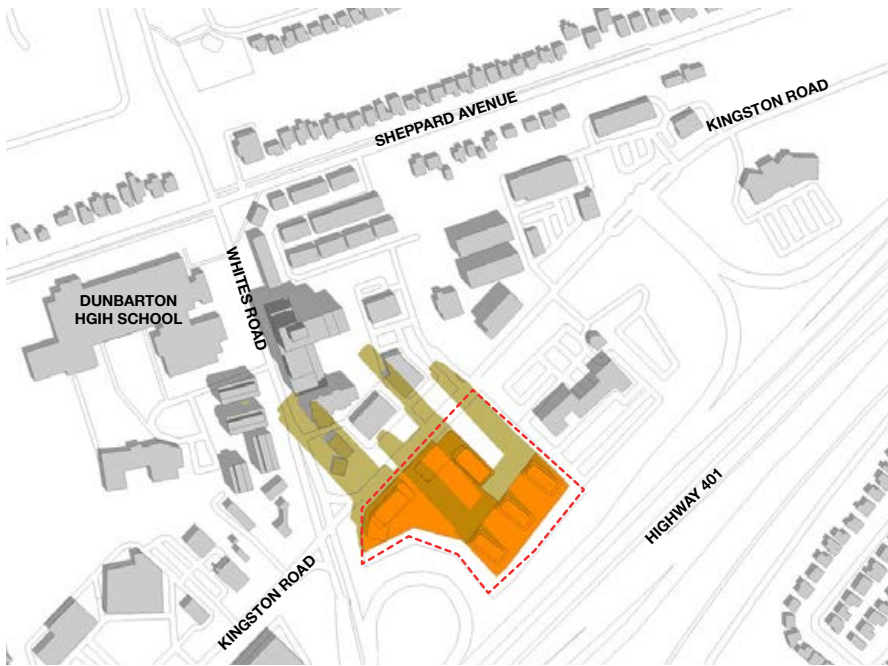
BDP.
Quadrangle

Project No. 21057 / 30 September 2024 / 705 Kingston Road



FIGURE 41. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

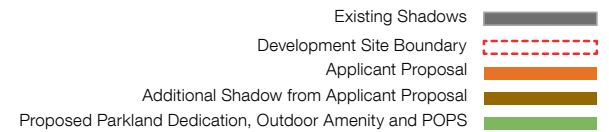




March 21 | 11:18 am



March 21 | 12:18 pm



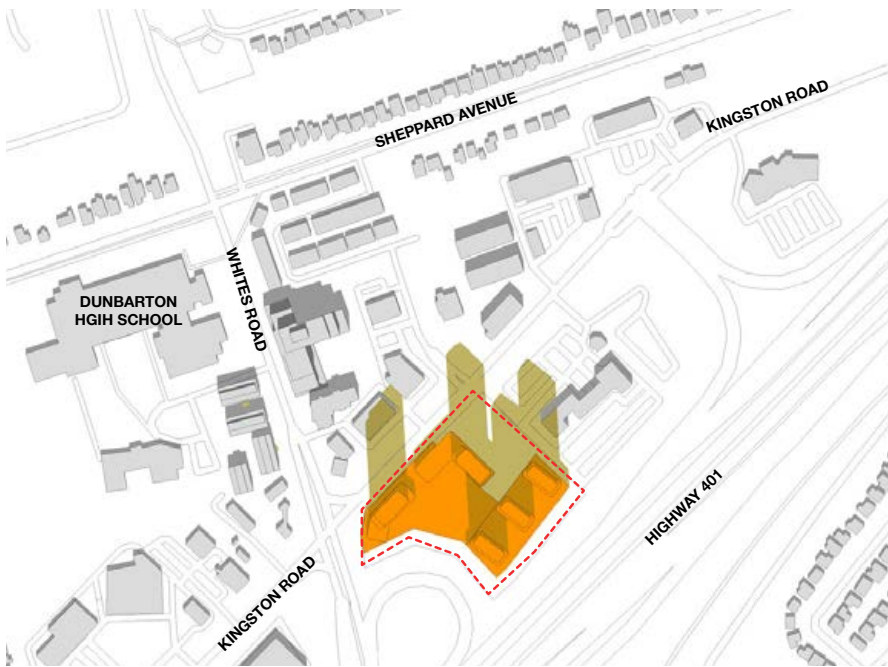
Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

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FIGURE 42. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)



March 21 | 1:18 pm



March 21 | 2:18 pm

- Existing Shadows
- Development Site Boundary
- Applicant Proposal
- Additional Shadow from Applicant Proposal
- Proposed Parkland Dedication, Outdoor Amenity and POPS

