

PLANNING RATIONALE & URBAN DESIGN BRIEF ADDENDUM

1294 KINGSTON ROAD &
1848-1852 LIVERPOOL ROAD



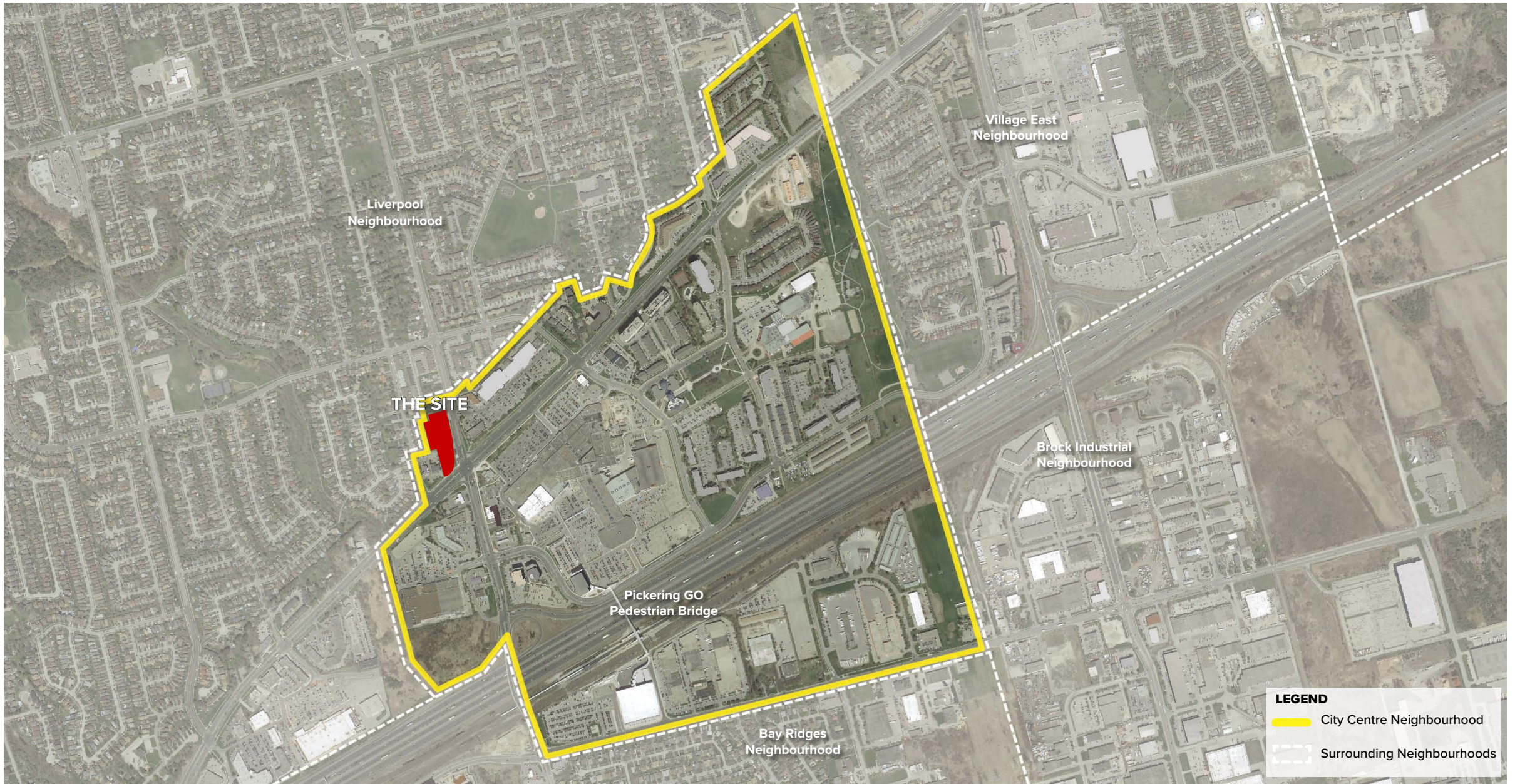
August 2020

This Planning Rationale and Urban Design Brief Addendum was prepared by Urban Strategies Inc. in support of the resubmission of the Zoning By-law Amendment application A 08/19 by Altona Group for the redevelopment of the site at Liverpool Road and Kingston Road.

Supporting revised reports and plans for this resubmission have been provided by Kirkor Architects & Planners, the MBTW Group, ERA Architects, Stantec Consulting Ltd., LEA Consulting Ltd., RWDI, and Terrapex Environmental Ltd.

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> The subject site within the City Centre and surrounding context

1.0 ——— Introduction

This Addendum Report provides an update to the Planning Rationale Report and Urban Design Brief (dated May 27, 2019) submitted on behalf of Altona Group for the lands located at 1294 Kingston Road and 1848-1852 Liverpool Road (the “subject site”) within the City Centre.

The purpose of this Update Report is to demonstrate that the revised development proposal appropriately responds to Region and City comments, and corresponding discussions with City staff, and respects and responds to the policy direction for the site and surrounding area.

Altona Group submitted a rezoning application on May 29, 2019 to allow for intensification of the site with a development that included a mixed-use development consisting of a tall building, a mid-rise building, a row of townhouses and the adaptive reuse and conservation of the Old Liverpool House. In response to City and Regional comments, the revised development proposal includes a mixed use development comprised of a mid rise and tower with reduced podium levels, increased building separation, increased setbacks, enhanced landscaping, and refined vehicle access that responds to the adjacent development proposal. As a result of revisions to the proposal, the required amendments to the Zoning By-law are now limited to variances for building height, setback and floor plate.

This Planning Rationale Update provides:

- A description of the revised development proposal;
- A summary and description of the comments received on the application to date and explanations of where those comments have resulted in changes
- A discussion of development proposals and recent initiatives in the City Centre since the application was submitted in May 2019;
- A planning framework update summary, reflecting the recent update to the Provincial Policy Statement; and
- A discussion of the planning and urban design issues related to the revised proposal, within the context of the Provincial, Regional and Municipal policy direction for the subject site.

Key features of the development proposal include:

Urban Intensification Within the City Centre

An existing commercial plaza and surface parking lot is transformed into compact residential and retail uses in a midrise and high rise format that transitions appropriately to the surrounding neighbourhood. The mixed use development is adjacent to the commercial and civic hub in the City Centre, and is contained within an area that qualifies as a Major Transit Station Area under the 2019 Growth Plan for the Greater Golden Horseshoe.

Signature Development as a Key Gateway

A landmark development is proposed at the Kingston & Liverpool Gateway to the City Centre, framing the surrounding public realm and providing a new view terminus on the Pickering skyline.

Celebration of Heritage

The culturally valuable Old Liverpool House is restored, rehabilitated and placed with publicly accessible open space at the Kingston and Liverpool intersection as a key placemaking asset.

Enhanced Public Realm

A new urban plaza and patio space make up the publicly accessible open space offered as a social gathering space and animate the adjacent BRT transit stop waiting area.

1.1 Summary of Consultation on the Development Proposal

Altona Group have sought feedback from City and Region staff on the proposed development. A number of consultation activities were held before and after the submission of a ZBA application in May 2019.

Pre-submission consultation activities included:

Consultation with City and Region Staff: The project team met with City Planning staff on October 15, 2018 to discuss concepts for the subject site and on October 31, 2018 to discuss the City's heritage interests with respect to Old Liverpool House.

An official Pre-Consultation Meeting was held with City and Region Staff on December 17, 2018 to confirm requirements for the development application.

Consultation with Councilors and Mayor: The project team met with Region and City Councilors for Ward 2 and adjacent ward in March 2019 to discuss the development concept and set expectations for community engagement. The team met with the Mayor in April 2019 to discuss opportunities for the site and the development concept.

Since the May 2019 ZBA submission, the following consultation activities have taken place:

Consultation with City and Region Staff and City Committees: The project team received comments from City staff, Region staff and other commenting agencies issued sequentially between June 2019 and March 2020. Meetings with City and Region staff were held on January 15, 2020 to discuss urban design and heritage comments, site access coordination, land conveyances and requirements for environmental approvals. A presentation and meeting was held with the Heritage Pickering Advisory Committee on September 25, 2019 to discuss the proposal and options for relocation and restoration of Old Liverpool House.

Consultation with Councilors and the Community: The project team met with City and Region Councilors on September 17, 2019 to discuss the submitted proposal and upcoming community consultation. A Public Open House was held on October 3rd, 2019 to present the proposal to the community for information and comment. On December 2nd, the application was presented at the City Council Planning and Development Committee in a statutory public meeting.

Conversations and communications have been held with the neighbouring development immediately north of the subject site regarding coordination on site access management. Region staff issued comments for both developments in a February 21, 2020 communication outlining direction on the location and configuration of vehicular access points along Liverpool Road.

Key Issues from City and Community

- Building height and built form transition to neighbourhood
- Podium heights and building separation
- Provision of additional surface parking to support commercial uses
- Protection and enhancement of Old Liverpool House
- Coordination of site access points on Liverpool Road and traffic management and safety
- Shadowing, privacy and noise

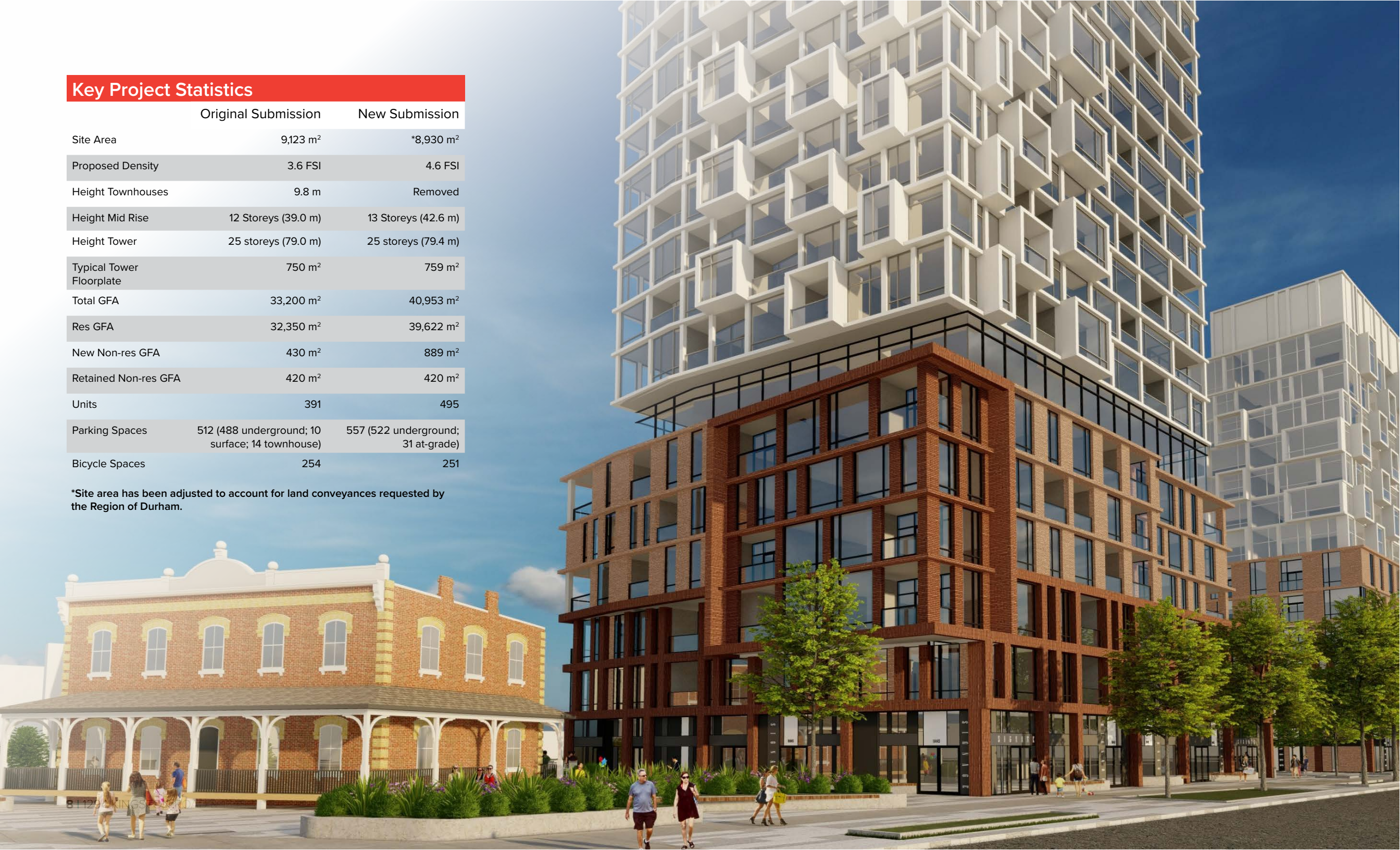
> Key Events in Application Process and Consultation Timeline

Date	Event or Action
December, 2018	Pre-Consultation Meeting with City and Region
May 29, 2019	ZBA application submission
June 24, 2019	Application deemed complete
October 3, 2019	Public Open House
December 2, 2019	Information Report to City Council's Planning and Development Committee (Statutory Public Meeting)
December 16, 2019	Council passed motion adding Liverpool House to Municipal Heritage Register
January 10, 2020	Status Letter and formal Urban Planning and Urban Design comments received
January 15th, 2020	Meeting with Region and City Staff on application comments and direction on key issues
February 21, 2020	Region of Durham Works Department comments on site access management and coordination
August 2020	ZBA resubmission

Key Project Statistics

	Original Submission	New Submission
Site Area	9,123 m ²	*8,930 m ²
Proposed Density	3.6 FSI	4.6 FSI
Height Townhouses	9.8 m	Removed
Height Mid Rise	12 Storeys (39.0 m)	13 Storeys (42.6 m)
Height Tower	25 storeys (79.0 m)	25 storeys (79.4 m)
Typical Tower Floorplate	750 m ²	759 m ²
Total GFA	33,200 m ²	40,953 m ²
Res GFA	32,350 m ²	39,622 m ²
New Non-res GFA	430 m ²	889 m ²
Retained Non-res GFA	420 m ²	420 m ²
Units	391	495
Parking Spaces	512 (488 underground; 10 surface; 14 townhouse)	557 (522 underground; 31 at-grade)
Bicycle Spaces	254	251

*Site area has been adjusted to account for land conveyances requested by the Region of Durham.



2.0

Overview of Revised Development Proposal

The revised proposal is for a mixed use development consisting of the restoration and adaptive reuse of Old Liverpool House, enhanced landscaping, and two new building components including a 13-storey mid rise and a 25-storey high-rise building.

The principal built form components and site layout have been revised in response to comments received from and discussions held with City of Pickering staff, Durham Region staff, the community, and peer reviews of the application.

Podiums Heights Reduced and Building Separations Increased

Building podiums have been reduced in height to a consistent height of 20.0 metres and the building separation distances now exceed requirements with a ground floor separation of 18.6 m extending to 25.1 above the 6th storey, and 27.9m above the 11th storey. The podium overhang has been lowered from the ceiling of the 3rd storey to the ceiling of the 2nd storey.

Townhouses Removed - Mid-rise Building Extended

In response to requests from City staff and the adjacent property owner to the north, the proposed mid-rise building has been extended northward, bridging over the northerly site access and eliminating the previously proposed row of townhouses. This has the effect of creating a consistent streetwall and an appropriate transition to intensification on the neighbouring site. This has contributed to the overall increase in GFA of 7,753 square metres and has added over 100 dwelling units, with the majority being 2-bedroom.

Revised Landscaping around Restored and Relocated Old Liverpool House

The revised proposal maintains the contributions to an enhanced public realm at this key gateway location, while providing a signature new development in the City Centre. Old Liverpool House is highlighted as a key heritage asset for the site and community and is relocated approximately 16.4 metres south toward Kingston Road, retaining its prominent frontage and principal orientation on Kingston Road. Landscape elements have been revised to facilitate unobstructed pedestrian access to and heritage interpretation of Old Liverpool House, as well as to improve pedestrian circulation to transit station waiting areas on Kingston and Liverpool Roads.

