

URBAN DESIGN BRIEF

JUNE 2023



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

**720 GRANITE COURT,
PICKERING, ON**

Date:

June, 2023

Prepared for:

1334281 Ontario Limited

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1.0

INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by 1334281 Ontario Limited (the “Owner”) to prepare an Urban Design Brief for the development of the lands located west of Whites Road South, north of Granite Court, east of the CP Railway Corridor/GO Transit Rail Corridor, and south of Highway 401, municipally addressed as 720 Granite Court in the City of Pickering (hereafter referred to as “the Subject Lands” or “the Site”).

The purpose of this Urban Design Brief is to illustrate how the proposal implements the design direction found within the policy context and any supporting guidelines and studies and to provide any additional design direction to align with the goals of the City development.

The Subject Lands are located within the West Shore Neighbourhood. It comprises a total of 11,932 sq.m (1.19 acres) and has approximately 191 m of frontage on Whites Road South, and 117 m of frontage on Granite Court. The Owner is seeking approval for an Official Plan Amendment, a Zoning By-law Amendment, and a Site Plan Approval to allow a 12-storey residential building fronting Whites Road and stepping down to an 8-storey building fronting onto Granite Court, containing a total of 262 dwelling units with 393 parking spaces in total (65 spaces at grade and 328 spaces below grade). The proposed plan complies with the results of noise and vibration studies, railway corridor safety studies, and transportation studies.

The Policy Framework

The Subject Lands are designated as “Mixed Use Areas – Local Node” under the Pickering Official Plan (“POP”). The adjacent lands are designated as “Employment Areas - Prestige Employment” and the CP Railway Corridor/GO Transit Rail Corridor, which the development must maintain a separation distance. The POP also classifies Whites Road South and Granite Court individually as “Type A Arterial Roads” and “Collector Roads” in the Schedule II Transportation System Map, overlaying with transit routes and potential bike systems. The Subject Lands are 300m south of Highway 401, which is identified as “Freeways”, and builds a potential connection between the site and regional destinations within and outside of Pickering and Durham Region.

The Subject Lands are subject to the POP chapter 14 - Detailed Design Considerations to ensure that new development is appropriately configured and designed to achieve a high-quality design and is integrated and compatible with the surrounding area.

Our Approach

In response to this design vision, MHBC, on behalf of the Owner, has prepared this Urban Design Brief to illustrate how the proposed development has met the policies and criteria as set out in the City of Pickering Official Plan, as identified at the Pre-consultation meeting held on March 29, 2022.

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

Sincerely;

MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer



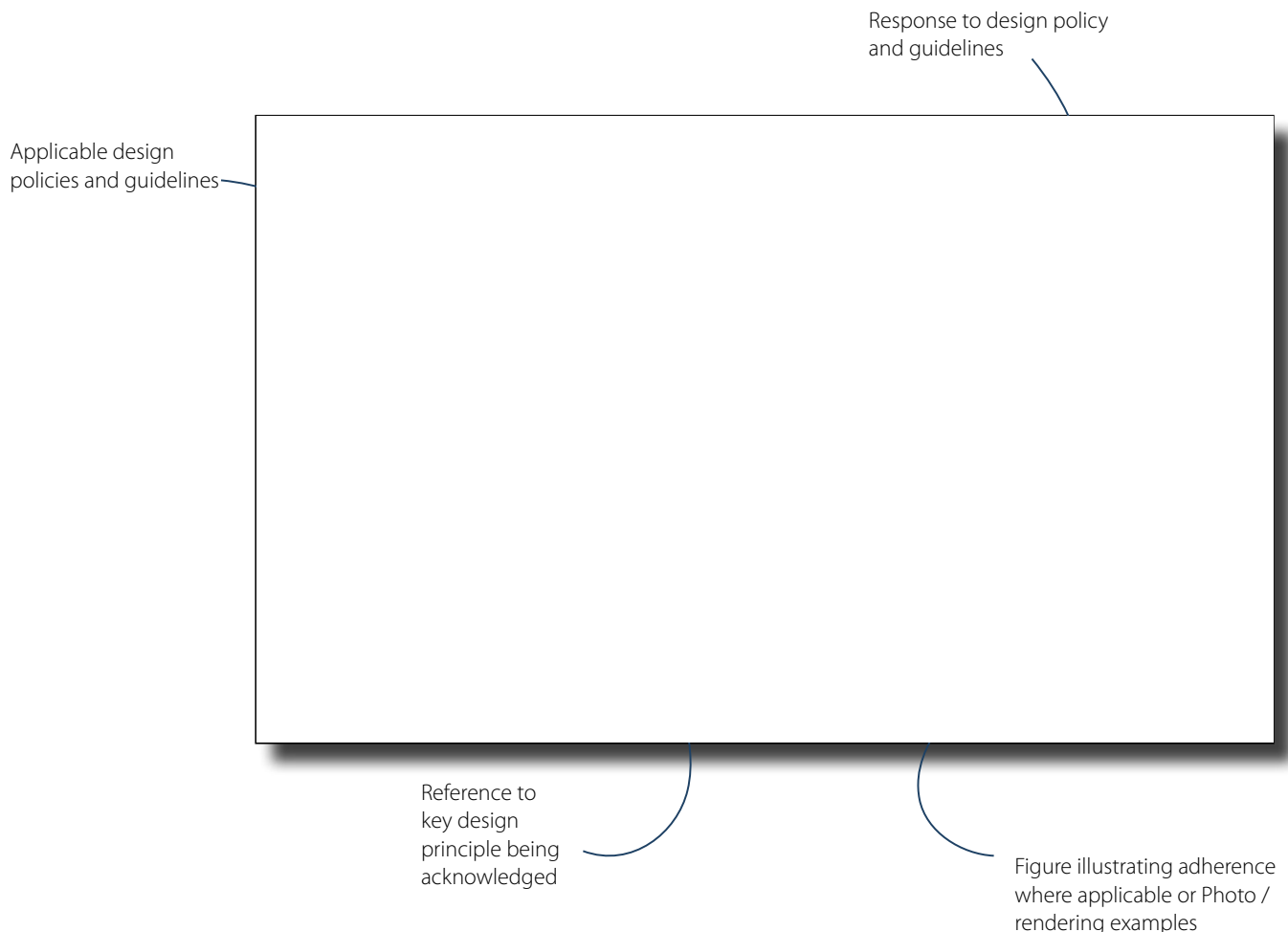
Xinyu Chen, MLA, BEDP
Urban Designer | Landscape Designer

2.0

HOW TO READ THIS BRIEF

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

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



3.0

SITE AND CONTEXT ANALYSIS

3.1 The Subject Lands

The Subject Lands are located west of Whites Road South, north of Granite Court, east of the CP Railway Corridor/GO Transit Rail Corridor, and 300m south of Highway 401, in the City of Pickering, Region of Durham. The Subject Lands are located within the West Shore Neighbourhood.

The total lot area of the Subject Lands is approximately 11,932 sq. m (1.19 acres), with 191 m of frontage on Whites Road south, and 117 m of frontage on Granite Court. Currently, the Subject Lands remain vacant.



Subject Lands

Figure 3.1 : Site Location

3.2 The Surrounding Context

The surrounding land uses within the immediate context of the Subject Lands are as follows:

EAST - Immediately east of the Subject Lands is Whites Road South, identified as a “Type A Arterial Roads” with multi-modal transportation in the POP Schedule II Transportation System Map. On the east side of the Eighth Line are single detached dwellings and , a Petro Canada gas station, a car wash facility, and retail stores such as Market Basket Convenience Store, Wing House Express, and Gino’s Famous Pizza.



Figure 3.2 : Looking East towards residential dwellings across Whites Road south.

SOUTH - Directly south of the Subject Lands is Granite Court, identified as a “Collector Roads” in the POP Schedule II Transportation System Map. Further south are single detached dwellings and recreational spaces, including Dunmoore Park and tennis courts.



Figure 3.3 : Looking South along Whites Road south towards Granite Court.

WEST - Directly to the west of the Subject Lands is the CP Railway Corridor/GO Transit Rail Corridor, Further east area a mix of employment uses, including retail stores, self-storage, light industrial warehouses, and offices, which require consideration for an appropriate transition and buffering.



Figure 3.4 : Looking West towards Prestige Employment Area.

NORTH - 300m north of Rail Corridor as noted previously, is Whites Road South, and the interchange to Highway 401.