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

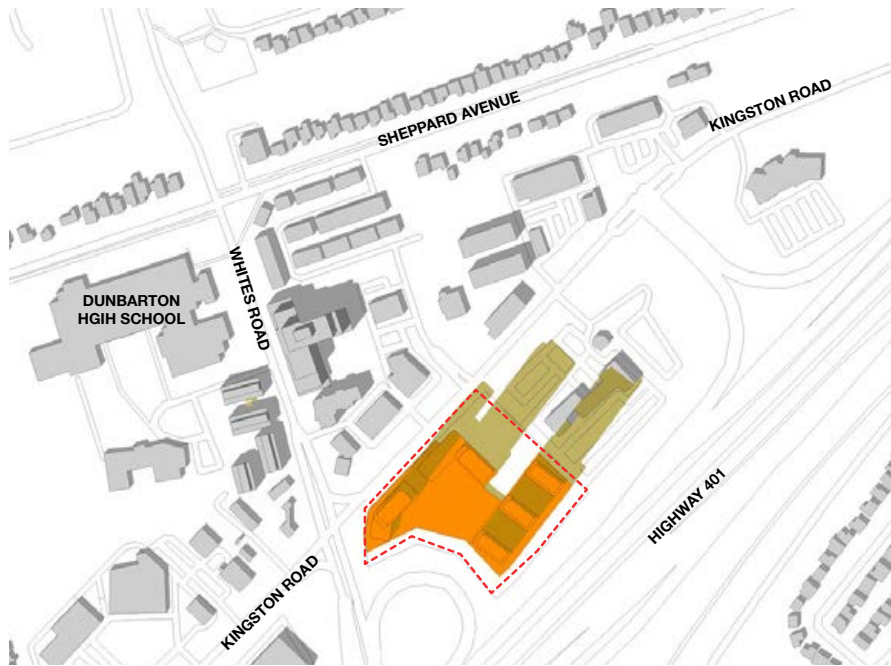
BDP.
Quadrangle

Project No. 21057 / 30 September 2024 / 705 Kingston Road

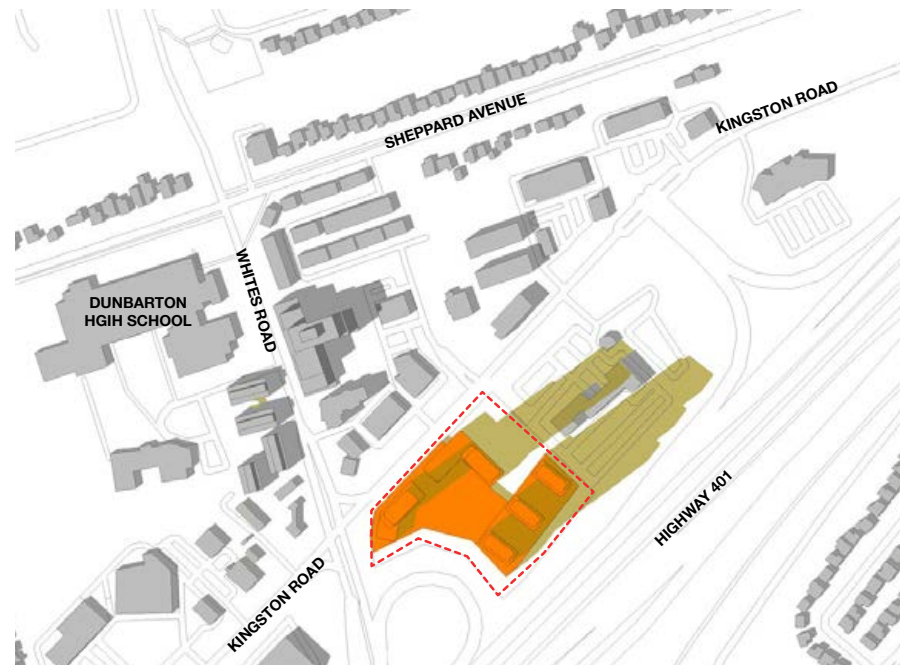


FIGURE 43. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

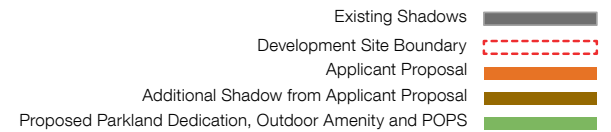




March 21 | 3:18 pm



March 21 | 4:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

BDP.
Quadrangle

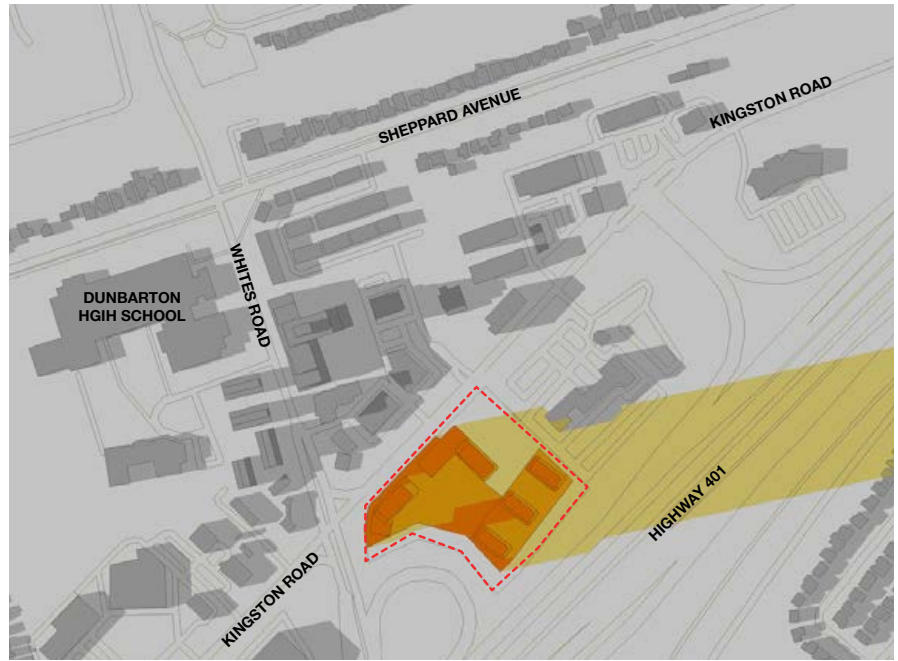
Project No. 21057 / 30 September 2024 / 705 Kingston Road



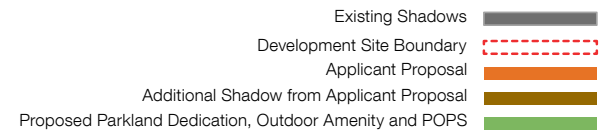
FIGURE 44. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)



March 21 | 5:18 pm



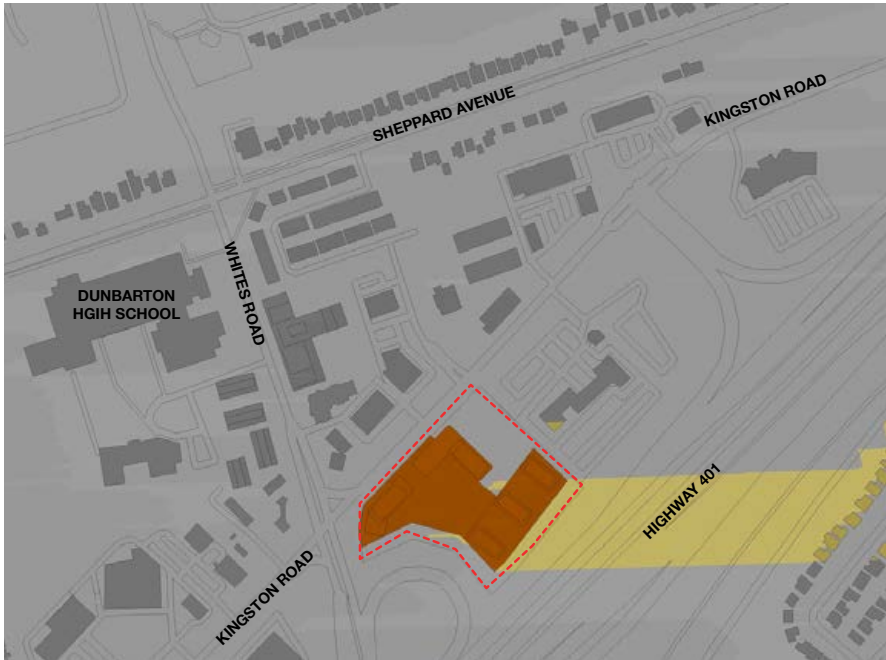
March 21 | 6:18 pm



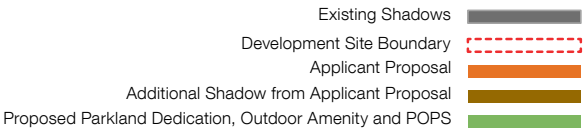
Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 45. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)