Increased Surface Parking to Support Active at Grade Retail

The gathering spaces and landscaped areas at the intersection of Kingston and Liverpool Roads are framed by active retail uses, which are now proposed to be supported by an increase of 17 parking spaces at grade, with additional commercial parking spaces provide below grade under the new retail units in the proposed mixed use building.

Site Access Refined

Site accesses and circulation have been revised and now include one full-movement intersection at the north end of the site and a restricted right-out access between the mid rise and tall building elements.

More Retail at Grade

The revised building massing has allowed for an increase in the provision of retail at grade along Liverpool Road, with new non-residential GFA increasing from 430m² to 889m². This new space is located within the mid-rise building.

Decrease in Site Area

The original submission listed a site area of .91 hectares, whereas this resubmission includes a site area of .89 hectares. The decrease is due to a road dedication requested by the Region of Durham. The resultant site area is 8,930 square metres.

3.0

Recent City Centre Initiatives and Surrounding Development Activity

Recent Development Activity

Several recent development applications are located in the vicinity of the subject site including the Pickering Town Centre lands, sites south of the Hwy 401 corridor, in proximity to the Pickering GO station, as well as along the Kingston Road corridor. A 26-storey apartment building and 3-storey stacked townhouses near the corner of Bayly Street and Liverpool Road, have recently been completed as part of Phase 3 of the San Francisco by the Bay development.

At 1891 Valley Farm Road, a site plan application has been submitted for a 22-storey retirement residence with 460 units. This is adjacent to the stacked townhouse development recently approved at 1505-1525 Kingston Road.

City Centre Approvals

Since submission of the ZBA application for the subject site in May 2019, several development applications for tall buildings have been submitted or approved in and around the City Centre. In December 2019, Council provided conditional approval for the Universal City Precinct Plan; a multi-stage, six-tower project at 1454, 1462, 1470 and 1474 Bayly Street, with heights ranging from 17 storeys to 50 storeys.

The most significant development in the vicinity of the site is the development at the Pickering Town Centre and the City owned lands south of The Esplanade at between Glenanna Road and Valley Farm Road. This is a 3 phase, multi-block, multi-tower project with 9 towers ranging from 15 to 50 storeys, for a combined total of 2,396 units. This proposal includes a new Central Library, Performing Arts Centre, and Seniors and Youth Centre.

This development was approved by the City of Pickering, but is now under appeal. The proposal allows for multiple towers of significant height and increased density within the City Centre.

Adjacent Development Proposal

On January 2, 2020, Notice of Complete Application was issued for a combined Official Plan and Zoning By-law Amendment at 1854/1858 Liverpool Road immediately north of the subject site. This application is to re-designate 1858 Liverpool Road to “Mixed Use Areas- City Centre” and amend the Zoning By-law to facilitate the construction of a 13-storey mixed use apartment building containing 98 dwelling units at a FSI of 3.6. Further information about the coordination with this development and the subject property is located in Section 5 of this Report.

Recent Multiresidential Development Applications					
#	Address	Application Type - Date (Status)	Storeys (metres)	Residential Units/Retail GFA	Density
1	1215 Bayly Street (Phase 3)	SPA - 2016 (Construction)	26 (72.6 m)	263 units	2.23 FSI
2a	1474 Bayly Street (Phase 1)	SPA - 2017 (In Review)	17 (51 m)	275 units/ 241 sqm retail	5.75 FSI (all 5 phases)
2b	1474 Bayly Street (Phase 2)	SPA - 2018 (In Review)	27 (77 m)	324 units/ 389 sqm retail	5.75 FSI (all 5 phases)
3	1496 Bayly Street	ZBA 01/20 (In review)	25 (74 m)	286 units	5.31 FSI
4	1450 Pickering Parkway	SPA - 2017 (Construction)	8 (31.6 m)	165 units	2.23 FSI
5a	1505-1525 Kingston Road	SPA - 2017 (Approved)	3 (10 m)	96 units	2.0 FSI
5b	1891 Valley Farm Road	SPA - 2019	22 (74 m)	460 units	5.59 FSI
6	1640 Kingston Road & 1964 Guild Road	OPA/ ZBA - 2018 (In Review)	14-18 (59.6 m)	346 units	2.34 FSI
7	1854 & 1858 Liverpool Road	OPA/ ZBA- 2019	13 (44.5m)	98 units	4.0 FSI
8a	Pickering Town Centre	ZBA -2019 (Under Appeal)	9-50 (155 m)	*2,396 units (includes 8a and 8b)	5.35 FSI
8b	City of Pickering Lands	ZBA - 2019 (Under Appeal)	40 (125 m)		

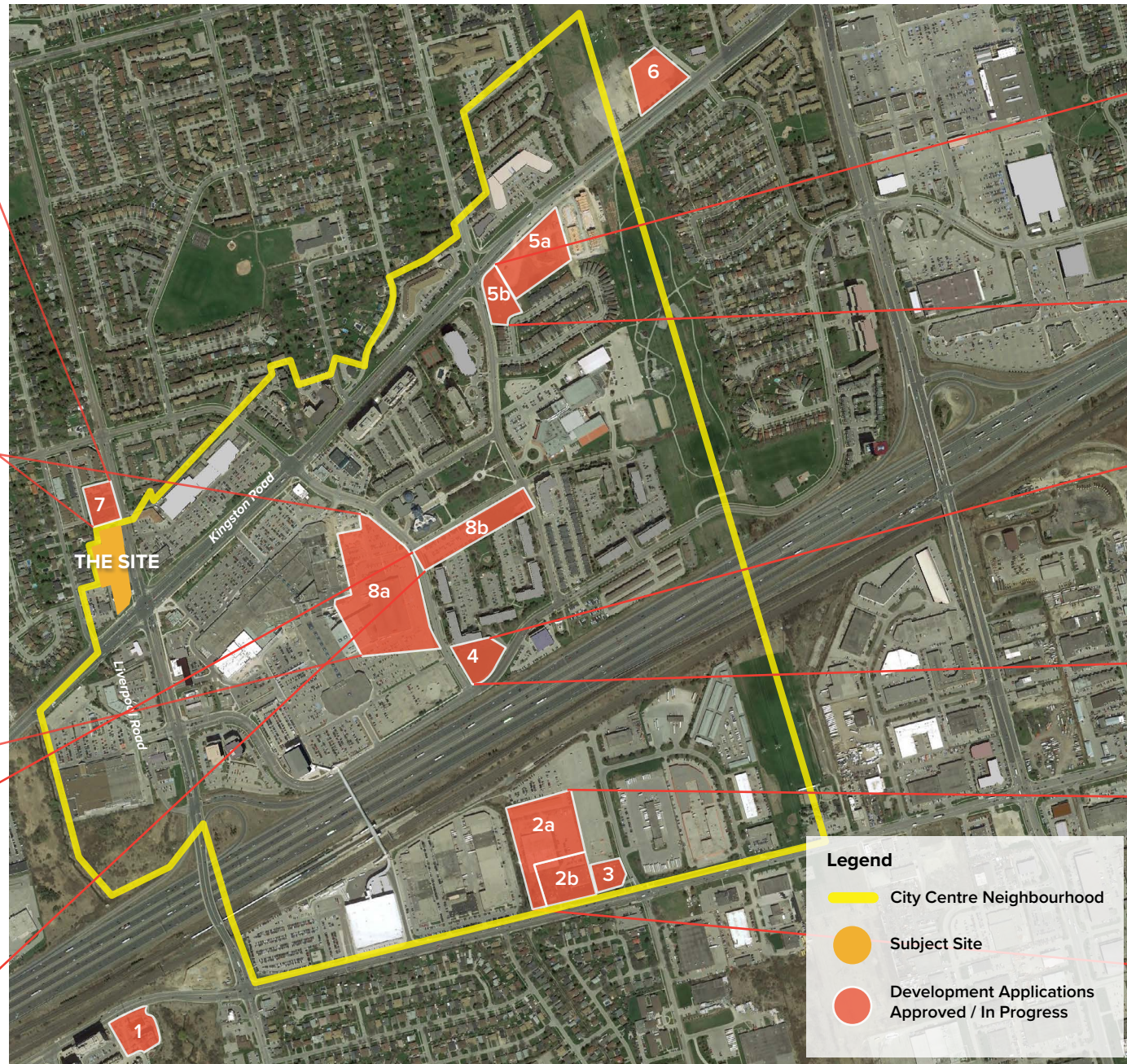
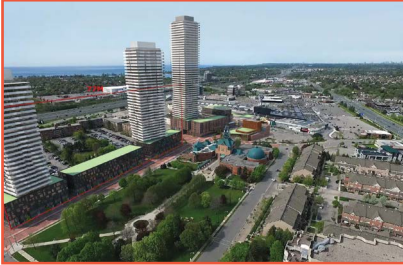
> 7: 1854 & 1858 Liverpool Road



> 8a: Pickering Town Centre



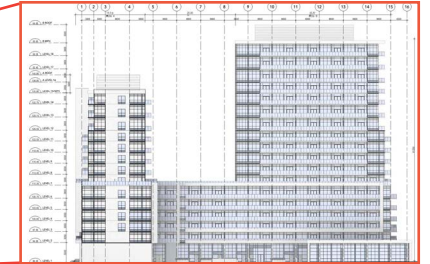
> 8b: City of Pickering Lands



> 5a: 1891 Valley Farm Road



> 4: 1450 Pickering Parkway



> 2: 1474 Bayly Street



> Recent development activity in and adjacent to the City Centre

4.0

Planning Framework Update

The Planning Rationale and Urban Design Brief Report (May 2019) submitted with the original proposal included a detailed discussion of applicable provincial and municipal planning policies for the subject site. Since the May 2019 submission, the draft Growth Plan Amendment 1 has been presented and the PPS 2020 has come into effect.

The revised development proposal continues to be consistent with the policy direction set out by the Provincial Policy Statement, in conformity with the Growth Plan for the Greater Golden Horseshoe, Regional transportation plans and guidelines, the Durham Regional Official Plan, and the Pickering Official Plan, and aligned with the Pickering City Centre Urban Design Guidelines and general intent and provisions of Pickering City Centre Zoning By-law 7553-17.

This section provides an update to the Ontario planning framework with the bringing into effect of the Provincial Policy Statement, 2020 on May 1, 2020.

Provincial Policy Statement, 2020

As of May 1st, 2020, and all planning decisions in the Province of Ontario are required to be consistent with the Provincial Policy Statement, 2020 (PPS). The PPS provides policy direction on matters of Provincial Interest related to land use planning and development.

The PPS establishes key policies to foster long term prosperity, human and environmental health, and social well-being. It focuses growth and development within urban areas, and encourages efficient, strong, livable, and healthy communities by promoting efficient development and land use patterns with a mix of uses; by prioritizing active transportation and transit; by supporting cost-effective development standards to minimize land consumption and servicing; and by ensuring the wise and sustainable use and management of resources over the long term.

Section 1.1 - Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.1 outlines criteria by which healthy, livable and safe communities are to be sustained. In summary, the policy encourages the efficient use of land to promote a mix of uses which includes affordable and market-based housing, and economically and environmentally sustainable development patterns. Policies 1.1.2 and 1.1.3 promote

existing settlement areas as the focus areas for growth and development through land use patterns that are based on densities and a mix of uses which efficiently use land, resources, infrastructure and public service facilities, are transit-supportive, prepare for a changing climate, minimize air quality impacts, and include a range of uses and opportunities for redevelopment and intensification. Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed development demonstrates consistency with the PPS, 2020 by intensifying and redeveloping underutilized land in downtown Pickering to create a mixed use community in an area that is well-serviced by infrastructure and amenities, including the Pickering GO station, Durham Transit, and the Pickering Town Centre node. Redevelopment and intensification of this central site would respond to Provincial policy by helping promote an efficient development and land use pattern through intensification and development in downtown Pickering that supports the use of existing and planned public transportation systems.

Section 1.4 - Housing

Policies 1.4.1 and 1.4.3 direct new development to provide a range of housing choices. Policy 1.4.1 states that residential intensification and redevelopment should be provided to accommodate future need and growth, maintaining the ability to accommodate growth for a minimum of 15 years. Policy 1.4.3 further states that planning authorities shall provide for an appropriate range of housing options and densities to meet projected market-based and affordable housing needs of current and future residents, including permitting and facilitating all types of residential intensification. Policy 1.4.3 specifically directs new housing to areas with existing or planned infrastructure and public service facilities at densities that promote the efficient use of land and support active transportation and public transit.

The proposed development will provide approximately 495 new residential units in a range of unit types and sizes, located in a mixed use area planned for major intensification in the local Official Plan. Due to its proximity to active transportation and transit infrastructure, the proposed development will provide new residents with a range of mobility options and support the use of these transportation systems.

Section 1.5 - Public Spaces, Recreation, Parks, Trails and Open Space

Section 1.5 of the PPS supports the promotion of healthy and active communities through public streets, spaces and facilities that are planned to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The proposed development includes enhancements to the public realm that will create an active streetscape and accessible social gathering opportunities for new residents and the public. New landscape design features will increase connectivity between the open spaces on site and proximate pedestrian spaces to better meet the needs of pedestrians and enhance connections to existing rapid transportation infrastructure and dedicated bike lanes on Kingston Road.

Section 1.6 - Infrastructure and Public Service Facilities

Policy 1.6.6 promotes the efficient use and optimization of existing municipal sewage and water services in directing new growth and development. Policy 1.6.6.2 states that within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services. Policy 1.6.7.4 encourages a pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports the current and future use of transit and active transportation.

The Functional Servicing and Stormwater Management Report (FSSMR) supporting this development application concludes that stormwater, water supply, and sanitation services have sufficient capacity to allow the subject development to advance without necessitating any municipal upgrades. This implies a more optimal usage of existing servicing infrastructure.

The proposed development also makes use of existing transit infrastructure by introducing additional residents in walking distance to local and regional transit services.

Section 1.7 - Long-Term Economic Prosperity

Section 1.7 of the PPS outlines ways by which long-term prosperity should be supported, including encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce; maintaining and enhancing the vitality and viability of main streets, encouraging a sense of place through urban design and conservation of character defining features and heritage resources, and providing for integrated multimodal transportation systems.

The proposed development will activate a prominent location on Kingston Road, a key intensification and transit corridor, by introducing a higher population density and a mix of uses in close proximity to key transit infrastructure. Public realm improvements and the retention of heritage resources will create a sense of place at the intersection with Liverpool Road.

Section 1.8 - Energy Conservation, Air Quality and Climate Change

Section 1.8 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for a changing climate through land use and development

patterns which promote compact form and a structure of nodes and corridors, promote active transportation and transit between uses, and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is compact and is located in Pickering City Centre, a key mixed use node where it can support and reinforce transit use and the reduction of transportation congestion by increasing the walkability around the subject site.

Section 2.6 - Cultural Heritage and Archaeology

Section 2.6 of the PPS emphasizes the need for protection of heritage and archaeological resources and in particular provides policy relating to development adjacent to heritage properties. Policy 2.6.1 states that significant built heritage resources and significant cultural heritage landscapes are to be conserved. Policy 2.6.3 provides that planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The proposed development includes the retention and restoration of an on-site heritage resource. Elements of Old Liverpool House (1294 Kingston Road) providing significant heritage value are proposed to be conserved or reinstated. Since the original submission of this Planning Rationale Report in May 2019, the property at 1294 Kingston Road has been Listed on the City of Pickering Municipal Heritage Register but has not been Designated under the Ontario Heritage Act. Restoration and preservation of the Old Liverpool House is proposed by the Owner as a community benefit on a voluntary basis.