Figure 3.5 : Looking North towards Highway 401.

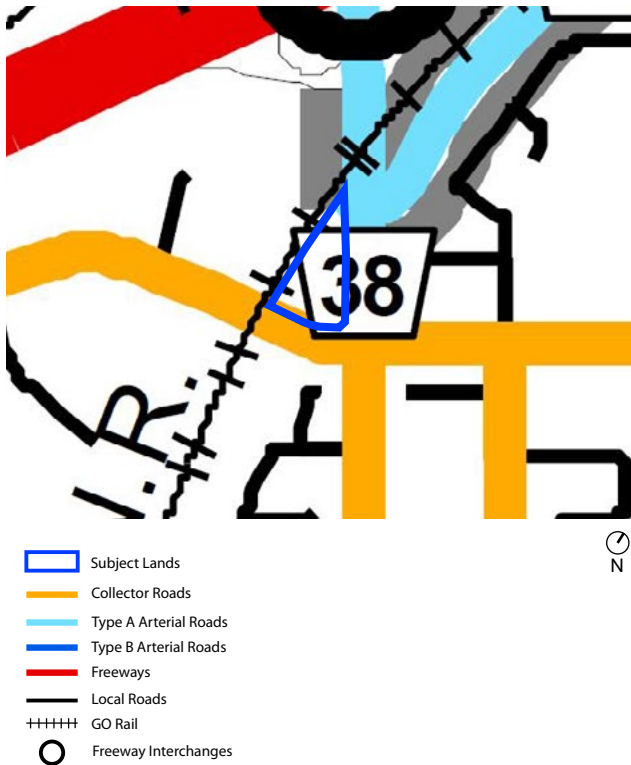


Figure 3.6 : Site Location

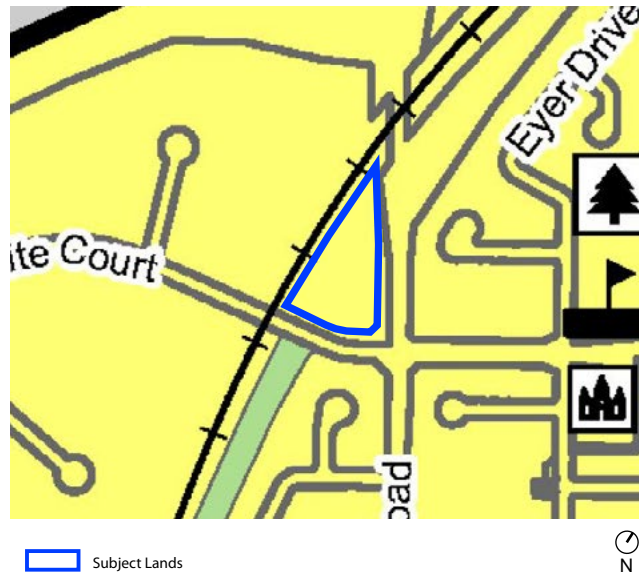


Figure 3.7 : Site Location

3.3 Context within Walking Distance

The subject lands are located on the north side of granite court, west of Whites Road south, individually identified as “Collector Roads” and “Type A Arterial Roads” respectively. The subject lands are designated as “Mixed Use Areas-Local Node” in the POP Schedule I Land Use Structure. The lands abutting Whites Road south are in similar use with several commercial services. Low density residential are present to the east and south with 1 to 2-storey detached residential dwellings and community facilities such as parks, schools, and places of worship. Commercial services are also provided in the Prestige Employment area to the west. As seen in **Figure 3.8**, several amenities and facilities are available within 10 min walking distance,

north of Highway 401, including retail, food service, a gas station, grocery, dealerships, and an emergency center along Kingston Road. The site is within walking distance of a natural area to the southwest with a potential green connection. Significant transit corridors within walking distance include Whites Road south and Kingston Road, with existing public transit options and multi-model transit circulation, providing easy access to the site. In addition, the highway 401 provides connections between the site and regional destinations in the Greater Golden Horseshoe.