March 21 | 7:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

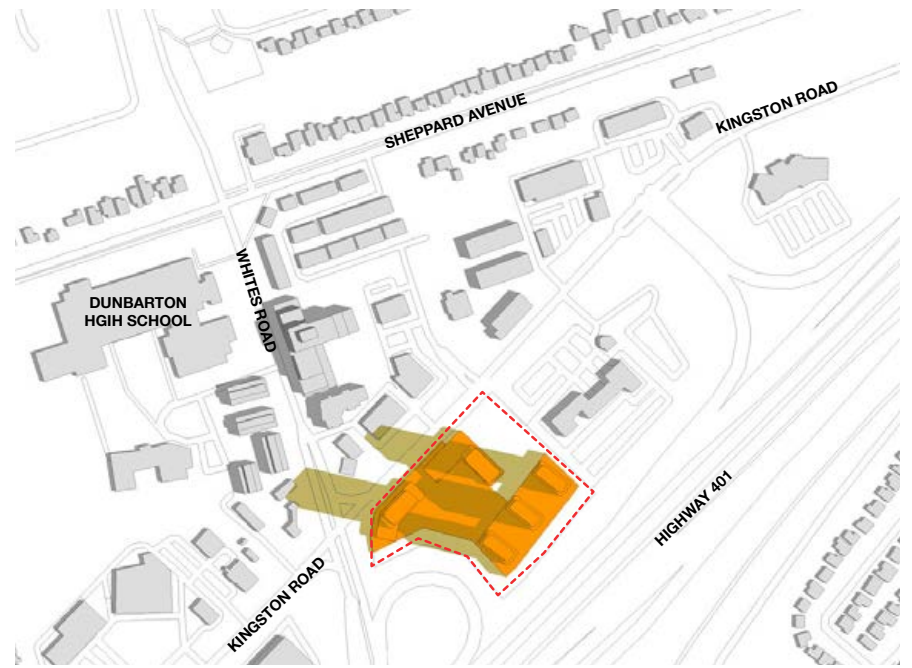


FIGURE 46. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

JUNE SHADOW STUDY



June 21 | 9:18 am



June 21 | 10:18 am

- Existing Shadows
- Development Site Boundary
- Applicant Proposal
- Additional Shadow from Applicant Proposal
- Proposed Parkland Dedication, Outdoor Amenity and POPS

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

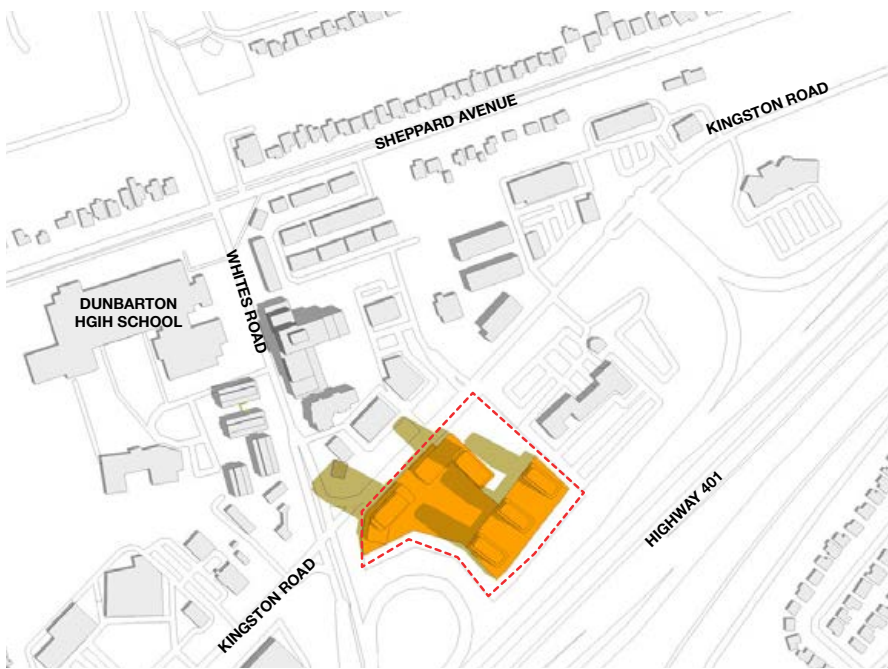
BDP.
Quadrangle

Project No. 21057 / 30 September 2024 / 705 Kingston Road

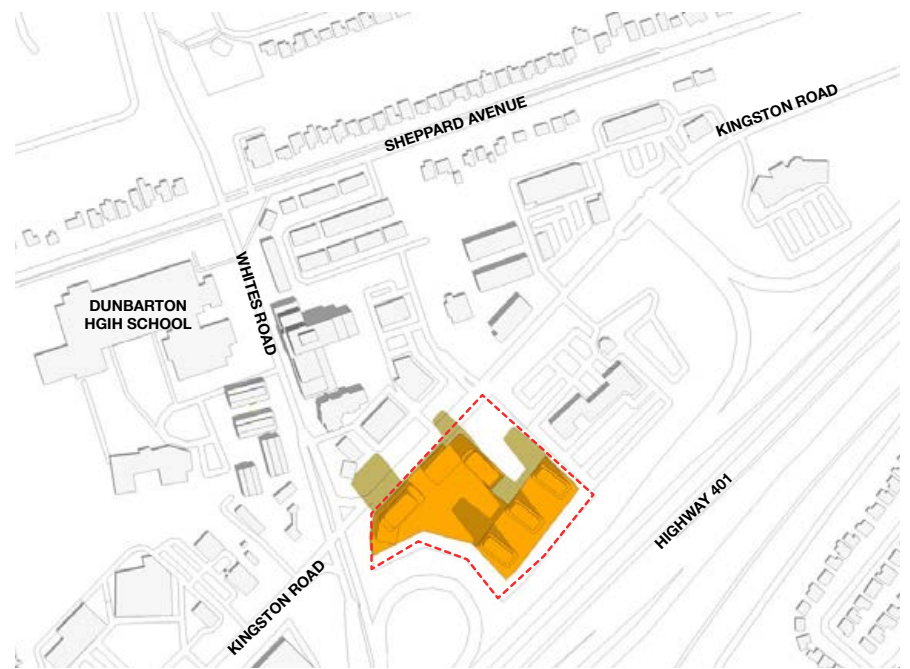


FIGURE 47. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)