5.0

Summary of Issues and Revisions to Proposed Development

Consultation with City and Region staff, decision makers and the community has been an important and ongoing process throughout the lifetime of the project. Through meetings, consultation and engagement activities, comments have been received and have been used as input toward revisions and refinements reflected in this ZBA resubmission package.

This section summarizes the main issues identified during community consultation and review with the City and other Agencies, and provides an overview of the changes in response to these issues.

5.1 Building Heights and Massing

The City has requested that the 25 storey building be reduced to 20 storeys to have regard for overlook, shadow, obscuring of sky and appropriate transition to surrounding neighbourhoods.

This site is contained within the City Centre and located at a primary gateway into Downtown Pickering where recent proposals have been approved for between 15 storeys and 50 storeys. In our opinion, this site remains appropriate for mid rise and tall buildings at heights proposed given Provincial, Region and City directions and to provide for the public realm and heritage benefits proposed. The City of Pickering Official Plan directs City Council to encourage the highest mix and intensity of uses and activities within the City Centre (Policy 12.10.a). Policy 12.10A (h) encourages the transformation of existing strip-commercial development into mixed use development to bring conveniences closer to residents and public transit, and to provide additional housing. Policy 12.10A (i) specifically identifies the intersection of Kingston and Liverpool Roads as a gateway to the City Centre, where **tall buildings are considered to be “appropriate uses for lands fronting all four corners of the gateway”**. Policy 12.10.E.b. also directs City Council to promote the highest buildings to locate on sites at key gateways along the Kingston Road and Liverpool Road corridors, along or in proximity to Highway 401 and higher

order transit corridors. Accordingly, this specific location is identified by the City of Pickering as appropriate for tall building development.

The massing of the buildings has been arranged to incorporate elements of transition, including adhering to the 45 degree angular plane, reducing the height of podiums, locating the tall building towards the intersection and away from the low rise neighbourhood, and increasing building separation to allow for sunlight to permeate the site. Given the placement of the tower and massing refinements, our analysis (discussed in more detail in section 5.9, (page 36) indicates minimal impact to surrounding properties in terms of overlook, shadow and sky view, in particular as compared to the as of right permissions on the site. As a result the proposal retains the 25 storey building, and has extended the mid-rise building in place of townhomes to provide an appropriate transition to the anticipated intensification and redevelopment of lands at 1854 and 1858 Liverpool Road.

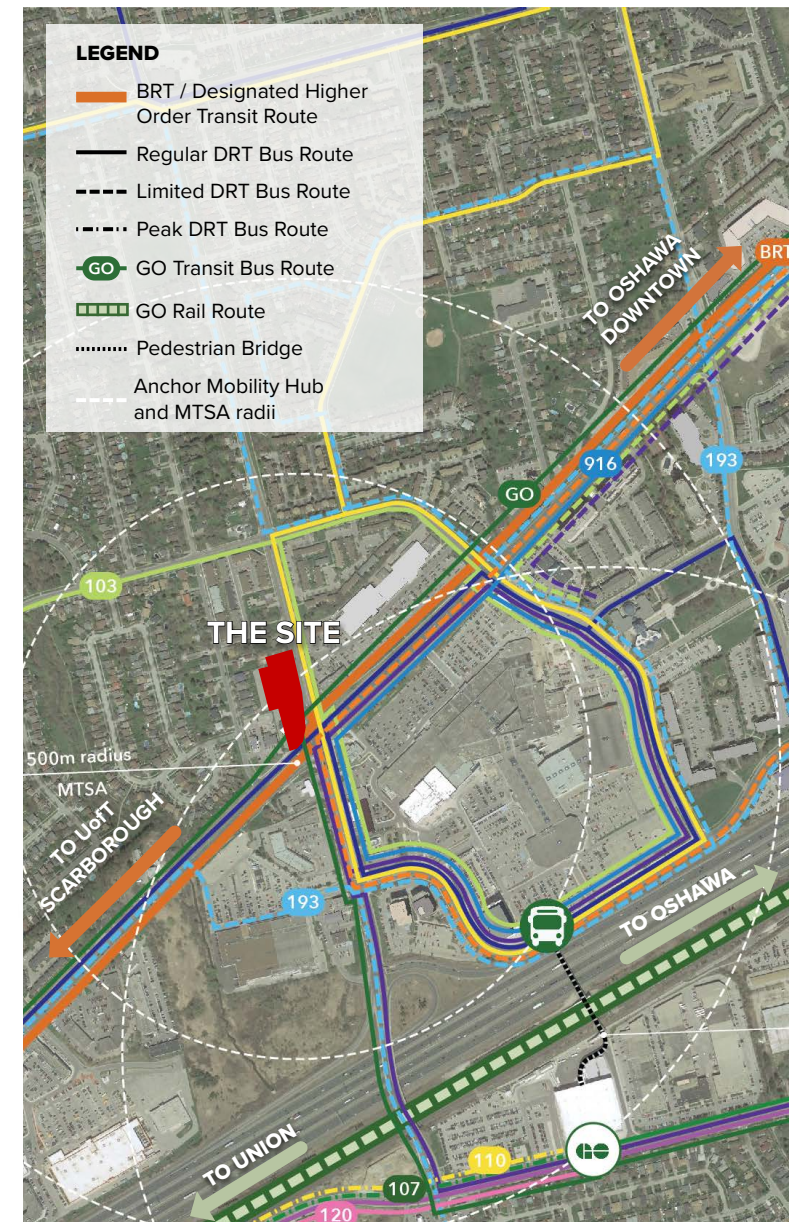
Urban Growth Centre and Connectivity

Comments from the Region of Durham state that the proposed rezoning application will facilitate the development of a mix of commercial and residential land uses at densities and heights within the Pickering Urban Growth Centre (UGC) in an appropriate location where high-density uses and larger/taller buildings are encouraged. They further note that the built form of UGCs should be a mix of predominantly high-rise with some mid-rise.

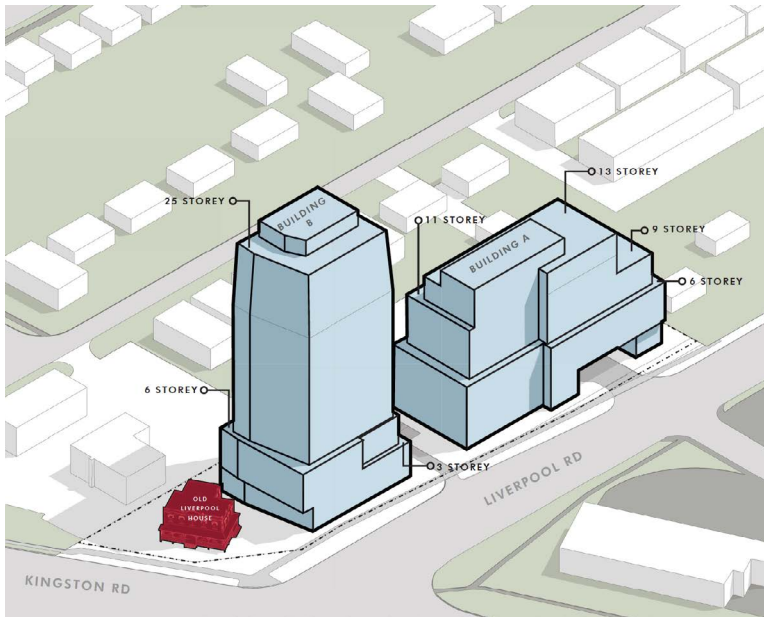
The subject property is located in proximity to a major higher order transit corridor and station, and is contained within the catchment area of the Pickering GO Anchor Mobility Hub. Downtown Pickering is identified as a UGC in the Growth Plan for the Greater Golden Horseshoe (the Growth Plan). UGCs will be planned to achieve a density of 200 residents and jobs per hectare by 2031. Recognizing the primarily low-rise existing built form of the area contained in the Pickering UGC boundary, it is important that new developments compensate for this density deficit. Even with the completion of the major projects in the development pipeline, there will continue to be a deficit of people and jobs. Noting the direction of the Growth Plan and the Region of Durham Official Plan, the proposal for a mid rise building and a tall building at this location is appropriate.

The subject site has a high degree of access to public transit and a robust local and regional vehicular road network. There are 14 bus routes operating within 800 metres (10 minute walking distance) of the site. Immediately adjacent to the subject site, a Durham Region Transit (DRT) Pulse bus stop on the designated higher order transit route along Kingston Road qualifies as a Major Transit Station Area as defined in the 2019 Growth Plan for the Greater Golden Horseshoe. Bus-only lanes and bicycle lanes along Kingston Road to the west and east of Liverpool Road have been implemented and expanded in support of the rapid transit initiative along the priority transit corridor.

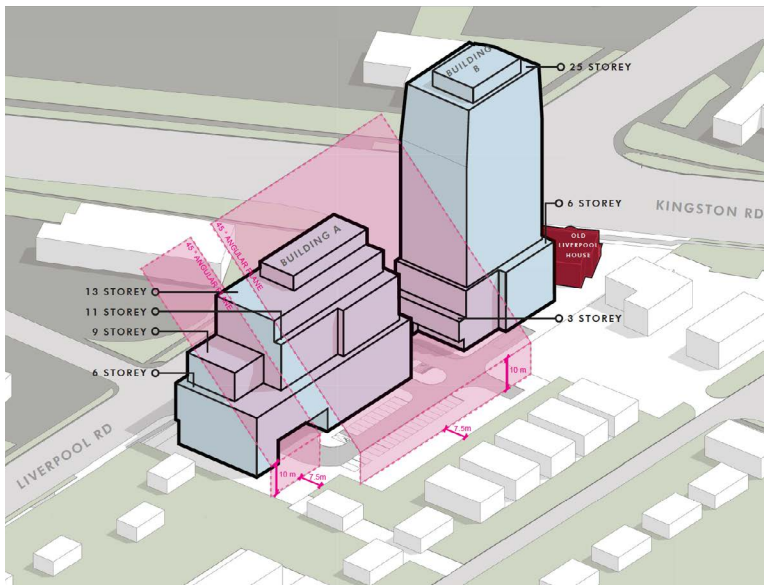
Less than 800 metres to the southeast of the subject site is the Mobility Hub at Pickering GO station, a facility that also qualifies as the centrepiece of a Major Transit Station Area. The GO station is served by the GO Transit Lakeshore East Line and regional and local bus service. The opening of a pedestrian bridge over Highway 401 in 2016 and the creation of a new parking structure for the GO station in 2014 has further increased accessibility to the GO station.



> Transit network serving the subject site and surrounding area



> Proposed massing facing northwest



> Proposed massing facing southeast with 45-degree angular plane

Angular Plane and Transition

Comments from Staff state the proposal is not consistent with Official Plan policies due to the proximity of low-rise neighbourhoods to the north and west and suggested a reduced building height to facilitate transition to the low-rise neighbourhood.

The proposed development is designed to implement of level of transition through its building location and massing. The 13-storey building component has been carefully designed to fit within this angular plane, and features a number of stepbacks in height at the upper storeys. The 25-storey building does not penetrate the angular plane from the rear lots of the residential units. The southern portion of the site is not directly adjacent to any low-rise grade-related units. Compared to the as of right model (found on page 35), the proposed development shifts the massing further east, with a provision of open space against the adjacent residential properties to the west. The tall building is located to the immediate east of a property containing a commercial retail plaza, which is located within the City Centre, where redevelopment is anticipated (permitted up to 47 metres in the Zoning By-law).

The proposed development establishes an overall height pattern with the greatest height located at the Kingston Road and Liverpool Road intersection, then transitioning downwards in height to the north and west of the subject site. The proposed development responds to the existing surrounding land use and built form pattern, recognizing

the proposed mid-rise building to the north of the subject property at 1854 and 1858 Liverpool Road.

In our opinion, the proposed development provides an acceptable level of transition to the adjacent low-rise residential neighbourhood. Built form transition should be assessed against overall policy objectives, and this is an area intended for intensification, where tall buildings are considered appropriate due to their contribution to the gateway of Liverpool and Kingston Roads, and the intensification of Pickering City Centre.

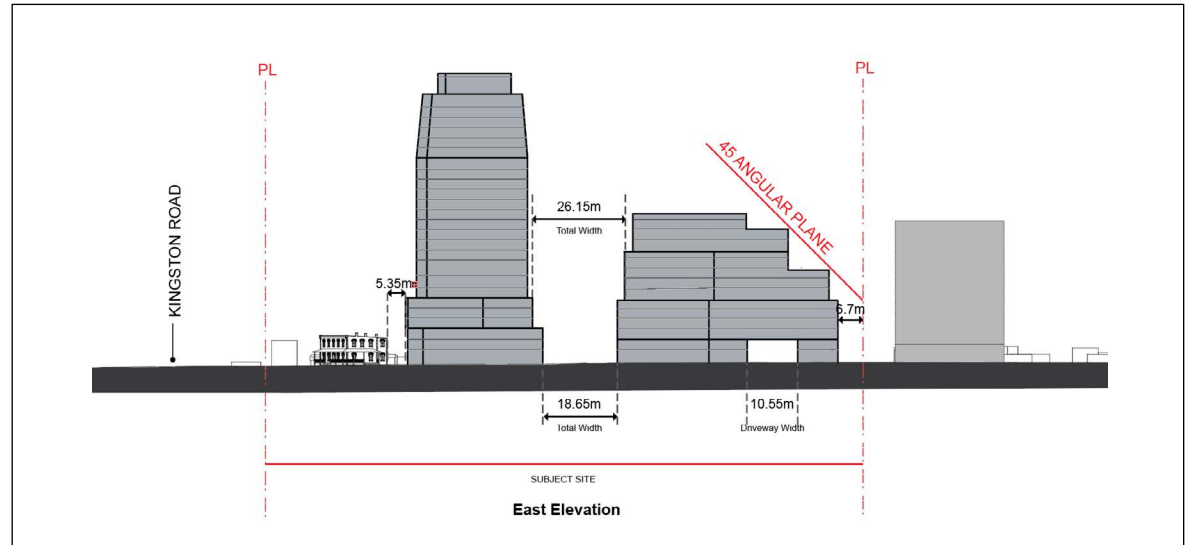
Comments from the Region of Durham note that the proposed medium- and high density land uses with setbacks to adjacent land uses will provide transitions to adjacent uses while maintaining a heritage building.

Staff requested a cross-section confirming that the mid-rise building complies with the angular plane requirements. This has been included in the architectural drawings submitted with this and is demonstrated to the left.

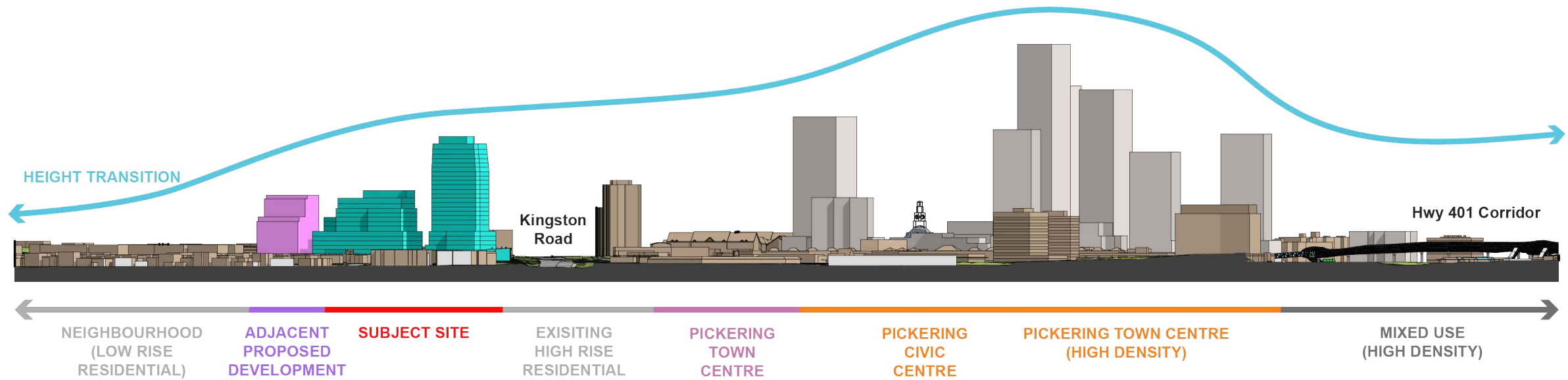
Staff commented that the proposed townhouses would conflict with the adjacent proposed development at 1854 and 1858 Liverpool Road. These townhouses have been eliminated and the mid-rise building has been extended northward. A Setback and stepbacks have been incorporated into the midrise from the north lot line in anticipation of the adjacent building.