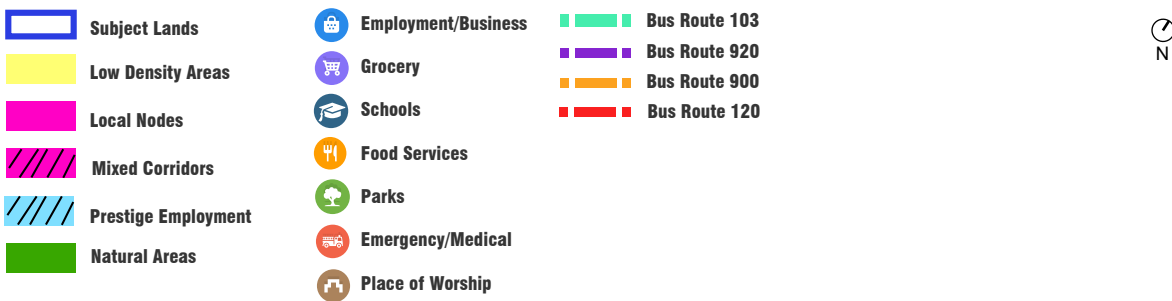
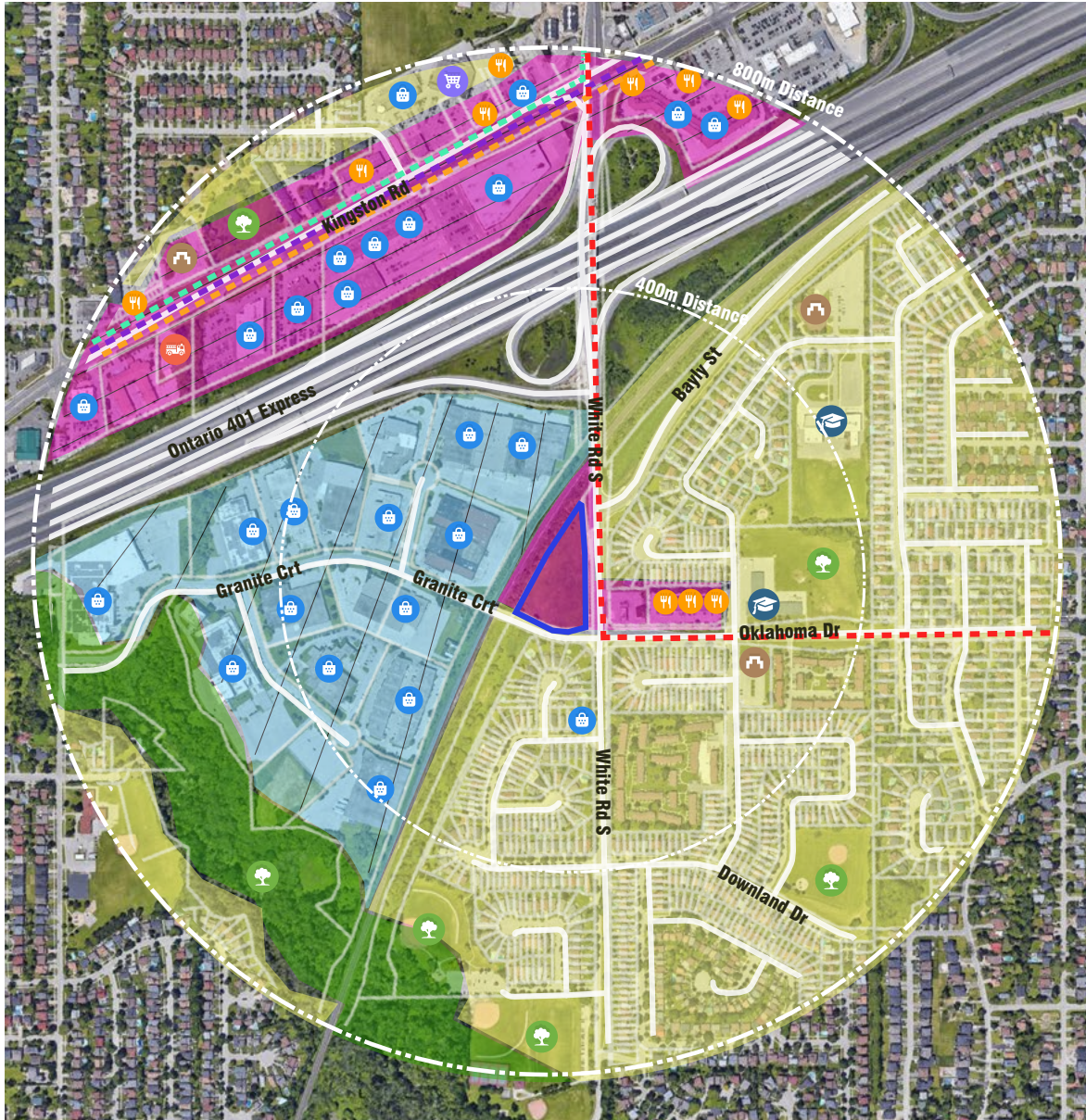