June 21 | 11:18 am



June 21 | 12:18 pm



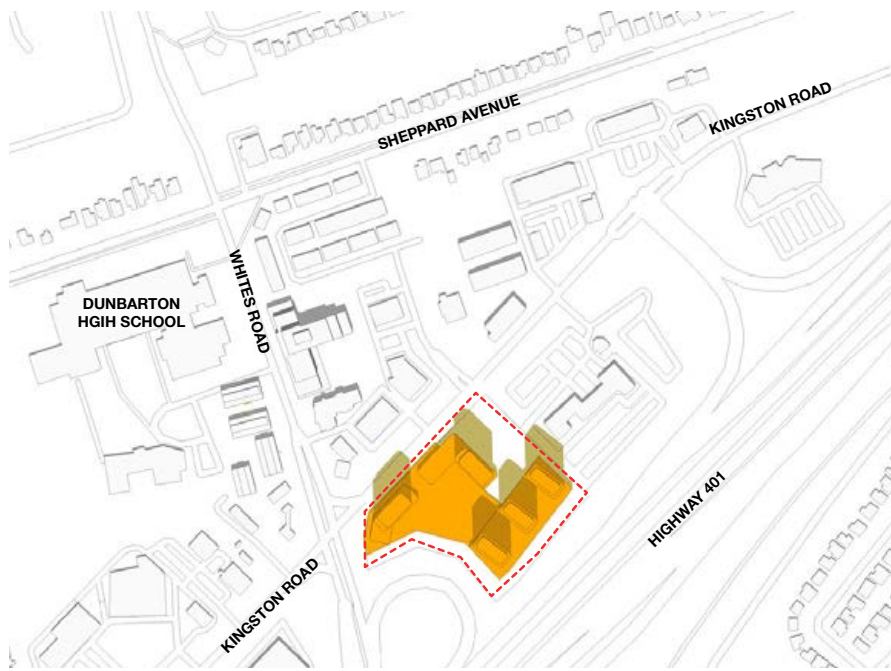
Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

BDP.
Quadrangle

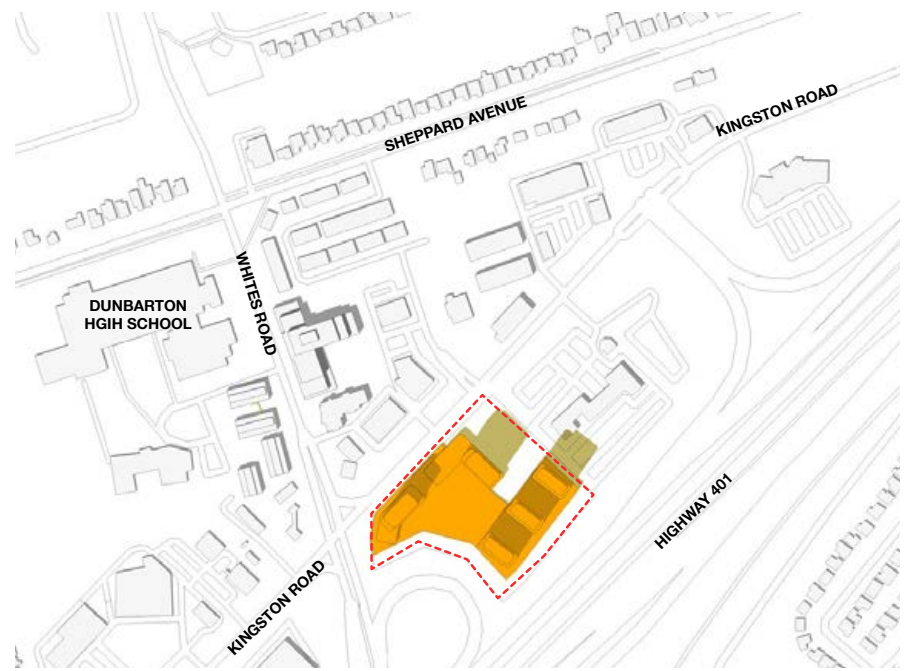
Project No. 21057 / 30 September 2024 / 705 Kingston Road



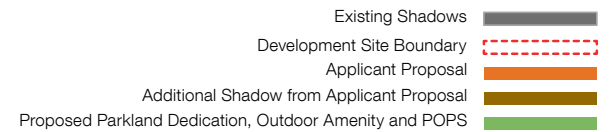
FIGURE 48. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)



June 21 | 1:18 pm



June 21 | 2:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

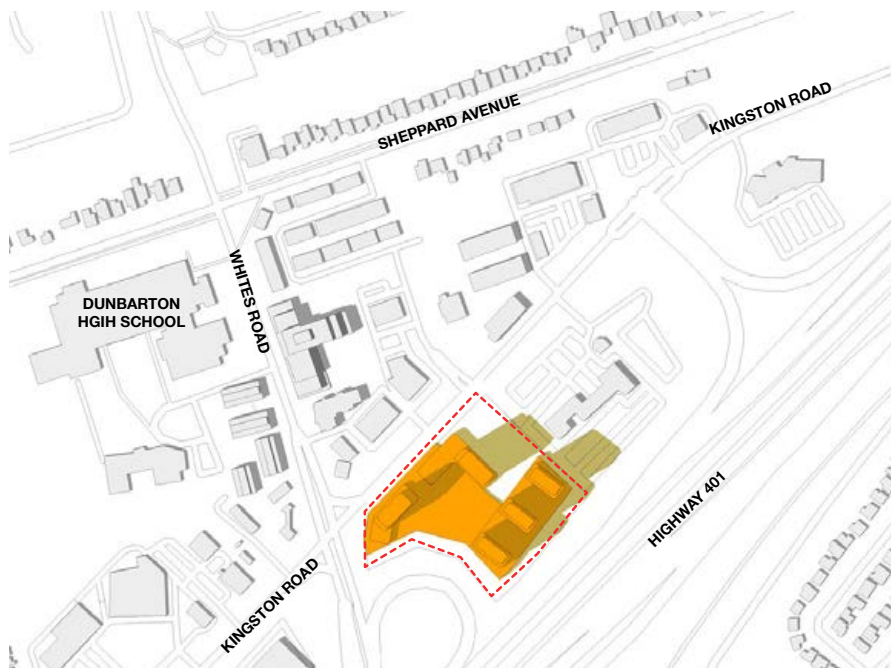
BDP.
Quadrangle

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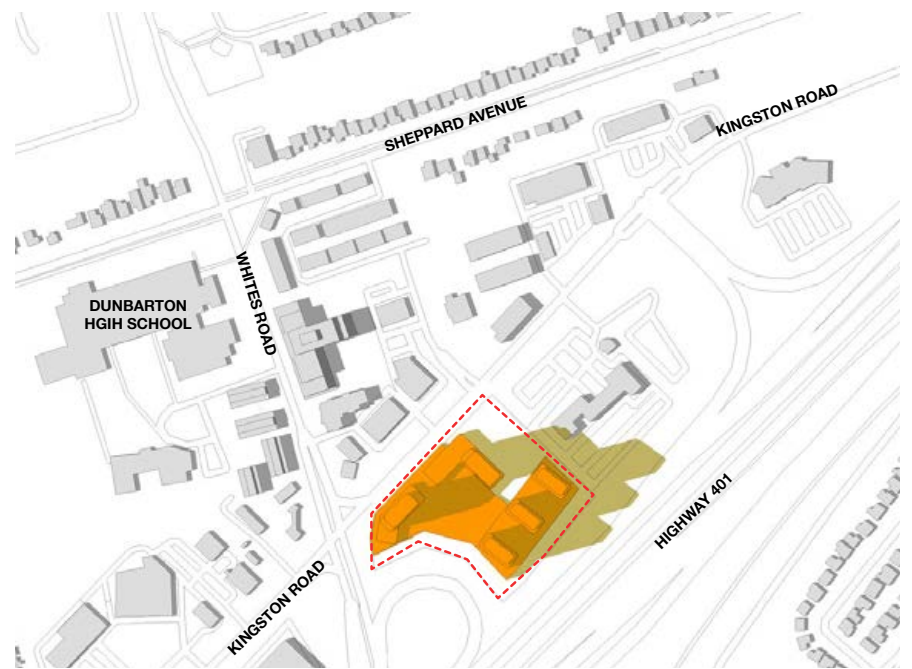