Transition Context in Downtown Pickering

Within the broader context of the City Centre, the proposed development contributes to an overall development pattern, with the tallest buildings on sites at key gateways along the Kingston Road and Liverpool Road corridors, and along Highway 401, and in proximity to higher order transit stations. Appropriately sited tall buildings that incorporate a high standard of architecture and urban design will visually reinforce the City Centre and help to define the City's image.



> Elevation and angular plane of proposed developments, including 1854 and 1858 Liverpool Road

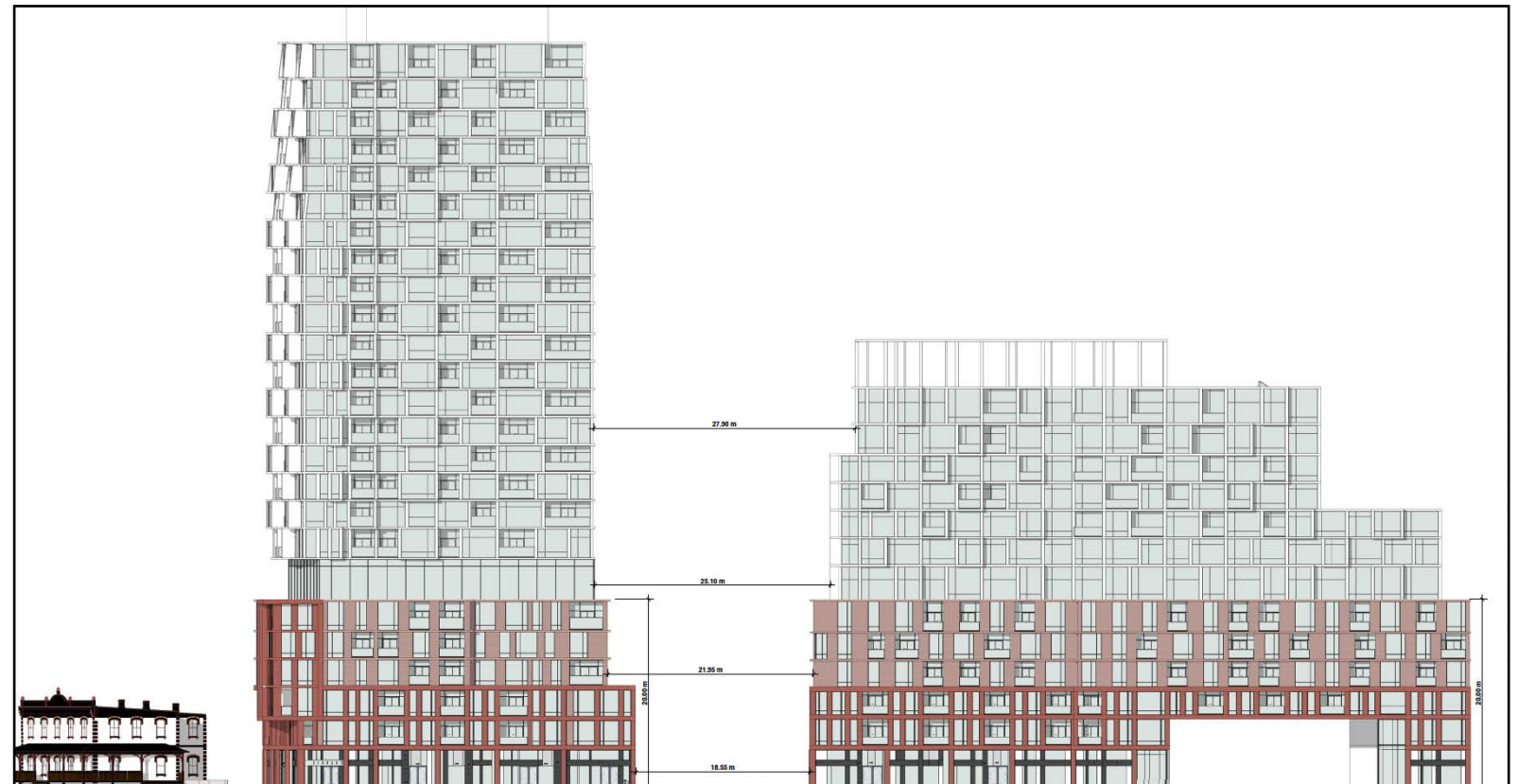


> Cross section of a portion of the City Centre, looking east

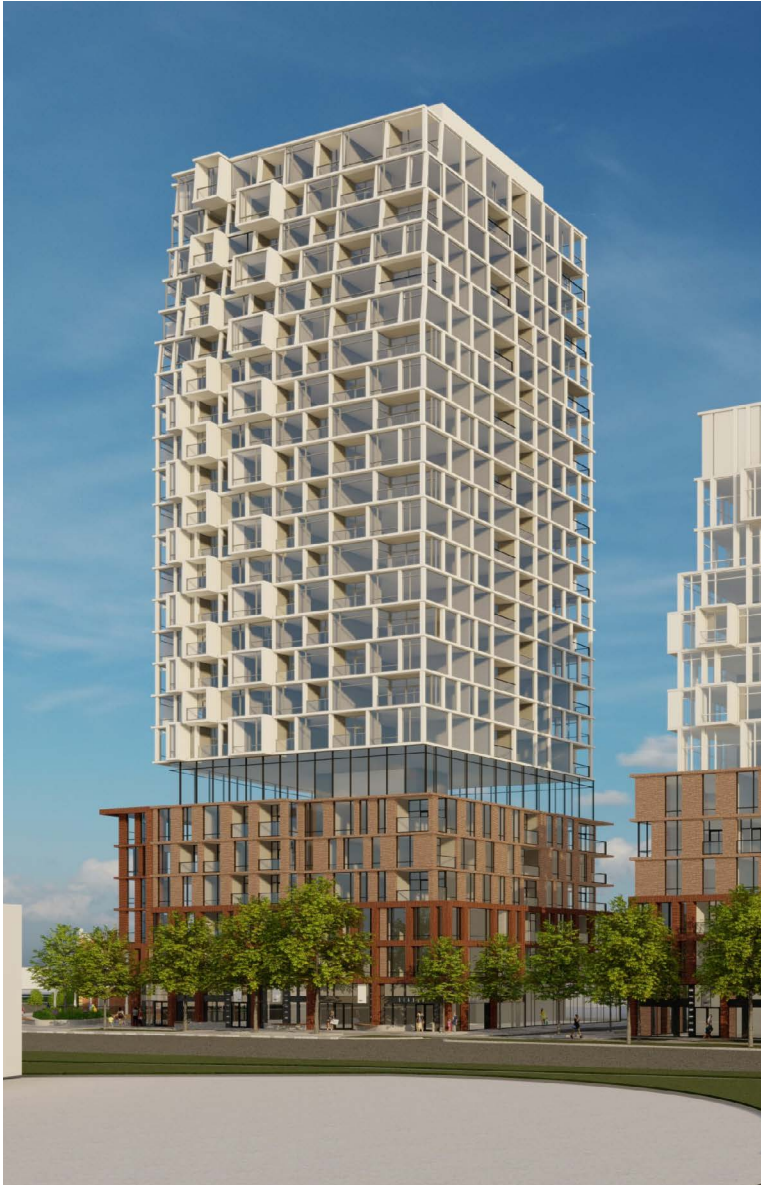
Main Wall Stepbacks Above Podiums Facing Streets

The Zoning By-law requires a stepback of 3.0m from the main wall of a point tower and the main wall of a podium on any building pace abutting a street line. This requirement exists to create a pedestrian scaled public realm and urban form. The proposed development includes a main wall stepback of 2.0m along Liverpool Road for both new buildings. This is included in order to shift the massing eastward and comply with the 45 degree angular plane associated with the low-rise residential properties to the west.

In our opinion, the 2.0m main wall stepback above the podium will still provide an element of visual separation from the podium to the tower elements, and support a pedestrian-scaled street environment. The use of contrasting materials between the podiums and the upper levels will reinforce this visual separation.



> Eastern elevation diagram demonstrating podium heights and building separation distances



> Tower incorporates a taper starting at the 20th storey

Tower and Midrise Podiums

City of Pickering staff requested podium heights be brought within the requirements of the Pickering City Centre Zoning By-law 7553/17 (“the By-law”). The original submission included podium heights of 20.15 metres (6 storeys) on the mid-rise building, and 26.05 metres (8 storeys) on the high-rise building. The proposed development has been revised to adhere to this request, and the podiums for both buildings have been reduced 20.0m and 6 storeys.

The Peer Review of the Heritage Impact Assessment requested the building overhang on the south side of the high-rise building be reduced to the second storey to better respond to the height profile of Old Liverpool House. The overhang has been reduced to the second storey.

Top of Tower Main Wall Stepbacks

City Staff commented that if the proposal were reduced below 73.5 m then it would not need to conform to requirements for main wall stepbacks between 6.0 and 18.0 of the top of the building.

Policy 2.4.4.3(e) of the City Centre Urban Design Guidelines state that “the top of towers should be attractively designed using stepbacks, articulations and other means. Roof top mechanical penthouses are required to be integrated into the design of the tower, and should generally not exceed 5.0 metres in height.”

The proposed development incorporates a main wall inward taper that has the effect of providing visual interest and a lighter overall massing towards the upper levels. The taper starts at the 20th storey. The building is also designed with balcony articulation to provide an attractive profile. In our opinion, this meets the intent of the requirement for a main wall stepback at the top of the building.

Building Separation

Staff requested the proposal adhere to the tower separation requirements as set out in the By-law. The original submission included a variance to reduce the building separation requirements. Separation distances have been increased to exceed the requirements of the By-law. The By-law requires a minimum building separation of 11.0 metres at the ground plane, 18.0 metres above 25.5 metres, and 25.0 metres above 37.5 metres. Separation distances in the proposed development begin at 18.9 at the ground level, increase to 25.1 metres above 20 metres (the 6th storey), and 27.9 metres above 35.5m (the 12th storey).

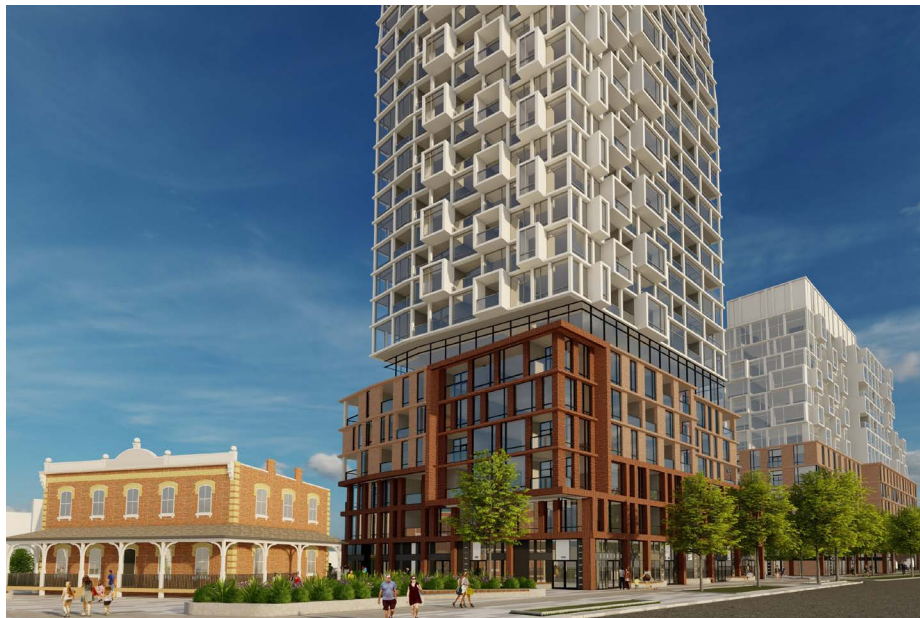
Setbacks and stepbacks incorporated into the mid-rise building from the northern lot line correspond with required building separations in anticipation of the building proposed at 1854 and 1858 Liverpool Road.



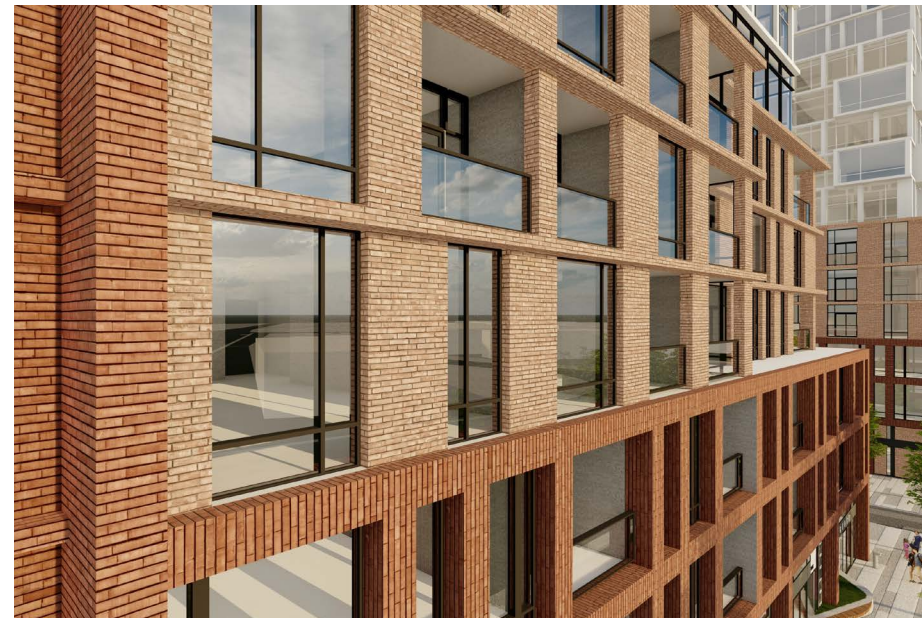
> View of proposed tower cladding system and projected balcony boxes



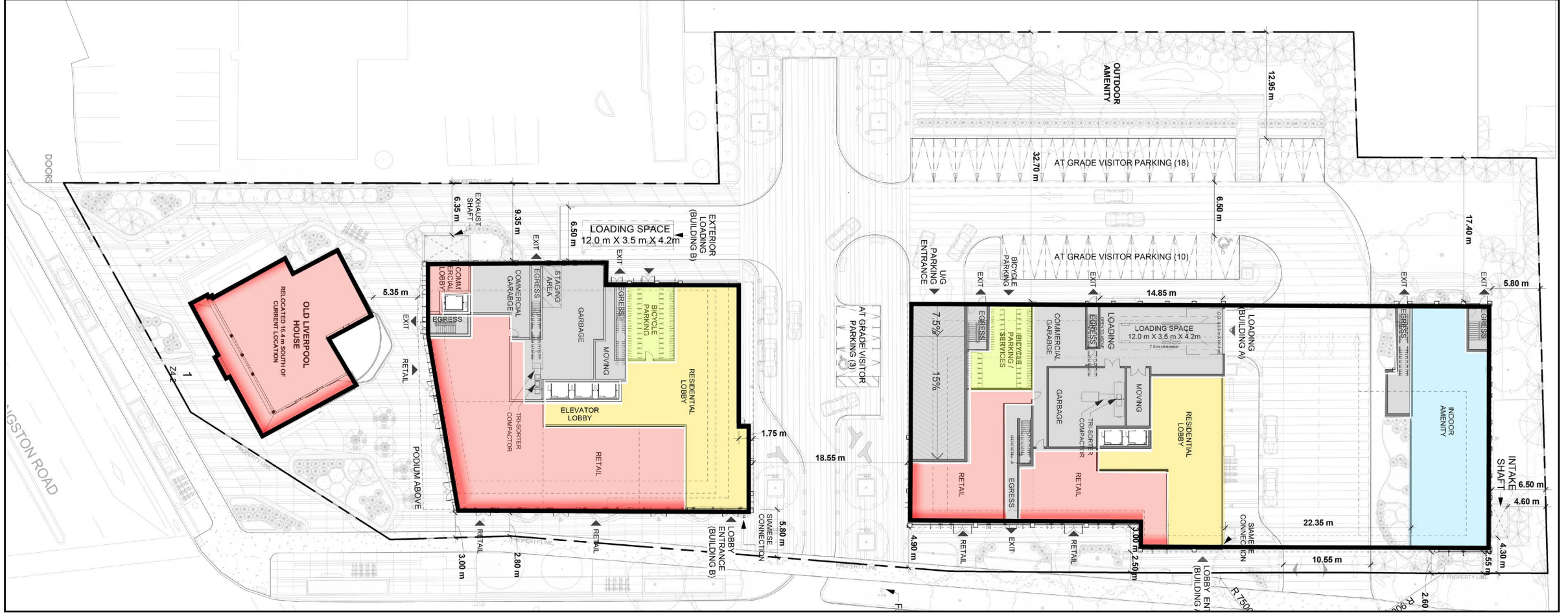
> View of proposed development, facing northwest



> View of ground plane, facing northwest



> View of high-rise building podium material palette



> Ground floor land use diagram

- Retail/Commercial
- Residential Lobby
- Amenity
- Bicycle Parking
- Loading/Garbage/Moving/Exit
- Active Frontage

5.2 Land Use and Public Realm

Commercial Use Retained

Area residents raised concerns about the loss of commercial space, and whether the Old Liverpool House would remain publicly accessible.