Figure 3.8: 800 m Context Map showing Community Interest Points and Transit Connectivity

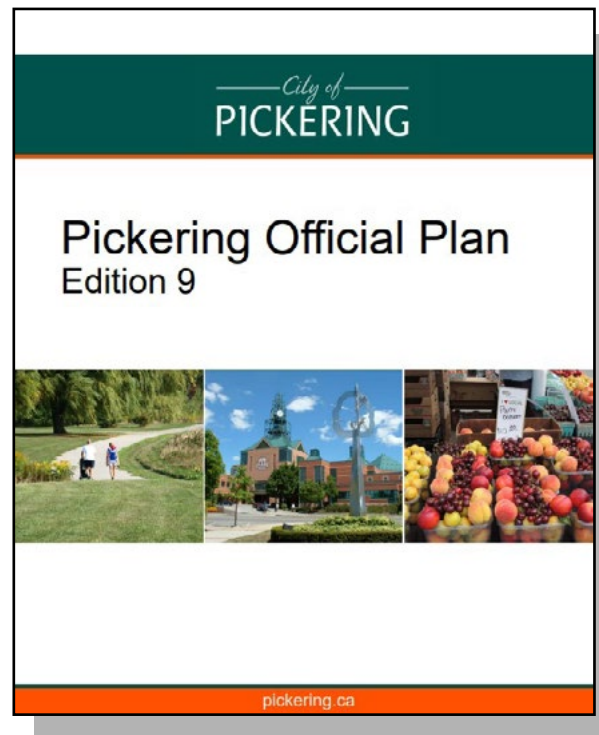
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DESIGN VISION AND OBJECTIVES

As noted in Section 1.0 of this report, the Owner is seeking approval for an Official Plan Amendment, a Zoning By-law Amendment, and a Site Plan Application. The proposal represents the development of vacant lands with a high-quality, vibrant 12-storey mid-rise development containing a total of 262 dwelling units at the gateway of the West Shore neighbourhood west to Whites Road south. The proposal will achieve infill of a vacant lot in a compact urban form that is well-connected to and compatible with the surrounding residential, employment, and mixed-use lands within the community.

The following goals and objectives have been identified for the purposes of achieving the vision for the development:

- Support residential use to address the need of the West Shore neighbourhood population and the City objectives;
- Introduce a compatible mid-rise residential development that is designed to respect sunlight, view, and the privacy of adjacent residential dwellings and transitions in height and massing to adjacent low-rise residential and prestige employment areas through appropriate design, layout, transition and buffering;



DESIGN VISIONS AND OBJECTIVES

- Achieve a high-quality architectural design that is innovative and timeless, contributing positively to the future planned character of the community;
- Create a strong, visually appealing street edge along Whites Road south and Granite Court, in relation to the Whites Road transit corridor, that will improve the streetscape and encourage the use of active transportation. This includes high-quality building design and placement that addresses the street frontage in terms of architectural detail, active uses with direct access to the public sidewalk with signage, and enhanced the publicly accessible open space and landscaping along the public street frontage;
- Provide a development that, through the combination of massing, orientation, enhanced landscape design, pedestrian entrances, architectural elements, detailing, and material selection, will result in a positive pedestrian experience along the street frontage and between adjacent uses;
- Support the creation of a high-quality pedestrian realm focusing on safe, comfortable and accessible connections throughout the site and to surrounding service destinations in coordination with the Durham Region Transit Plan vision of enhanced linkage opportunities on arterial roads and transit corridors;
- Provide a gateway landscape feature at the corner of Whites Road south and Granite Court that reflects the treatment on the southwest corner of this intersection through high-quality landscape design and seamless integration with the streetscape.
- Provide on-site amenities for active and passive recreation and service areas that benefit occupants and visitors of any age and mobility with appropriate setbacks and landscape buffers.