FIGURE 49. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

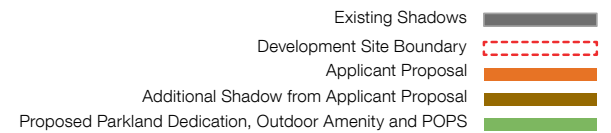




June 21 | 3:18 pm

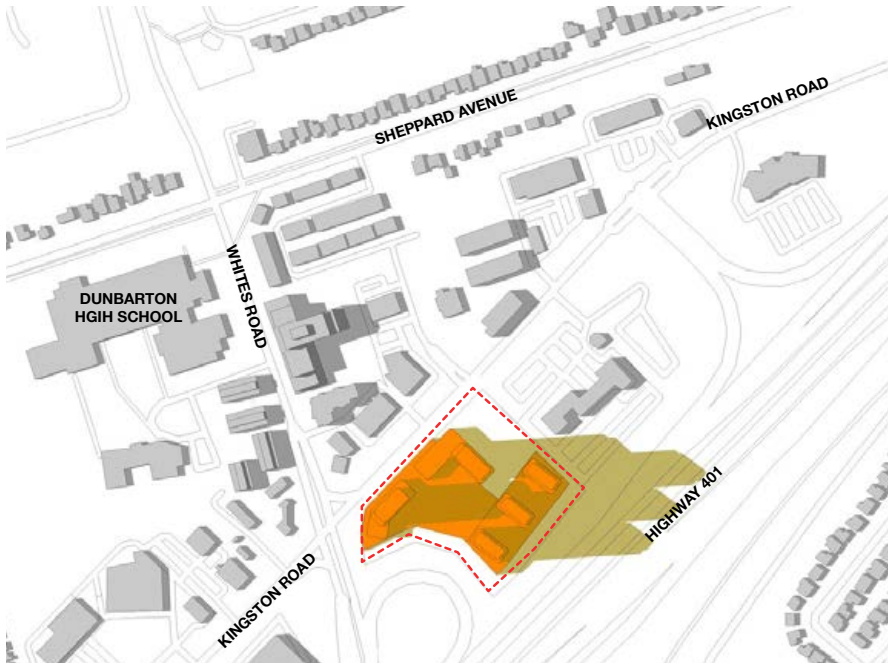


June 21 | 4:18 pm

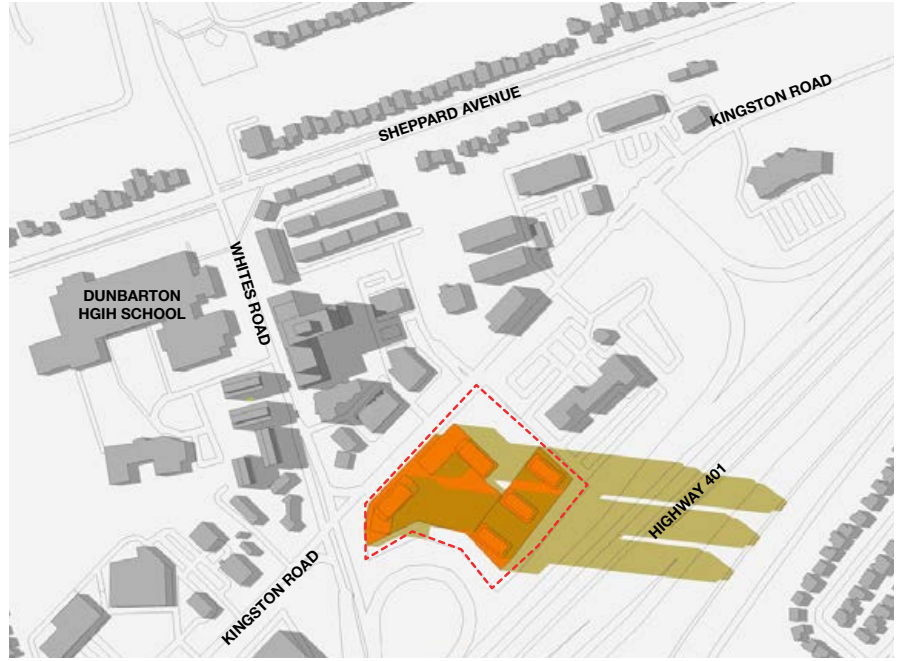


Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

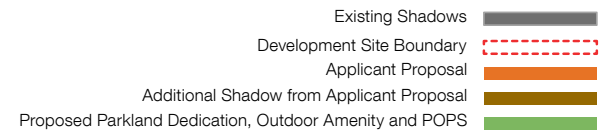
FIGURE 50. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)



June 21 | 5:18 pm



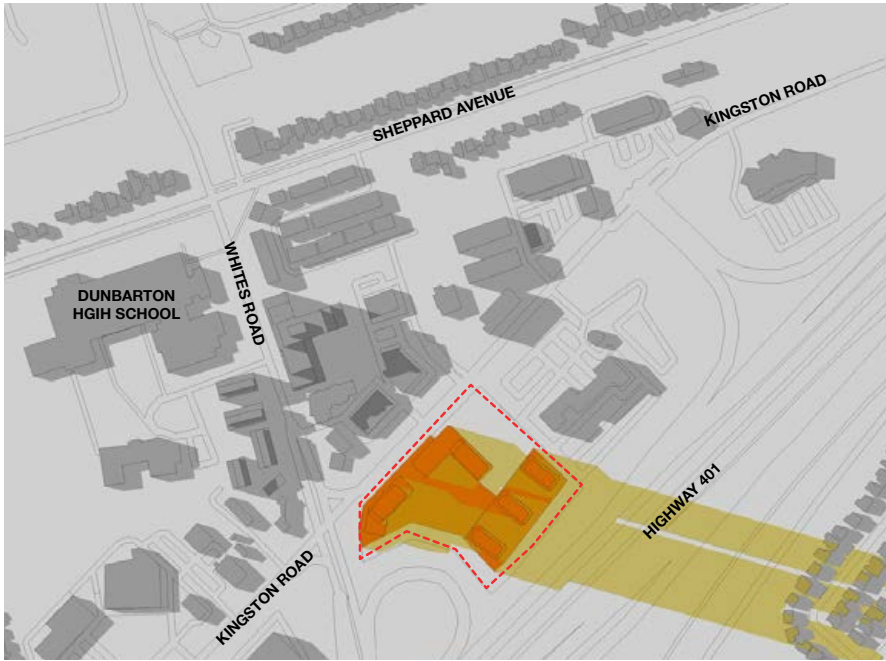
June 21 | 6:18 pm



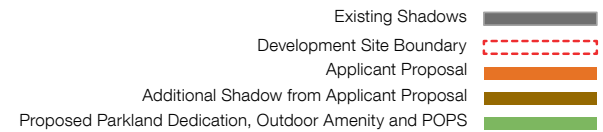
Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 51. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)