A mix of residential, retail and commercial uses is proposed for the subject site. Retail and commercial uses are proposed on the first storey of the all three buildings. The amount of commercial GFA has been increased since the original submission, from 850m² to 1,331m². It is anticipated that the Old Liverpool House will be leased to a restaurant or other retail/commercial tenant following restoration and relocation.

Amenity Area

Both the tower and midrise buildings include indoor amenity space for residents at the lower levels. Ground floor outdoor amenity space is located adjacent to the low-rise residential properties to the west.

Public Realm

The proposed development features significant public realm improvements with planning and design that emphasize placemaking at a key intersection in the City Centre. The proposed built form, landscaping and circulation pattern together create a high quality public realm within a pedestrian-friendly environment. Public realm elements on site blend with adjacent public lands along Kingston and Liverpool Roads, creating a cohesive landscape treatment and introducing permeability through the site between two transit station waiting areas.

On the southern portion of the site new civic spaces such as the heritage forecourt, urban plaza, and retail patio provide for a mix of outdoor uses and opportunities for socialization that enhance the function and appearance of the Kingston Road and Liverpool Road streetscapes.



Legend

- PROPOSED DECIDUOUS TREES
- PROPOSED CONIFEROUS TREES
- PROPOSED ORNAMENTAL TREES
- PROPOSED DECIDUOUS SHRUB PLANTING
- PROPOSED CONIFEROUS SHRUB PLANTING
- EXISTING TREES
- PROPOSED GROUNDCOVER PLANTING
- PROPOSED SOD
- PROPOSED PEDESTRIAN PRECAST CONCRETE UNIT PAVING
- PROPOSED VEHICULAR P.I.P. CONCRETE PAVING
- PROPOSED BENCHES
- PROPOSED TABLES & CHAIRS
- PROPOSED LITTER RECEPTACLES
- PROPOSED BIKE RACKS
- PROPOSED RAISED METAL PLANTERS
- PROPOSED VEHICULAR BOLLARDS

No.	Date	Revisions	By
5.0	06.11.2020	ISSUED FOR REZONING	GM
4.0	05.22.2020	ISSUED FOR REZONING	GM
3.0	03.31.2020	ISSUED FOR REZONING	GM
2.0	01.31.2020	ISSUED FOR COORDINATION	GM
1.0	05.22.2019	ISSUED FOR REZONING	GM

the mbtw group
 1000 Lakeshore Blvd. East, Suite 1000, Scarborough, Ontario M1V 1B7
 Tel: (416) 291-1111 | Fax: (416) 291-1112 | Email: info@mbtw.com

Project Name: **Liverpool House**
 1294 Kingston Road
 City of Pickering

Sheet Title: **Landscape Plan**

Designed: GM	Drawn: CS	Scale: As Noted	Drawing No.: L-1a
Date of Drawing: January 2019	Job No: ADG001		

1 Landscape Plan

Scale: 1:250

5.3 Site Servicing

The Functional Servicing and Stormwater Management Report was revised based on changes to the proposed development and comments from the City and Region. The revised Report is included in this resubmission and main findings are summarized below.

Stormwater Management

Stormwater servicing can be provided by the two existing connections in conjunction with the stormwater management plan which is detailed in Section 4.3 of the revised Report.

Water Supply and Servicing

The Durham Region hydrant flow test results indicate that available pressure and flow in the surrounding municipal watermains will satisfy the water demand of the proposed development.

Sanitary Services

Based on the results of the downstream analysis, the proposed development can be accommodated by the existing municipal sanitary sewer system without any anticipated surcharging in all pipe lengths analyzed between the site and the downstream 525mm diameter trunk sewer. With the addition of the proposed developments north of the subject site, one sewer run with a depth exceeding 6.0m is anticipated to exceed full flow capacity by 4% (marginal surcharging in deep sewer).

5.4 Response and Coordination Related to Adjacent Proposal at 1854/1858 Liverpool Road

Comments from the Region and City highlighted the need for consideration of and coordination with the adjacent proposal at 1854 and 1858 Liverpool Road.

This is a proposal submitted by Alireza Ajedani for a 13-storey residential tower with 98 dwelling units and 460 square metres of commercial space. The proposal requires an Official Plan Amendment as well as a Zoning By-law Amendment, as the site is only partially located within the City Centre. The Altona Group proposal includes revisions to site access, built form, and building separation in anticipation of this building.

Coordinated Site Access

This development proposes a site access point from Liverpool Road at the northern portion of their site, while not precluding a potential future shared cross-access laneway connecting to the subject site. Site layouts for both projects now include flexibility for a potential drive aisle across the shared lot line. Following discussions and direction from Region staff, future agreements will be discussed to facilitate shared access leading to a signalized intersection, to be located at the main site access of either development, based on first build-out. The signalized intersection is recommended by Region staff to be located approximately 191 metres from the Kingston and Liverpool Road intersection and to align with access to the commercial property on the east side of Liverpool Road.

Built Form Changes

Comments from the agent representing the Applicant for the proposal at 1854 and 1858 Liverpool Road noted the potential conflict with the block of townhomes included in the original submission. This low-rise block would have conflicted with their proposal. The townhomes have been removed in place of an extended mid-rise building.

Building Separation and Stepbacks

The By-law requires a minimum building separation of 11.0 metres at the ground plane, 18.0 metres above 25.5 metres, and 25.0 metres above 37.5 metres. Stepbacks from the common lot have been incorporated into the Altona Group mid-rise building in anticipation of the adjacent building.



> Proposed massing of 1854 & 1858 Liverpool Road

5.5 Site Access, Parking and Traffic

Regional Road Network Capacity

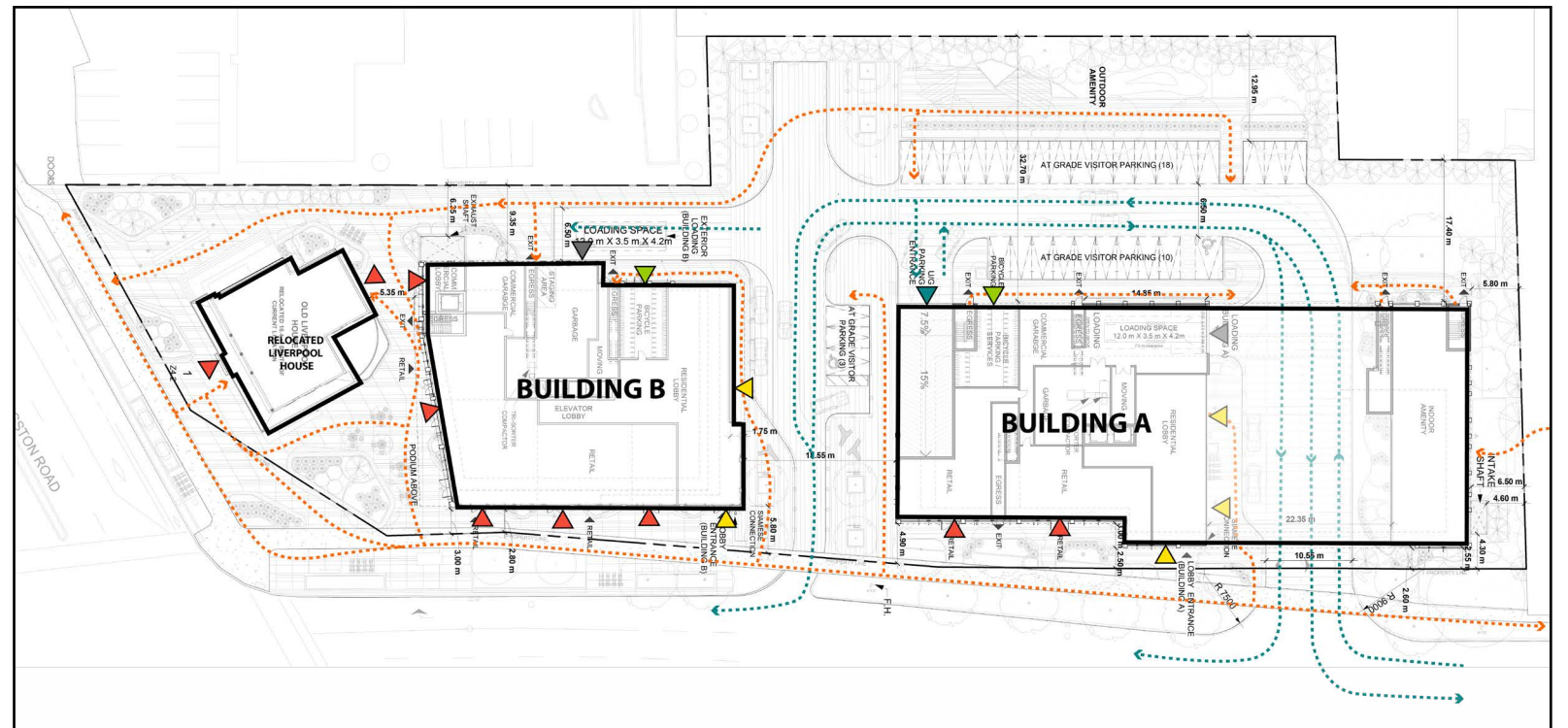
Comments from Durham Region note the proposed development can be accommodated by the Regional road network with no additional improvements to the major study area intersections. The Transportation Impact Assessment completed by LEA included with this resubmission details these findings.

Impacts on Traffic








Area residents expressed concerns regarding the potential impacts on traffic and travel times. The Transportation Impact Assessment completed by LEA that is submitted as part of this proposal demonstrates that impacts to regional and municipal levels of service in the subject area are within approved limits.

Right-Out Access

The Region raised concerns with the southerly access point onto Liverpool Road, noting that it could conflict with the right-turn lane at Kingston Road. The Region requests this access be removed or a justification provided for retaining a southern access point to the site. A new proposed southerly access point is still provided in the proposed development as it is the optimum scenario as determined in the Transportation Impact Assessment completed by LEA included with this resubmission.



> Site circulation diagram

-  Retail Entrance
-  Residential Entrance
-  Underground Parking Entrance
-  Loading Entrance
-  Bike Parking Entrance
-  Vehicular Circulation
-  Pedestrian Circulation

Access - Shared Signalized Intersection

Conversations with the Region indicated that there is a preference for one shared signalized intersection between the two proposals on Liverpool Road.

The Region's request for 191 metres and alignment with north access of plaza to east is actually off the subject property and would not be possible. Although it is not possible to accommodate the 191 metre distance between signalized intersections, the proposed site access provides a workable solution. The two proposals are to be accessed by way of a single shared signal controlled intersection. The location of this intersection is subject to construction timing. Both proposals have aligned to allow for vehicular access across their common lot line. An easement for access will be discussed among the property owners for consideration at further design stages

Surface Parking Increased

Comments from the community and City Staff indicated that increased surface parking would be preferred to serve the commercial spaces. The proposal has been revised to increase the number of surface parking spaces from 10 to 31. This would open ground floor area for outdoor amenity areas and open spaces. Surface parking has been located behind the mid-rise building to preserve the urban character of Liverpool Road and to allocate space for the heritage forecourt around Old Liverpool House.

5.6 Old Liverpool House

The Heritage Impact Assessment submitted with the original application was subject to a peer review by Branch Architecture. The proposal was also presented to the Heritage Advisory Committee for review and comment. The Heritage Impact Assessment has been revised in response to this recommendations and feedback from the Peer Reviewer and the Heritage Advisory Committee.

Since the original submission, the Old Liverpool House has been Listed on the City of Pickering Heritage Register. The property is not currently Designated under the *Heritage Act, 1990*. Preservation and restoration is being done voluntarily by the Applicant.

Comprehensive responses to comments have been recorded in the Comments Matrix submitted alongside this document. The following sections are a summary of the main comments.

Relocation and Restoration - Closer to Original Position

Comments relating to Old Liverpool House (OLH) revolved around restoring the OLH's relationship to the public realm and anchoring the building at the corner of Kingston Road and Liverpool Road intersection. The OLH was relocated north from its original position in 1971 as part of the Kingston Road widening. Plans to relocate the building closer to Kingston Road will restore the historical relationship to the intersection. The complete plan will reinforce the narrative of the building's prior life as a highway-side inn.