5.0

THE PROPOSAL

The proposal seeks to establish a pedestrian-oriented mid-rise residential building on the Subject Lands, fronting Whites Road and Granite Court with at and below grade parking spaces and a full-movement access from Granite Court. The proposed development will be compatible with the surrounding context and responds to the vision of the City of Pickering Official Plan (“POP”).

The proposed massing supports a range of residential units and amenity space in a 12-storey building, stepping down to an 8-storey building to the south fronting onto Granite Court. The proposed development includes 262 residential units, which will

assist the City by providing additional residential units to the housing supply. The proposed development will offer bachelor, 1 and 2 bedroom +/- den units to serve a broad range of residents.

The proposal will provide a total Gross Floor Area (“GFA”) of 20,096.62 sq. m (216,320.02 sq. ft). The proposal will feature 1,009 sq. m (10,860.7 sq. ft) of shared outdoor amenity area, including a ground-level outdoor amenity area to the north and rooftop amenity terraces on floor 9th. In addition, a total of 499 sq. m (5,371 sq. ft) of indoor amenity space is proposed on the ground floor and 9th floor for the benefit of residents and their visitors.



Figure 5.1 : Proposed Building and Site Layout

As mentioned above, the proposed development will include one vehicular access off of Granite Court to the south, providing access to the ground-level parking spaces, drop-off area, loading area and underground parking ramp. The proposal includes 65 surface parking and 328 underground parking spaces within 2 levels of underground parking.

The development proposal includes 157 bicycle parking spaces, consisting of short-term visitor spaces on the ground floor and secure long-term residential spots within parking levels.

The proposal integrates amenity uses at grade along Whites Road South to support the adjacent public realm by animating and providing active frontages along the street, as well as to limit exposure to the railway corridor.

The proposed development ensures a pedestrian-oriented design by providing a street-related building design that addresses the street frontage in terms of architectural detail, active uses with direct access to the public sidewalk, and enhanced landscaping along the public street frontage. Where lobby and indoor amenity areas are proposed at grade, they are well designed to provide seamless connectivity to the public and private realm through integrated architectural elements, materials, floor heights, and wayfinding features.

The proposed architectural design frames the arterial road corridor, serves as a gateway to the community, offering a pedestrian-oriented development with at-grade active uses and outdoor amenity spaces that achieve a local identity on the site. The building's overall positioning and internal programming contribute to the area's character. The building features unique built-form elements that remain unified by the common architectural expression, massing and articulation envisioned in the POP.

Additional core design principles include human-scaled development and a respectful relationship between the proposed building and the adjacent neighbourhood. This is achieved through grade-level building design and implementation of step backs of the floors above. The design respects the low-rise character of the adjacent neighbourhood, maintaining a 45-degree angular plane measured from the neighbouring properties opposite side of the street. The development will provide a prominent place to live within the West Shore community, attracting people from the broader context, who can easily access the site due to its location and multi-modal connectivity.

A high-standard landscape design will be implemented strategically throughout the site to distinguish vehicular circulation, promote pedestrian safety and security, encourage positive aesthetic and environmental contributions, and maintain the area's character.