June 21 | 7:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

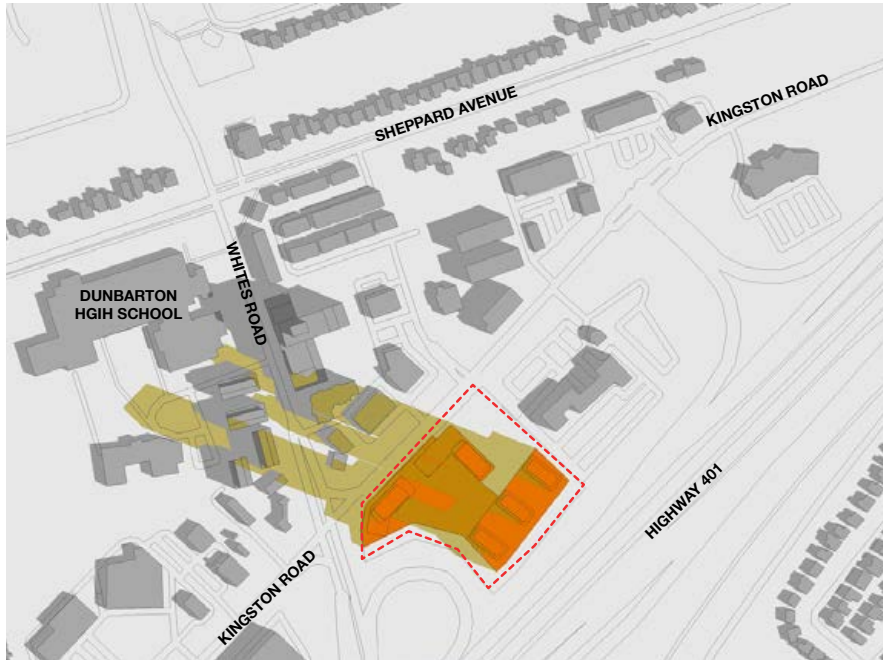
BDP.
Quadrangle

Project No. 21057 / 30 September 2024 / 705 Kingston Road



FIGURE 52. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

SEPTEMBER SHADOW STUDY



September 21 | 9:18 am



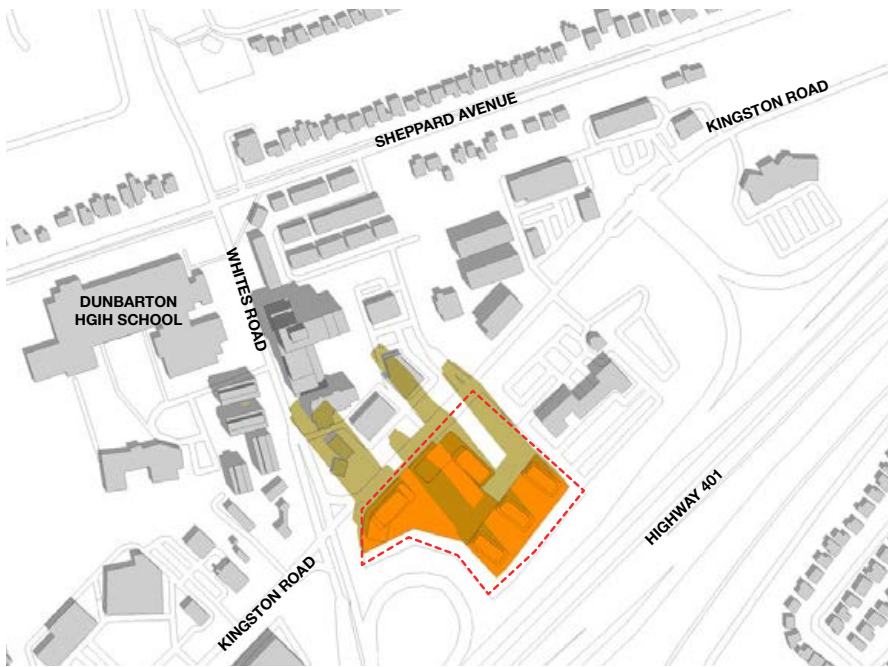
September 21 | 10:18 am

- Existing Shadows
- Development Site Boundary
- Applicant Proposal
- Additional Shadow from Applicant Proposal
- Proposed Parkland Dedication, Outdoor Amenity and POPS

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 53. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

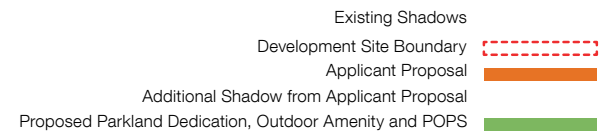




September 21 | 11:18 am



September 21 | 12:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

BDP.
Quadrangle

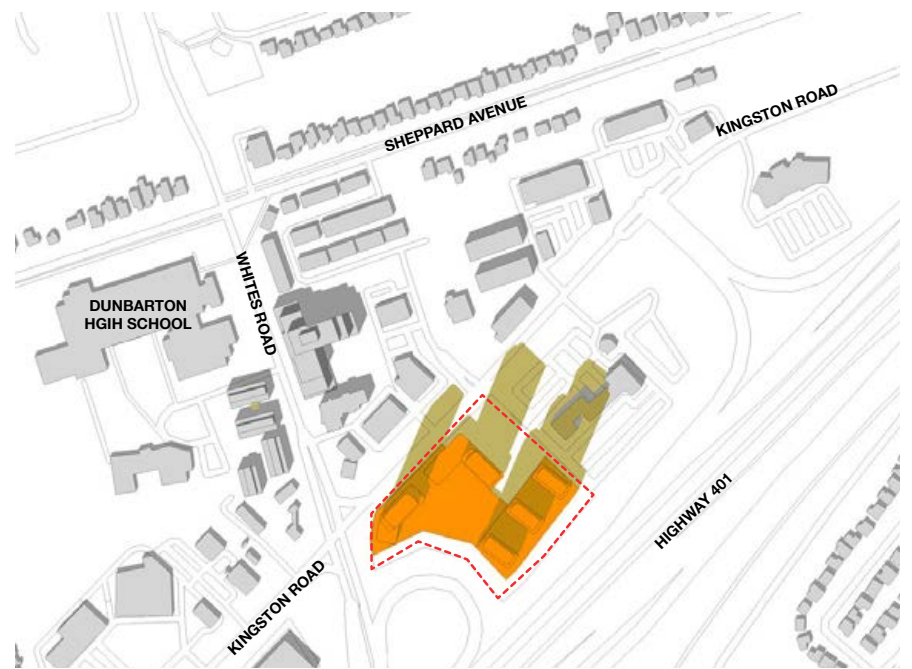
Project No. 21057 / 30 September 2024 / 705 Kingston Road