Landscaping and Heritage Forecourt

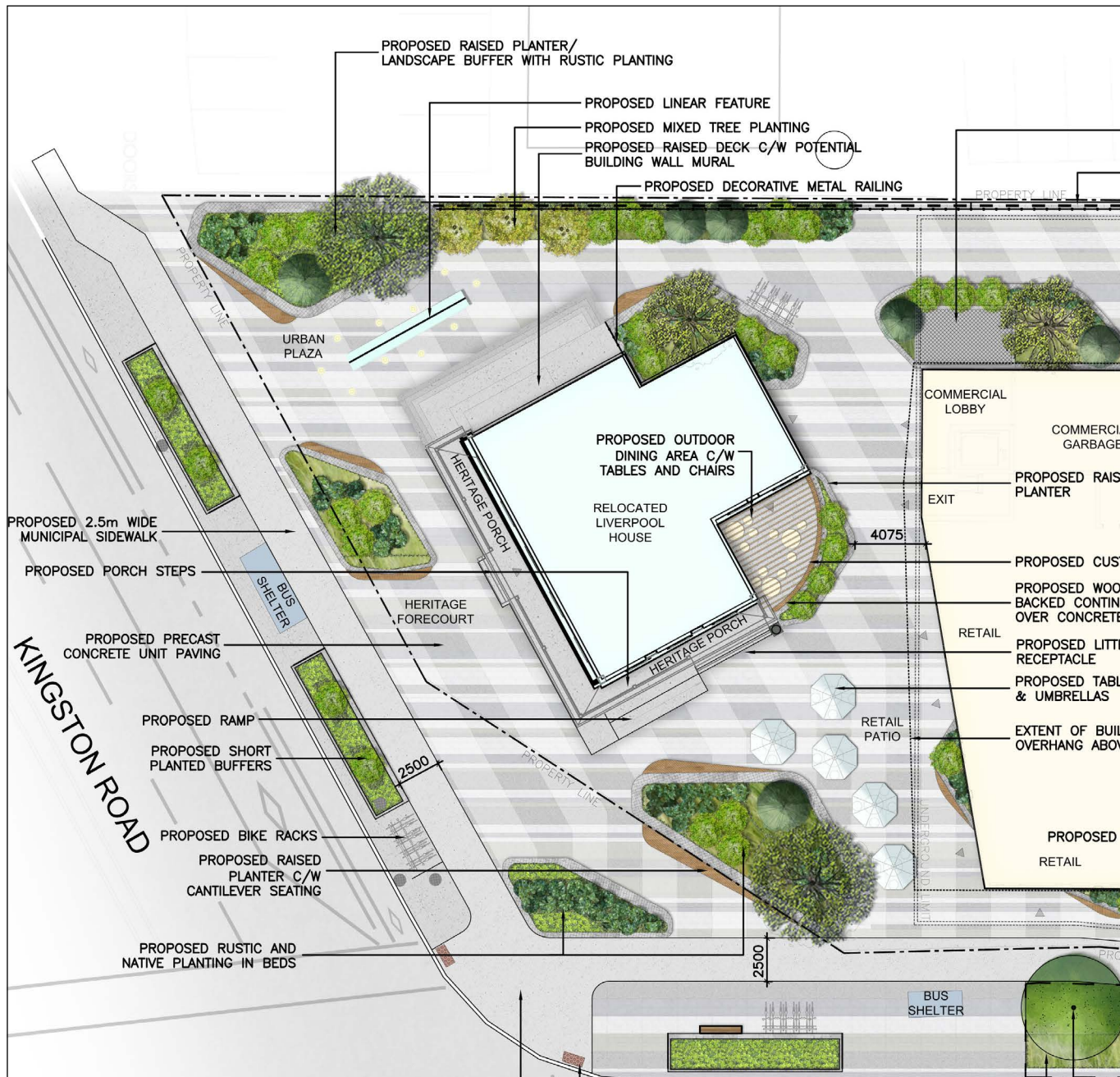
Branch Architecture requested further detail on what informed the design and creation of the heritage forecourt.

The Heritage forecourt was designed to interpret the heritage building's relationship to a previously calmer public realm. Since Kingston Road presently does not reflect its historic condition as a country road, the pedestrian heritage forecourt is an interpretation of the slower public realm. The planting palette will draw inspiration from the rustic nature of OLH and feature native plants. The planting plan has been designated as rustic and native to reflect an inn/village style environment.

The landscape plan has been revised to show a direct public path from the boulevard to the main heritage porch entrance, allowing for an axial approach to the building.

Use and Parking

Area residents raised concerns were raised that the use of the Old Liverpool House would cease to be a publicly accessible use. The use of the Old Liverpool House will remain commercial, with a restaurant or other commercial/retail as the envisioned tenant. In order to support this use, additional surface parking has been incorporated into the site plan, as requested by City Staff. There are now 31 spaces on the ground level behind the new buildings.



> Proposed Heritage Forecourt

Revisions to New Buildings - Podium and Overhang Heights Reduced

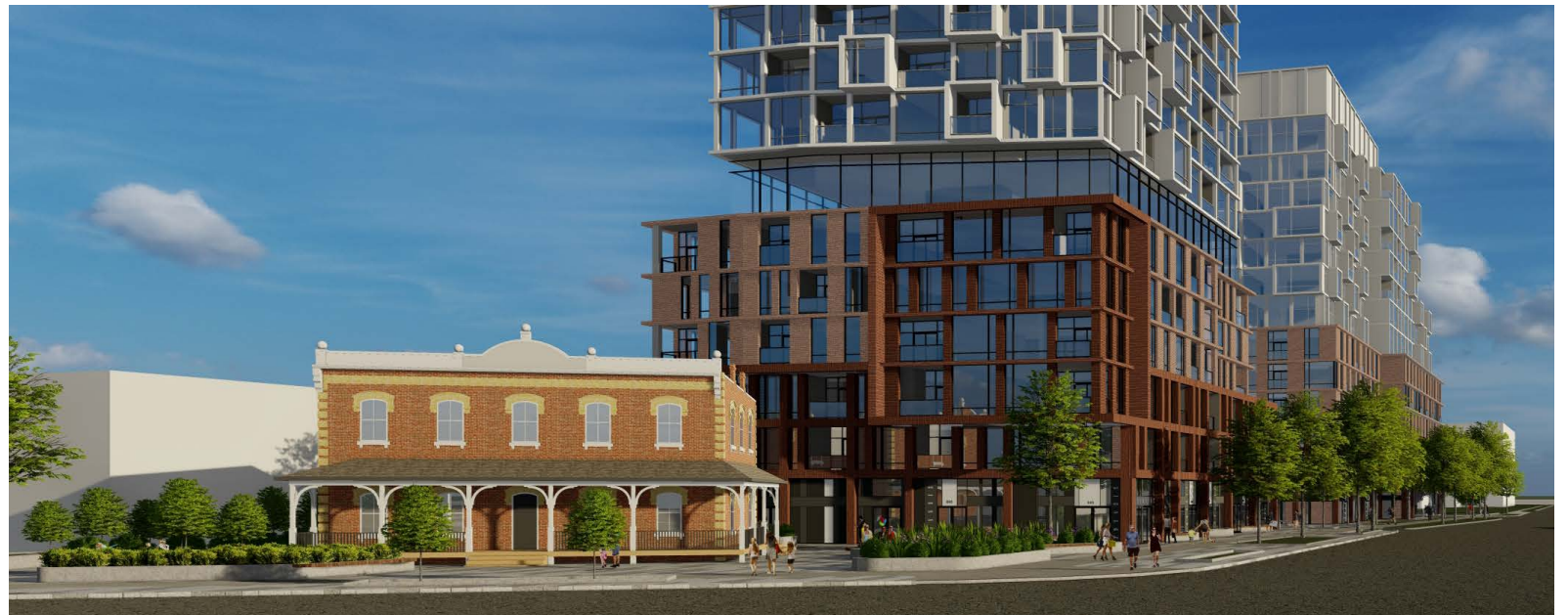
Branch Architecture requested further detail into how the design of the proposed adjacent buildings relates to, and is informed by, the Old Liverpool House.

The proposed high-rise building is designed to respond to its role as a visual backdrop to the retained heritage fabric. The articulated podium and ground floor divides the massing of the building base into visually smaller units and provides a transition to the height of the tower, which is set back 4.95 m atop the podium. The tower element is angled parallel to the siting of the Old Liverpool House. The podium is designed to interpret the red brick materiality of the retained heritage resource in a contemporary, compatible and distinguishable form. The overhang on the south side of the high-rise building has been reduced from the 3rd storey to the 2nd storey to reflect the height profile of the OLH. Both new buildings have had their podiums reduced to comply with the Zoning By-law and respond to the scale of the heritage building.

It is intended that the resulting development enhances the profile of the heritage asset while signifying the importance of the Liverpool Road and Kingston Road intersection in the Downtown Pickering context.



> Site view from east, overhang reduced to 2nd storey; new building ground level designed with articulation



> Site view from south, Old Liverpool House patio restored with heritage attributes; landscaping maintains direct approach to entrance

Conservation Plan and Cost Estimate

City Staff requested that a detailed Conservation Plan and Cost Estimate be provided to support the application. While this has not been provided at this time, a preliminary conservation scope is included in the Revised Heritage Impact Assessment. Conservation works contemplated include:

- Relocating the existing building approximately 18m to the south of its existing location; secure on new foundations;
- Remove later one storey and two storey additions, metal exit stair, wood deck, signage, and contemporary chimneys;
- Masonry cleaning, repair and replacement where necessary;
- Repair and repaint original wood frames where necessary;
- Repair and repaint original wood cornice where necessary;
- Provide new flashing and rainwater conveying system;
- Reinstate original window opening(s) on North elevation;
- Reinstate parapet wall with reference to the form of the missing historic features;

- Replace all windows to match original profile;
- Replace the exterior door entrances with new sympathetic doors and frames;
- Replace existing covered port with an open porch to allow for contemporary uses;
- Provide required universal accessibility; and
- Ongoing continued maintenance

5.7 Construction Management Plan

Staff requested the submission of a preliminary Construction Management Plan in response to concerns raised by area residents and subsequent questions expressed by the Planning and Development Committee at the December 2, 2019 Statutory Public Meeting.

The Construction Management Plan would include criteria for material storage, construction vehicle access and parking, construction hours, dust and mud control measures, and timelines. Area residents also raised concerns regarding noise and pedestrian and cyclist safety during construction.

Construction will be subject to all Ministry of Environment, Conservation and Parks standards, and a detailed Construction Management Plan will be submitted during the Site Plan Control phase which will follow zoning approvals.

Construction phasing is briefly summarized in Section 6.0.

5.8 Concerns from Area Residents

Concerns from area residents have been raised through ongoing consultation including the Statutory Public Meeting, and the public Open House.

Noise Study

Concerns were raised that the findings of the Noise Study may not be valid. Residents are concerned that the Study does not address future noise impacts to current residents.

The Study contains a section regarding the impact of the proposed development on its surroundings. Noise impacts from the development on the surrounding environment is expected to be minimal and meet industry standards due to the nature of the proposed development. The potential impact of noise due to increased transportation source noise from the development on its surroundings is expected to be low. By comparison, the existing condition of Liverpool Road and Kingston Road is far more significant.

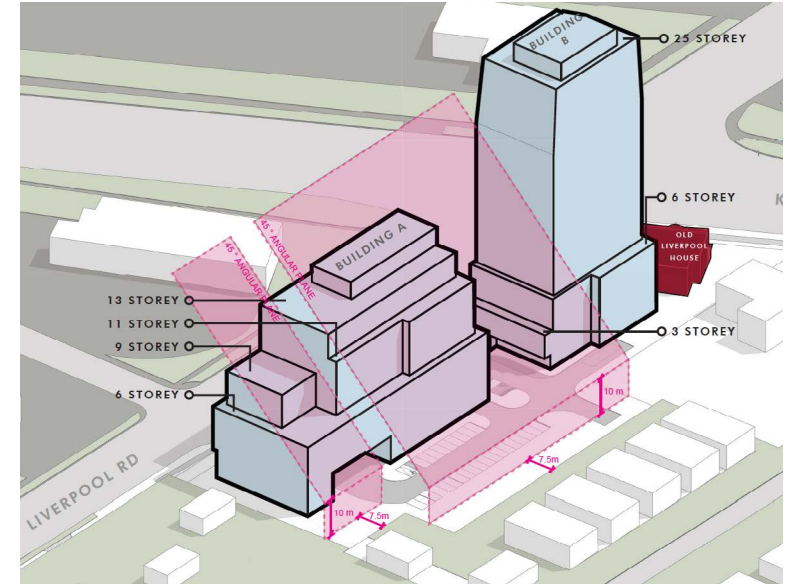
The noise study submitted with the original Zoning Amendment Application concluded that the development is feasible with respect to meeting the environmental noise criteria. It has been updated based on the revised plan and the conclusion remains the same. Detailed acoustical design review is recommended at the detailed design stage to ensure that appropriate noise control measures to meet industry standards have been incorporated into the final design.

Height and Architecture

Area residents commented that the proposed density and height of the development is inappropriate in relation to the proximity of the low density residential uses, and that the height should be limited to 15 storeys as permitted by the Zoning By-law. Comments expanded that the proposed building would obstruct skyline views for residents.

The proposal does not propose to increase the level of density beyond what is already permitted across the site. Rather, the development arranges the massing and building heights in a form that focuses the density towards the intersection and away from the adjacent neighbourhood. Relocating the Old Liverpool House south towards Kingston Road will allow the new buildings to shift further south as well. The proposed development is contained within 45-degree angular plane associated with the eastern property line of the adjacent residential neighbourhood. The subject site is a location identified for growth and tall buildings as a gateway to Downtown Pickering. The proposed development balances the need for intensification with respect for existing neighbourhoods.

Comments also noted that a long wall of glass or brick would not be desired. The proposed development is designed to reflect the scale and heritage character of Old Liverpool House, and includes building articulation and a variety of materials along the ground plane.



> Proposed massing facing southeast with 45-degree angular plane



> Articulation and diverse materials at ground level

Use of Property - Commercial Uses

Concerns were raised that the current commercial tenants would be displaced following the development.

Altona Group has been in conversation with the existing tenants around their future needs and interests in returning as tenants upon completion of the project. 1,332 square metres of retail is being retained on site.

It was also raised as to whether this property could be developed in tandem with the adjacent commercial property. The adjacent property is not included in the proposed development.

Area residents also raised concerns that the lack of surface parking would negatively impact an on-site daycare difficult and be dangerous. The number of surface parking spaces has been increased to 31.

Shadows, Light, Views and Privacy

Area residents noted concerns that the proposed buildings would cast shadows, obscure sky and skyline views, and negatively impact privacy due to overlook.

With regards to sun/shadow, the proposed development minimizes shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks in accordance with Policy 12.10E.iv. Shadow studies demonstrate that proposed new shadows will have moved off the adjacent detached homes by 11:18 on March/September 21st. Evening shadows will fall onto Kingston Road, away from open spaces or private properties. A slender tall building with a floorplate of 750 square metres, rather than a bulky slab building, ensures that the shadow impact moves quickly over the surrounding area and minimizes shadowing impacts

The proposed development has been carefully massed to minimize overlook, and provide views and privacy for residents, in accordance with Policy 12.10.E.iv and vi. There is a base separation distance of 18.5, which expands to 27.9 metres between the tall building and the 13-storey mid-rise building, exceeding zoning by-law requirements for separation distances. This spacing provides for views and privacy for future residents, and for expanded sky views through the site in accordance with Policy 12.10.E.iv.

The tall building is 30 metres away from any low-rise residential areas, and has been located on the site to minimize overlook and adjacency concerns on the surrounding low-rise residential context. The midrise building has been setback from the west property line to a greater extent than would be required as-of-right, further lending space and privacy to adjoining properties to the west.

In our opinion, the overall massing of the building responds to the site context, being a site that is contained within the City Centre and is bordered by low-rise residential neighbourhoods. The massing and form of the development has been arranged to provide appropriate transition to the low rise residential development and introduce a landmark building at the intersection of Liverpool and Kingston Road, as directed in Policy 12.10A (i) of the City of Pickering Official Plan.



> Elevation showing building separation and setbacks

Heritage Building - Old Liverpool House

A number of matters were raised regarding the Old Liverpool House. Concerns included whether the public would have access to the building following construction, what the renovations and restorations will include, safeguarding the integrity of the building during relocation, the visual prominence of the heritage building, and the proximity to Kingston Road.

The public will have access to the building as the use is intended to remain as a restaurant or retail/commercial tenant. Restoration will reflect the historic condition of the building and is detailed in previous sections of this Report. The condition of the building has been evaluated by Laurie McCulloch Building Moving and they have concluded that the superstructure appears to be in excellent condition and the building is a prime candidate for relocation. Their loading procedure is contained in the revised HIA as Appendix B. The visual prominence of the building will be enhanced by locating the building closer to Kingston Road, which reflects its historical position as a highway-side inn.

In our opinion, the restoration and relocation of the Old Liverpool House, paired with the enhanced landscaping in the public boulevard and publicly accessible heritage forecourt, is a significant community benefit being provided as part of this development.