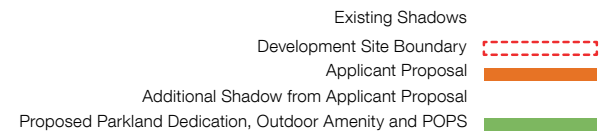
FIGURE 54. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)



September 21 | 1:18 pm



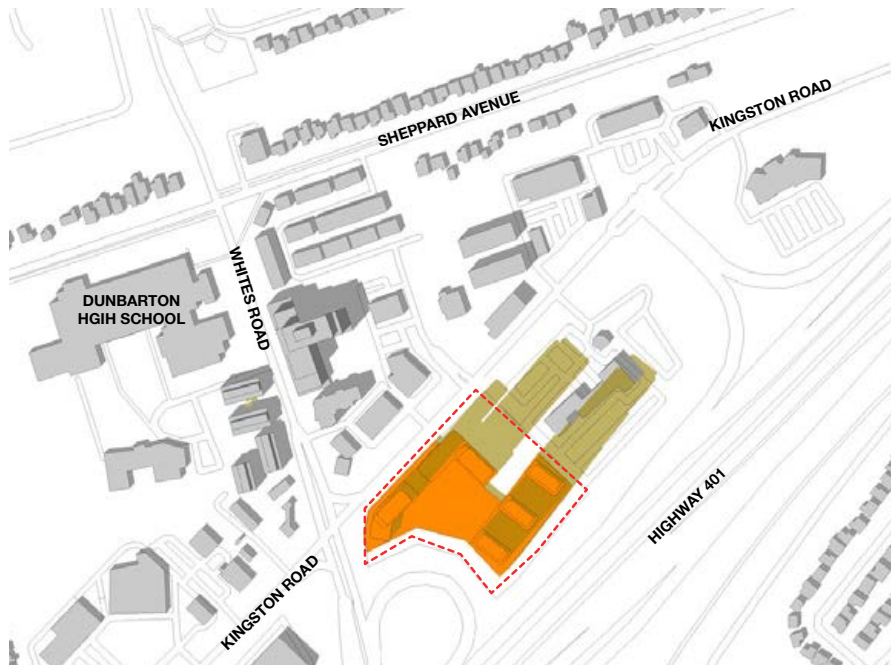
September 21 | 2:18 pm



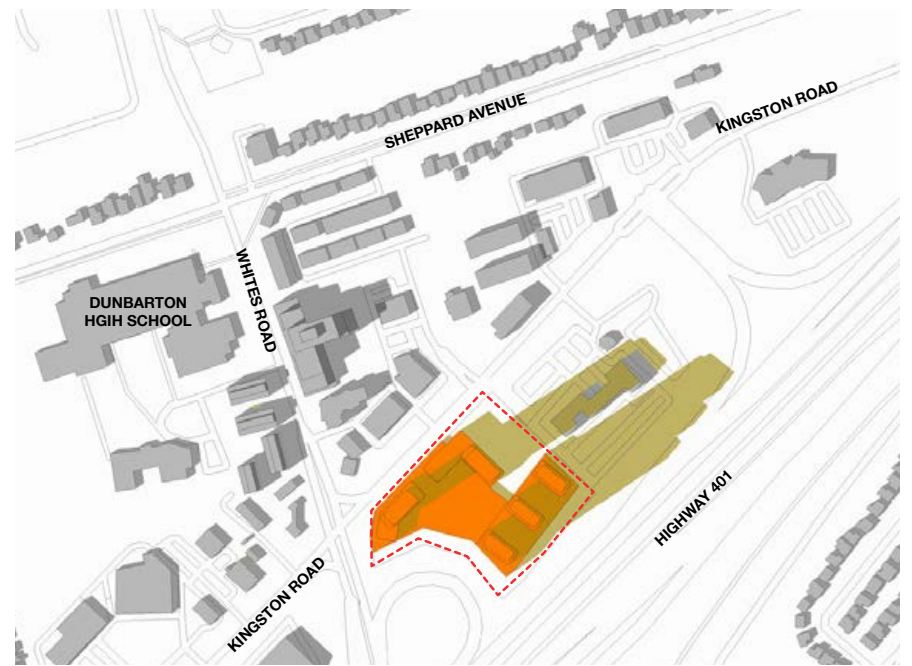
Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 55. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

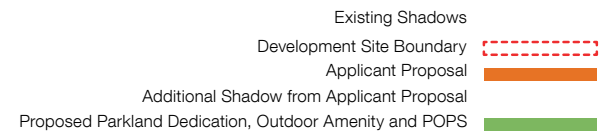




September 21 | 3:18 pm



September 21 | 4:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

BDP.
Quadrangle

Project No. 21057 / 30 September 2024 / 705 Kingston Road



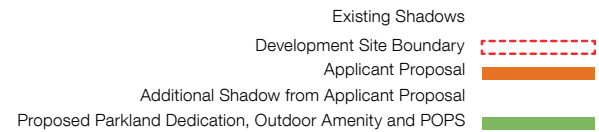
FIGURE 56. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)



September 21 | 5:18 pm



September 21 | 6:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 57. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)





September 21 | 7:18 pm

- Existing Shadows
- Development Site Boundary
- Applicant Proposal
- Additional Shadow from Applicant Proposal
- Proposed Parkland Dedication, Outdoor Amenity and POPS

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

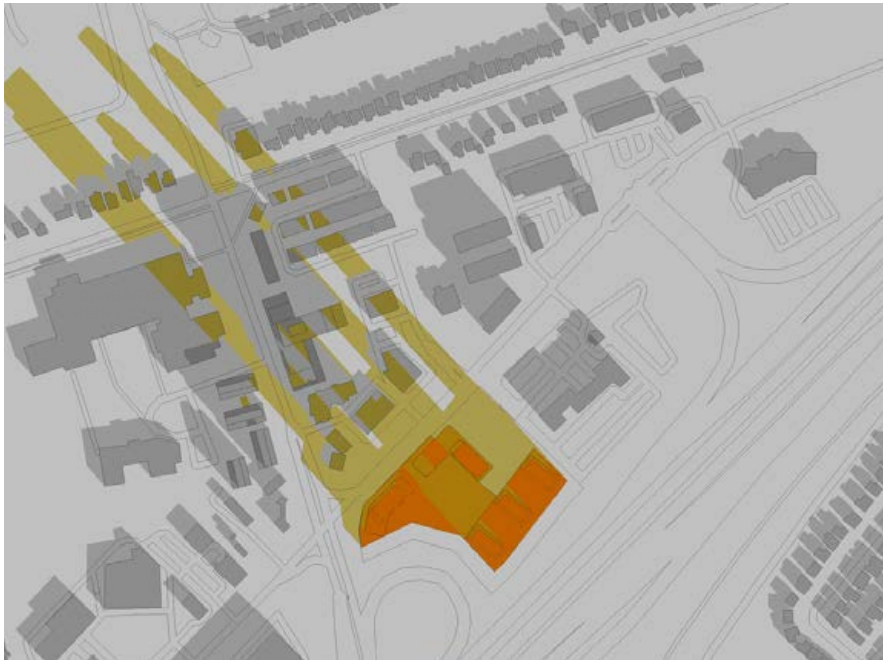
BDP.
Quadrangle

Project No. 21057 / 30 September 2024 / 705 Kingston Road



FIGURE 58. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

DECEMBER SHADOW STUDY



December 21 | 9:18 am



December 21 | 10:18 am

- Existing Shadows
- Development Site Boundary
- Applicant Proposal
- Additional Shadow from Applicant Proposal
- Proposed Parkland Dedication, Outdoor Amenity and POPS