Traffic and Access

Local area residents were concerned about the impact the proposed development would have on local traffic levels. Further comments indicate concern for vehicular access to and from the site, noting that there are existing impacts on the surrounding residential neighbourhood from existing commercial properties. Also, the potential for negative impacts from a new signalized intersection were raised, including congestion and pedestrian access.

Vehicular access has been a central aspect of the proposal and is detailed in Section 5.5 Site Access, Parking and Traffic (page 27). Overall, Durham Region has provided comments indicating the proposed development can be accommodated by the Regional road network with no additional improvements to the major study area intersections. The new intersection is being coordinated with the neighbouring proposal at 1854 and 1858 Liverpool Road so that the collective impact on the area is minimized.

Affordable Housing

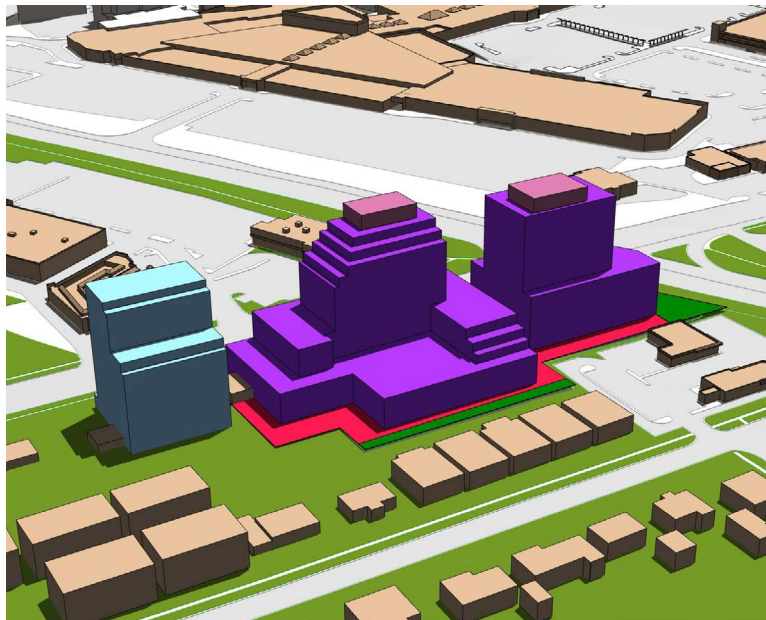
Area residents commented that there is a need for affordable housing in the City of Pickering.

The proposed development is a housing form that is more economically accessible than detached and semi-detached housing. While this project does not contain traditional affordable units, it does contribute to the diversity of housing in the City Centre, with Studio, 1, 2 and 3 bedroom apartment units in close proximity to the Pickering Go station.

Availability of Schools

Concerns were raised that local schools will not be able to absorb the influx of new students, and that children will be forced to travel long distance for education.

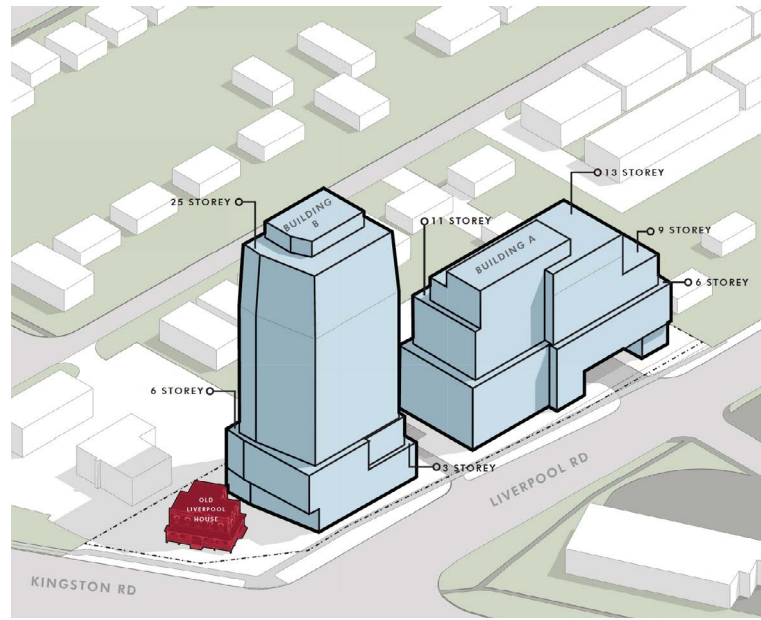
No concerns were received from the Durham District School Board. Children living in this building will be able to be accommodated in local schools. Additionally, the Catholic School Board has confirmed that students from this development will attend St. Elizabeth Seton Catholic Elementary School located at 490 Strouds Lane and St. Mary Catholic Secondary School located at 1918 Whites Road in the City of Pickering.



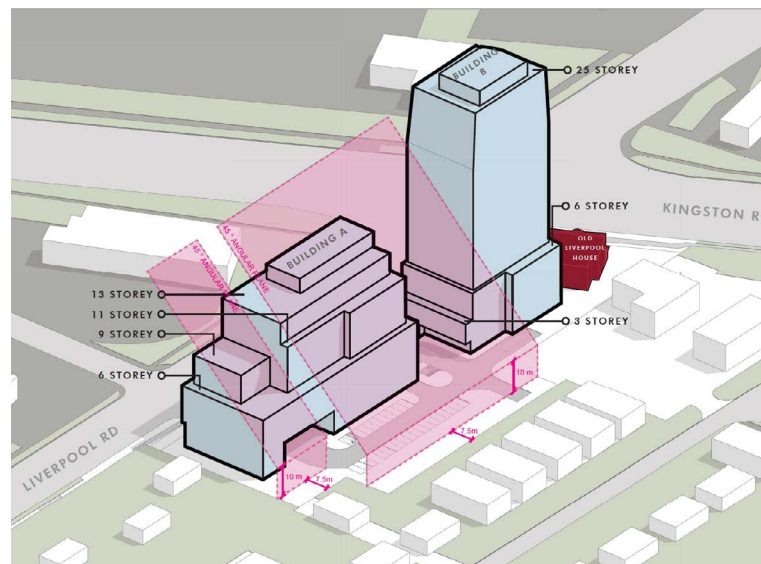
> Model of as-of-right massing, with proposed development at 1854 & 1858 Liverpool Road, facing southeast



> Model of as-of-right massing facing northwest



> Proposed massing facing northwest



> Proposed massing facing southeast with 45-degree angular plane

Density within As-of-Right Permissions

The density of the proposed development is within the as-of-right floor space index (FSI). The level of density permitted by the current zoning at this site is a FSI of 5.75 times the floor area. The proposed development has a FSI of 4.6 times the floor area. The as-of-right development model is shown to the right. By comparison, the proposed development provides a built form that provides an expanded and accessible public realm, heritage building relocation, and an urban scale appropriate for this signature site.

5.9 Shadows and Privacy

Sun/Shadow Diagram June

City Staff requested an updated shadow study which has been provided. The as-of-right shadow has been included in the study diagrams.

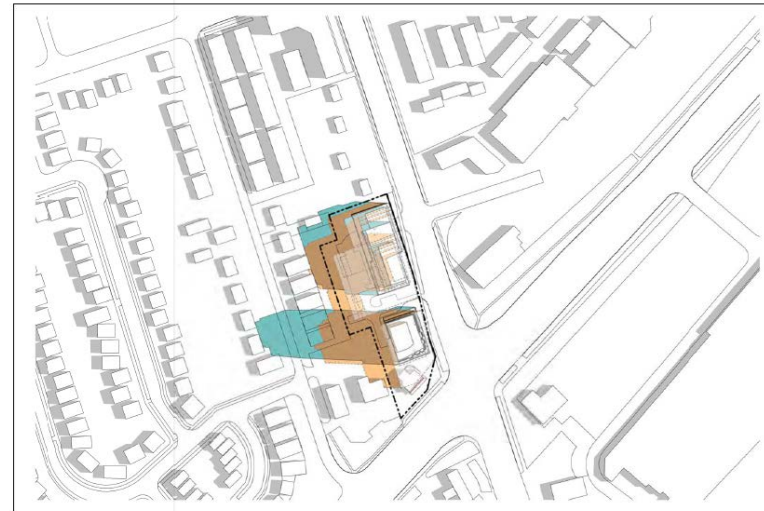
Sun/Shadow Diagrams are located in the Architectural Drawings submitted alongside this Report.

The shadow study for the summer solstice (typically June 21st) demonstrates that proposed new shadows will have an impact on the three adjacent properties in the morning, but the shadows will have moved off the adjacent detached homes by 11:18. Shadows will remain clear from residential properties for the remainder of the day, with evening shadows falling on Kingston Road and Pickering Town Centre, which is a commercial property.

The separation in the two new buildings allows sunlight to permeate through the site before 10:18, and then again after 14:18 through to 19:18. The separation of the buildings beyond the Zoning requirements allows this effect to be more substantial than the as-of-right scenario.

No tower shadows will impact the Old Liverpool House or publicly accessible forecourt at the intersection of Liverpool and Kingston Road.

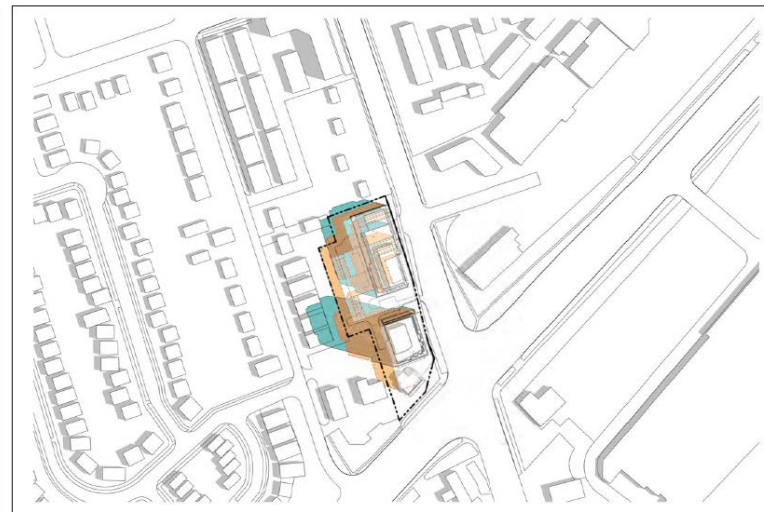
PROPOSED SHADOW AS-OF-RIGHT SHADOW



June 21 @ 09:18 1
25.1



June 21 @ 11:18 3
25.1



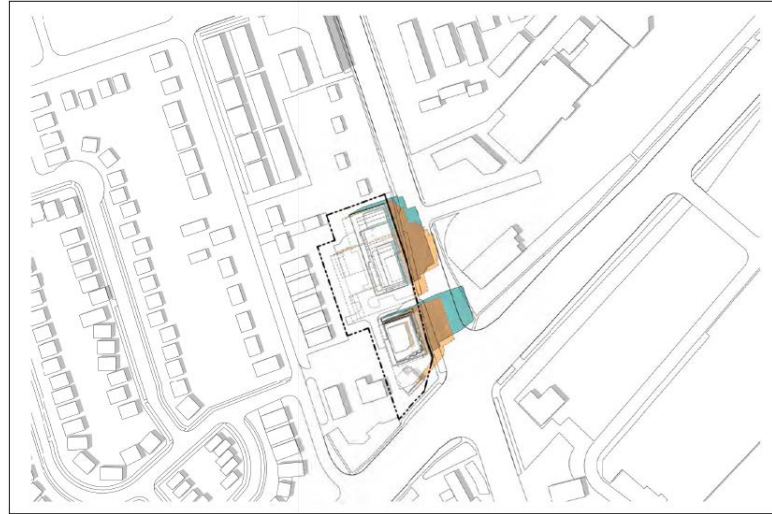
June 21 @ 10:18 2
25.1



June 21 @ 12:18 4
25.1



June 21 @ 13:18 5
Z5.1



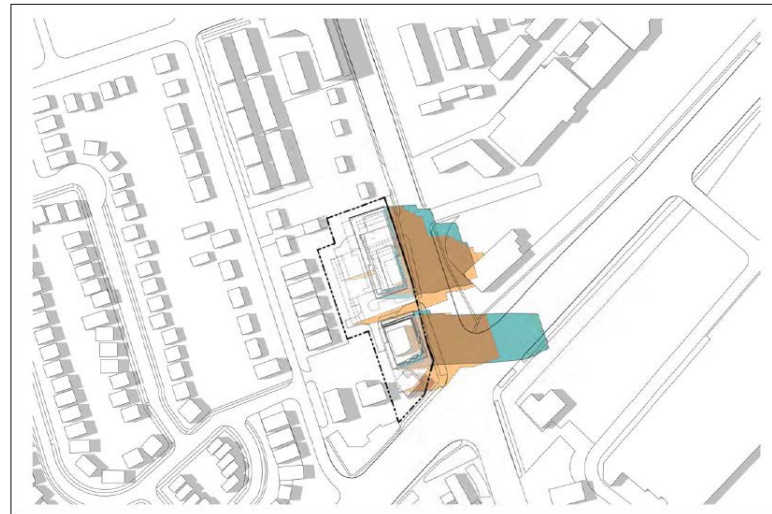
June 21 @ 15:18 7
Z5.1



June 21 @ 19:18 9
Z5.1



June 21 @ 14:18 6
Z5.1



June 21 @ 17:18 8
Z5.1

Sun/Shadow Diagram March/September

The shadow study for the spring and fall equinoxes (typically March and September 21st) demonstrates that proposed new shadows from the tower will extend beyond the as-of-right shadow in the morning, but the shadows will have moved off the adjacent detached homes by 11:18. Shadows will remain clear from residential properties for the remainder of the day, with evening shadows falling on Liverpool Road and the commercial plaza across Liverpool Road.

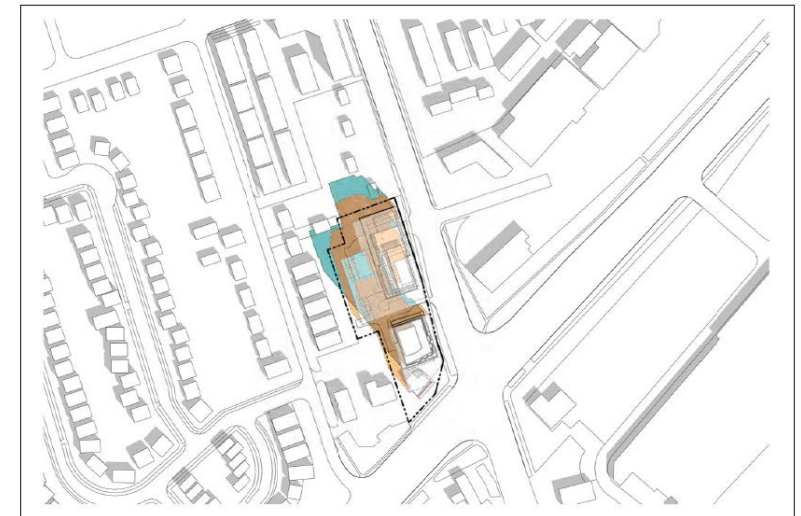
The separation in the two new buildings allows sunlight to permeate through the site from 15:18 until before 19:18. The separation of the buildings beyond the Zoning requirements allows this effect to be more substantial than the as-of-right scenario.

No tower shadows will impact the Old Liverpool House or publicly accessible forecourt at the intersection of Liverpool and Kingston Road.