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 59. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

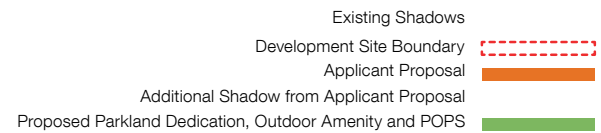




December 21 | 11:18 am

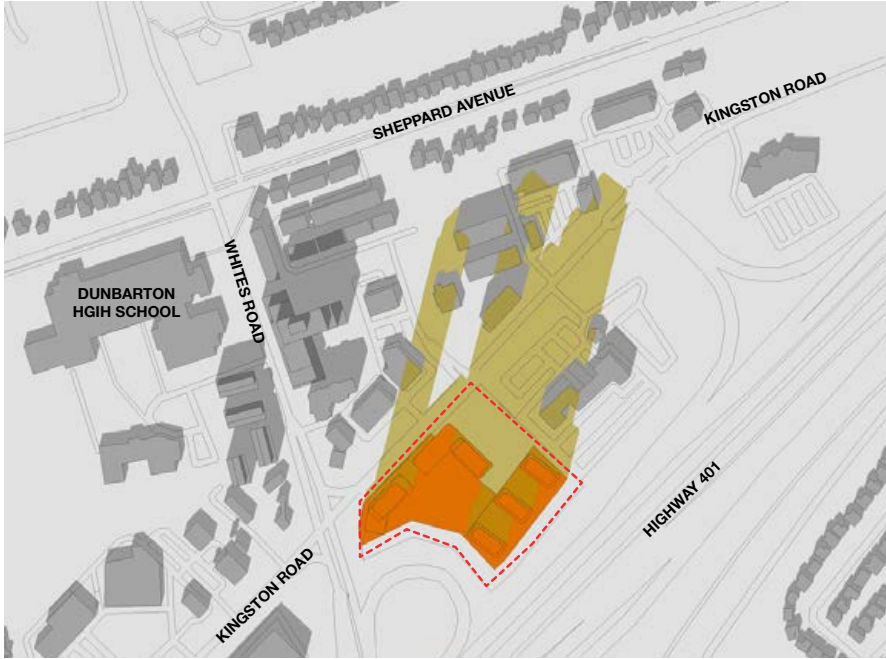


December 21 | 12:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

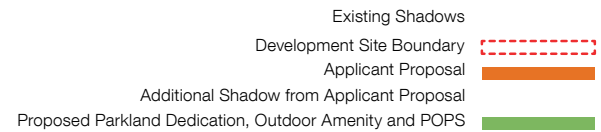
FIGURE 60. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)



December 21 | 1:18 pm



December 21 | 2:18 pm



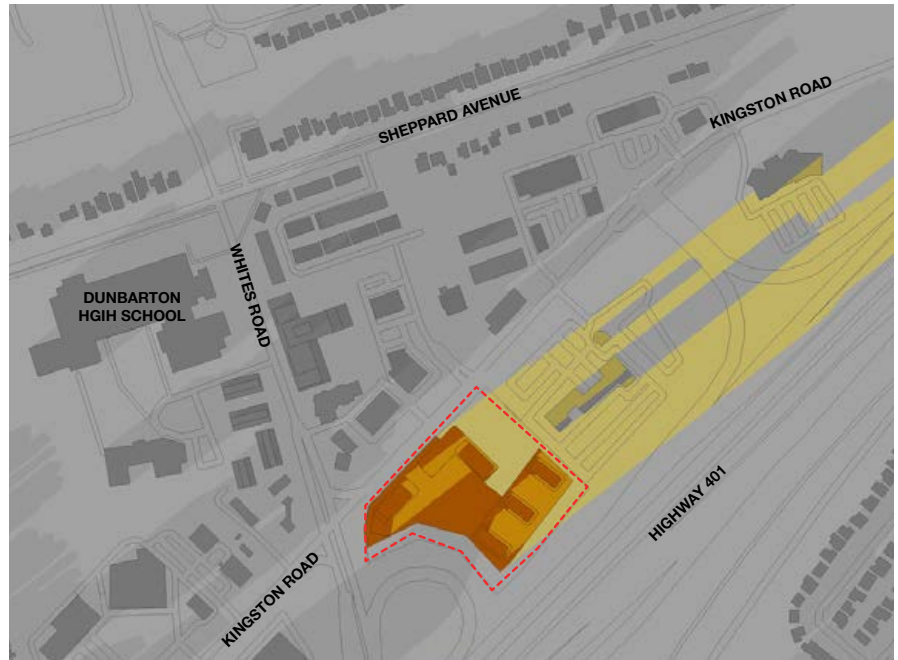
Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 61. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

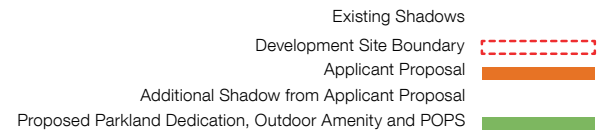




December 21 | 3:18 pm



December 21 | 4:18 pm



Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 62. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)



December 21 | 5:18 pm



December 21 | 6:18 pm

- Existing Shadows
- Development Site Boundary
- Applicant Proposal
- Additional Shadow from Applicant Proposal
- Proposed Parkland Dedication, Outdoor Amenity and POPS

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals

FIGURE 63. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)





December 21 | 7:18 pm

- Existing Shadows
- Development Site Boundary
- Applicant Proposal
- Additional Shadow from Applicant Proposal
- Proposed Parkland Dedication, Outdoor Amenity and POPS

Plans, dimensions, and calculations are preliminary and approximate. Conceptual design as shown is subject to municipal approvals



FIGURE 64. SHADOW STUDY (BDP. QUADRANGLE ARCHITECTS LTD.)

■ SHADOW STUDY SUMMARY

The shadow impacts of the proposed development on the neighbouring properties are acceptable in extent and duration. The shadows are acceptable for the following reason:

- The majority of shadowing are cast on commercial parking lots.
- Shadowing on the existing single-family homes further north of the subject site are very minor.

Shadows cast on the new proposed public park are substantial in the winter and fall months. However, during the summer months shadows cast on the new park are less severe and move across the park throughout the day.

In conclusion, it is our opinion that the shadow impacts from the proposed development on the existing surrounding area are acceptable.