PROPOSED SHADOW AS-OF-RIGHT SHADOW



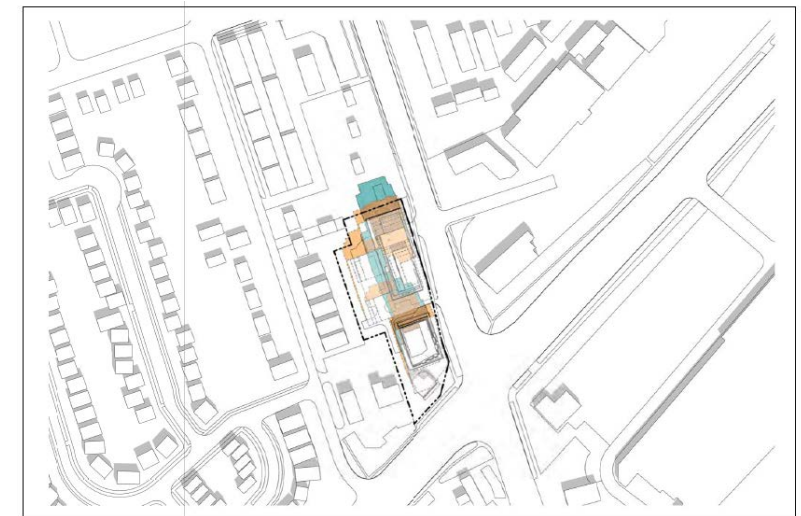
March/September 21 @ 09:18 1 Z5.2



March/September 21 @ 11:18 3 Z5.2



March/September 21 @ 10:18 2 Z5.2



March/September 21 @ 12:18 4 Z5.2



March/September 21 @ 13:18 **5**
Z5.2



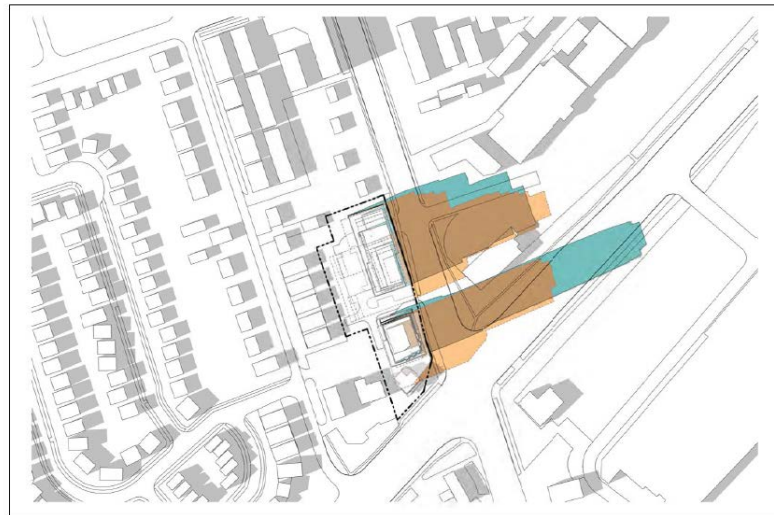
March/September 21 @ 15:18 **7**
Z5.2



March/September 21 @ 19:18 **9**
Z5.2



March/September 21 @ 14:18 **6**
Z5.2



March/September 21 @ 17:18 **8**
Z5.2

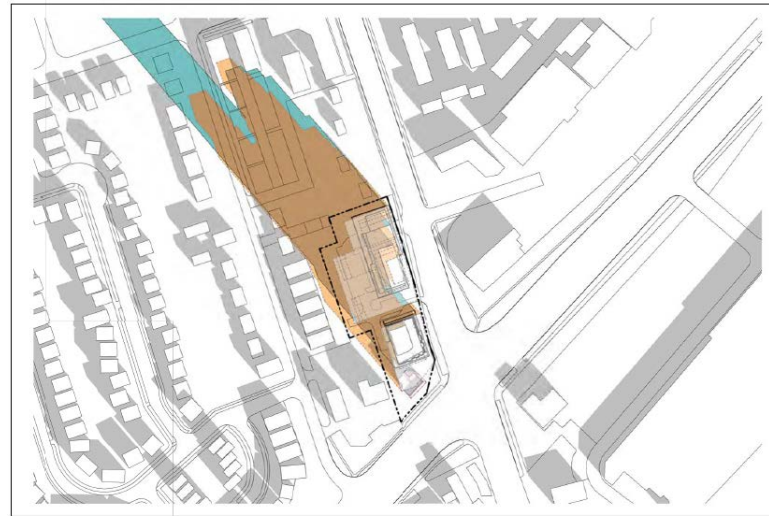
Sun/Shadow Diagram December

The shadow study for the winter solstice (typically December 21st) demonstrates the proposed and as-of-right scenarios both cast a brief shadow on the residential townhome neighbourhood northwest of the subject property at 9:18 and 10:18. The shadow shifts north of the commercial plaza opposite Liverpool Road from 13:18 to 15:18, however, evening shadows fall on the commercial plaza across Liverpool Road and on Kingston Road.

The separation in the two new buildings allows sunlight to permeate through the site from 15:18 until after 16:18.

No tower shadows will impact the Old Liverpool House or publicly accessible forecourt at the intersection of Liverpool and Kingston Road.

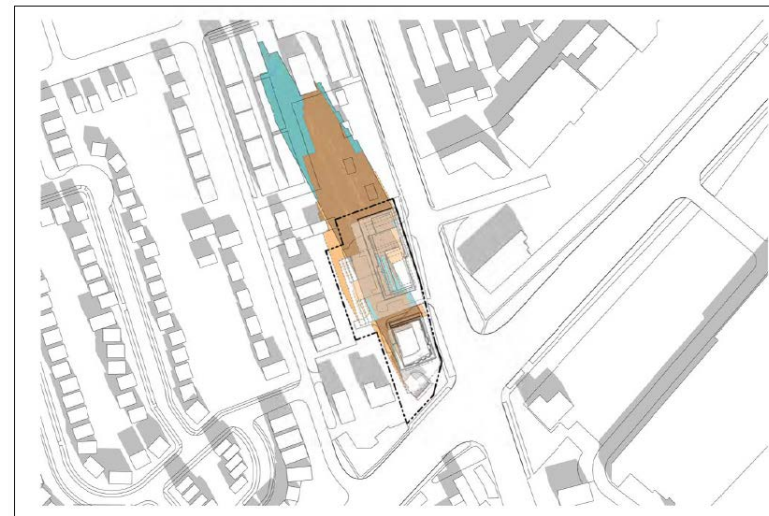
■ PROPOSED SHADOW ■ AS-OF-RIGHT SHADOW



December 21 @ 09:18 1
Z5.3



December 21 @ 11:18 3
Z5.3



December 21 @ 10:18 2
Z5.3



December 21 @ 12:18 4
Z5.3



December 21 @ 13:18 5
25.3



December 21 @ 15:18 7
25.3



December 21 @ 17:18 9
25.3



December 21 @ 14:18 6
25.3



December 21 @ 16:18 8
25.3

Shadow and Privacy Conclusions

Policy 12.10E.c)(iii) states that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized to the extent feasible.

The proposed development has minimal shadowing impacts in accordance with this policy by locating the tallest building away from the residential properties by locating it towards the intersection of Kingston and Liverpool Roads. The publicly accessible open space around the Old Liverpool House (OLH) is not shadowed by the proposed development at any point, beyond shadows from the OLH itself.

Policy 12.10E.c)(iv) states that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces.

With regards to sunlight and shadowing, the proposed development has been revised to increase building separation distances beyond the requirements of Zoning By-law. This has the effect of allowing direct sunlight to pass through the site at various times in the day. For the time between the spring equinox and the fall equinox (March-September) direct sunlight is able to pass between the buildings in the morning and again in the afternoon through the evening. As demonstrated in the winter solstice diagram (December), direct sunlight is able

to permeate the site in the afternoon and early evening. It is also worth considering the effect of cladding the upper levels in white as this will reflect a meaningful percentage of sunlight down to the street level.

The separation of the buildings will enable residents who currently live in the proximal communities to see through the buildings towards Pickering Town Centre. Residents who call the proposed development home will appreciate the added separation between buildings as this will open views from their units, and increase privacy between buildings. The buildings conform to the angular plane for all adjacent properties which will preserve privacy and sky views.

The tall building is 30 metres away from any low-rise residential areas, and has been located on the site to minimize overlook and adjacency concerns on the surrounding low-rise residential context. The midrise building has been set back from the west property line to a greater extent than would be required as-of-right, further lending space and privacy to adjoining properties to the west.

In our opinion, shadowing and privacy impacts from the proposed development has been considered through the design and revision process, and is acceptable when the broader planning policy context and objectives are considered. The Pickering Official Plan Policy 12.10A (i) identifies the intersection of Kingston and Liverpool Roads as a gateway to the City Centre, where tall buildings are considered to be “appropriate uses for lands fronting all

four corners of the gateway”. Policy 12.10.E.b. also directs City Council to promote the highest buildings to locate on sites at key gateways along the Kingston Road and Liverpool Road corridors, along or in proximity to Highway 401 and higher order transit corridors.

This is a location where tall buildings are desired, and some increase in shadowing is to be expected as a result. The form and massing of the proposed development has been crafted to mitigate shadowing impacts to the extent feasible while meeting The Growth Plan and the Region of Durham Official Plan objectives for intensification.

6.0

Construction Phasing

Phasing of the site preparation and construction for the proposed development is carefully considered to minimize impacts on existing site users and surrounding developments. The following strategy will be used as a general framework for the sequencing of development phases:

Phase 1: Relocate Old Liverpool House

This phase involves structurally securing the above grade, historically significant elements of the heritage resource and removing the existing basement and unsympathetic additions. Environmental capping, grading and preparation of the footings or other structural support will be followed by the relocation of the Old Liverpool House to its final location. The structure will then be rehabilitated to enhance and restore its heritage features.

Phase 2: Demolition of Existing Structures

The second phase of the redevelopment involves the demolition of the existing commercial plaza and residential conversion building at the north end of the site. Demolition will be followed by excavation for the underground parking structure, remaining environmental fill capping and site grading. The construction of the underground levels of the development would follow.

Phase 3: Construction of Midrise and Tower Elements and Signalized Intersection

The last phase of the redevelopment includes the construction of the two additional buildings and the preparation of the ground plane. The block structure and landscaping elements will materialize at this stage and the paving treatment is proposed to be applied to the site and adjacent streetscape areas.

Construction of a new, signalized intersection to service this site the adjacent development will occur at this stage.

7.0

Conclusion

The Altona Group revised proposal is for a mixed-use development consisting of a high-rise building (25 storeys), a mid-rise building (13 storeys) and the relocation and restoration of the existing Old Liverpool House on the site. The massing and built form of the proposed development has been revised in response to dialogue and comments with City staff and area residents.

The proposed development represents good planning. The proposed development provides for a range of housing opportunities and transit supportive development on a landmark building site within the City Centre. As discussed in the original Planning Justification Report and Urban Design Brief (May 2019) and this Addendum, the proposed development is consistent with the Provincial Policy Statement, 2014 and 2020, conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, Region of Durham Official Plan and City of Pickering Official Plan.

As discussed in this report, the proposal conforms to the overall vision and policy direction set out by the City of Pickering Official Plan for the intersection of Liverpool and Kingston Road intended as a gateway to the City Centre, will tall buildings on all four corners. The revised proposal is in keeping with the City's vision by intensifying an existing commercial plaza and surface parking lot into compact residential and retail uses in a mid-rise and high-rise format that transitions appropriately to the surrounding neighbourhood. The proposed development introduces new housing units on an existing commercial site and makes use of existing hard and soft infrastructure.

The proposed intensity of development is appropriate for a large site within the City Centre designation and within an area that qualifies as a Major Transit Station Area associated with the Pickering GO station and Durham Region Transit bus stop. The revised proposal is consistent with the existing Old Liverpool House and creates an appropriate transition from the surrounding low-rise context to the northwest to the high rise context to the southeast. The proposed development maintains and contributes to the appearance of the area. The additional buildings on the site, publicly accessible heritage forecourt around Old Liverpool House, and improved landscaping across the site and will help contribute to a pleasant pedestrian environment, and foster public activity at a key intersection in the City Centre.

The relocation of Old Liverpool places it closer to its historical location along Kingston Road, and fosters its relationship with the street. The restoration of the building will preserve and enhance a community asset that anchors the corner of two major roads in the City of Pickering. The heritage forecourt will integrate with the proposed public realm improvements, preserving access and movement while creating spaces for social gathering and commercial activity. The form and articulation on the ground plane and podiums of the new buildings will form a relationship with the Old Liverpool House and reinforce the heritage character of the site.

The proposed development requires a Zoning By-law Amendment to the City Centre Zoning By-law 7553/17 to allow for an increase in height, tower floor plate, and a reduction in main wall setback. The proposed Amendment conforms to the Region of Durham Official Plan and the City of Pickering Official Plan.

Appendix A

Draft Zoning By-law Amendment

A Draft Zoning By-law Amendment

A site-specific Zoning By-law Amendment will be required to facilitate implementation of the proposed development. This section provides the updated outline of the zoning permissions requested in relation to the proposed development and will be used to guide the writing of a draft site specific by-law to implement the necessary zoning changes. The Draft Zoning By-law Table and Diagram are located on the following page.

Required Amendments to City of Pickering City Centre Zoning By-law 7553/17

Amendments required to support the proposed development include:

- Increase the maximum allowable width and permitted encroachment of bay, box or bow window encroachments into any required stepbacks.
- Increase the maximum permitted height for a building at this location to 80.0 metres. This would only apply to the 25-storey building.
- Remove the requirement for the midrise building to be limited by a 45-degree angular plane from the north property line only. The proposed development complies with the 45-degree angular plane from the west property line.
- Permit the floor plates of the midrise building to be larger than 750 m² above the building podium.
- Reduce the required main wall stepback for a point tower above a podium to 2.0m from 3.0m. This would permit the massing of the buildings to shift further away from the adjacent residential neighbourhoods while maintaining a pedestrian scaled ground plane.
- Remove the requirement for the 25-storey building to have upper-floor stepbacks. This would permit the building to maintain a cohesive modern expression above the podium with an inward taper instead of an angular stepback at the upper levels.

E13	(Parts of Lot 26, 28, 29 and 30 Registered Plan 492, Part of Lot 23, Concession 1)	Parent Zone: CC1
Schedule 7		Amending By-law: Pending
6.13.1 General Provisions		
a)	“Notwithstanding Section 2.4 d), A bay, box or bow window, with or without foundation, having a maximum width of 4.4 metres may encroach into any required stepback to a maximum of 1.5 metres or half the distance of the minimum required stepback, whichever is less.	
6.13.2 Zone Provisions		
The following regulations apply:		
a)	Notwithstanding Section 4.2 b) ii and Schedule 5, related to maximum <i>Building Height</i> , the <i>height</i> of a <i>building</i> or <i>structure</i> , or any part thereof located within the Building B Zone area as shown on Figure 6.13.3 (a) shall not exceed a <i>building height</i> of 80.0 metres.	
b)	Notwithstanding Section 4.2 c) related to <i>Building Height</i> Adjacent to <i>Grade Related Dwellings</i> , the <i>building height</i> shall not be limited by <ul style="list-style-type: none"> i) a 45-degree <i>angular plane</i> from the north property line, 	
c)	Notwithstanding Section 4.2 g) (i) related to <i>Tower Floor Plates</i> , the maximum <i>tower floor plate</i> for a residential <i>building</i> located within the Building A Zone area shall not exceed <ul style="list-style-type: none"> i) 1,400 square metres for each floor above a building height of 20.0 m 	
d)	Notwithstanding Section 4.2 j) (i) related to <i>Main Wall Stepback</i> for <i>Buildings</i> greater than 37.5 metres, the minimum main wall stepback from the <i>main wall</i> of a <i>point tower</i> and the <i>main wall</i> of a <i>podium</i> on any <i>building face</i> abutting a <i>street line</i> shall not be less than 2.0 metres.	
e)	Notwithstanding Section 4.2 j) (ii) related to <i>Main Wall Stepback</i> for <i>Buildings</i> greater than 37.5 metres, the minimum main wall stepback of 3.0 metres between the top 6.0 metres and the 18.0 metres of a <i>point tower</i> for <i>buildings</i> equal to and greater than 73.5 metres shall not apply.	



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