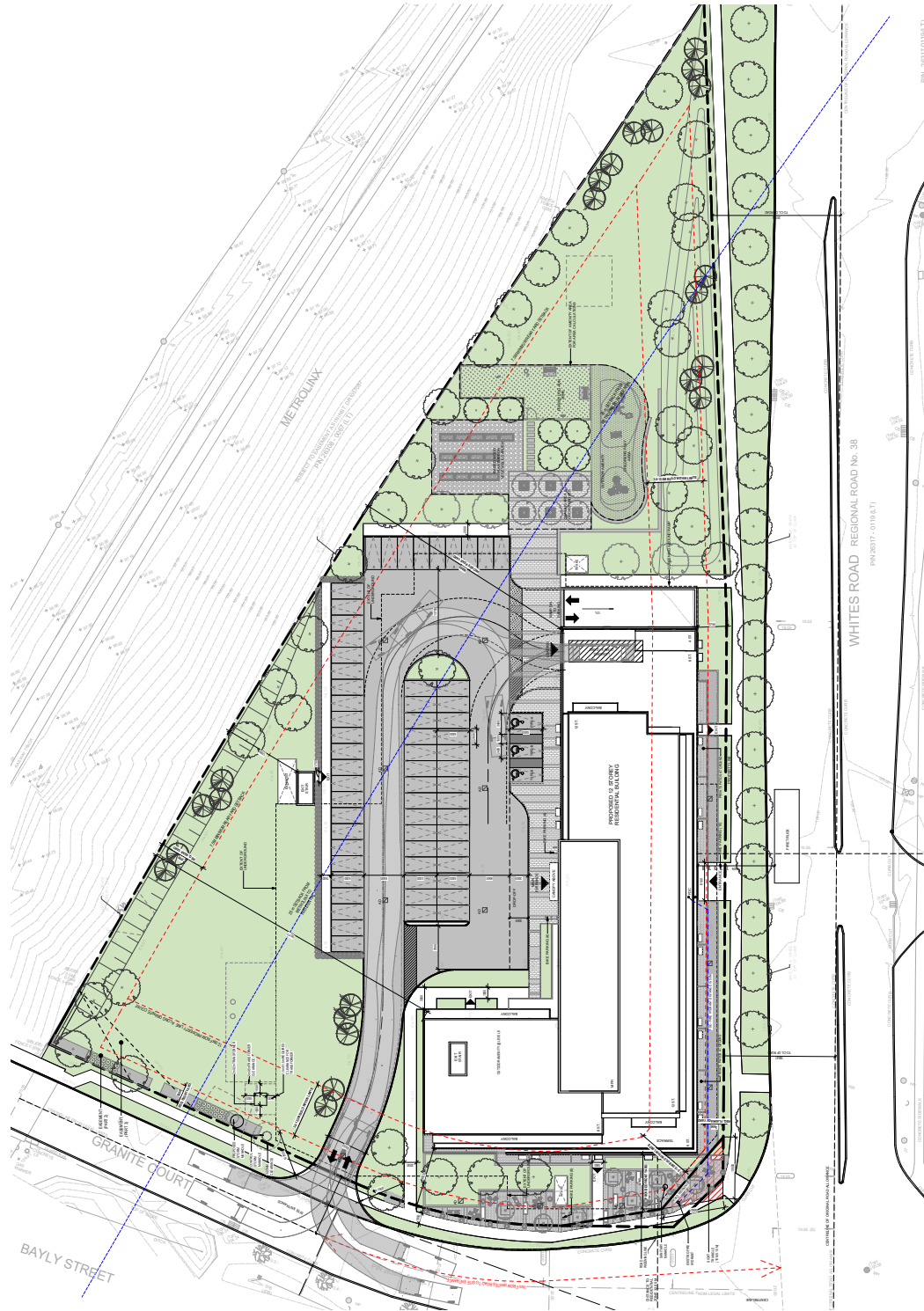


Figure 5.2: Site Plan of the Proposed Development

6.0

SITE DESIGN AND ORIENTATION

THE CITY OF PICKERING OFFICIAL PLAN

Chapter 14 Detailed Design Considerations

14.2 Community Image

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;

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.

14.6 Views and Vistas

a) recognize significant views of prominent buildings and open spaces at the scales of neighbourhoods, streets, small public spaces and individual development sites;

14.9 Human Scale

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

14.10 Design of Buildings

h) require the height, form, massing and articulation of the façade of new buildings to reflect its “position” or significance on the street;

14.11 Personal Security

a) endeavour to ensure that the design of developments minimize conditions that are potentially dangerous to the public without impeding functional and aesthetic characteristics

14.12 Barrier-Free Access

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 proposal represents a compact development with safe, attractive, pedestrian-oriented street frontage that creates, reinforces, and enhances the neighbourhood and strengthens the character by establishing a landmark build form at the edge.

The proposed mid-rise residential building is oriented to align with Whites Road south and Granite Court and treated by architectural features and supportive streetscape elements to frame the adjacent public

streets. The building establishes a new built-form presence and promotes a strong streetwall while framing and articulating the intersection.

The building has 2 primary barrier-free entrances, one located off of Whites Road south and the other at the rear facing the parking area. They are positioned strategically to provide direct access across the building to the public realm, walkways and parking area with maximized pedestrian visibility

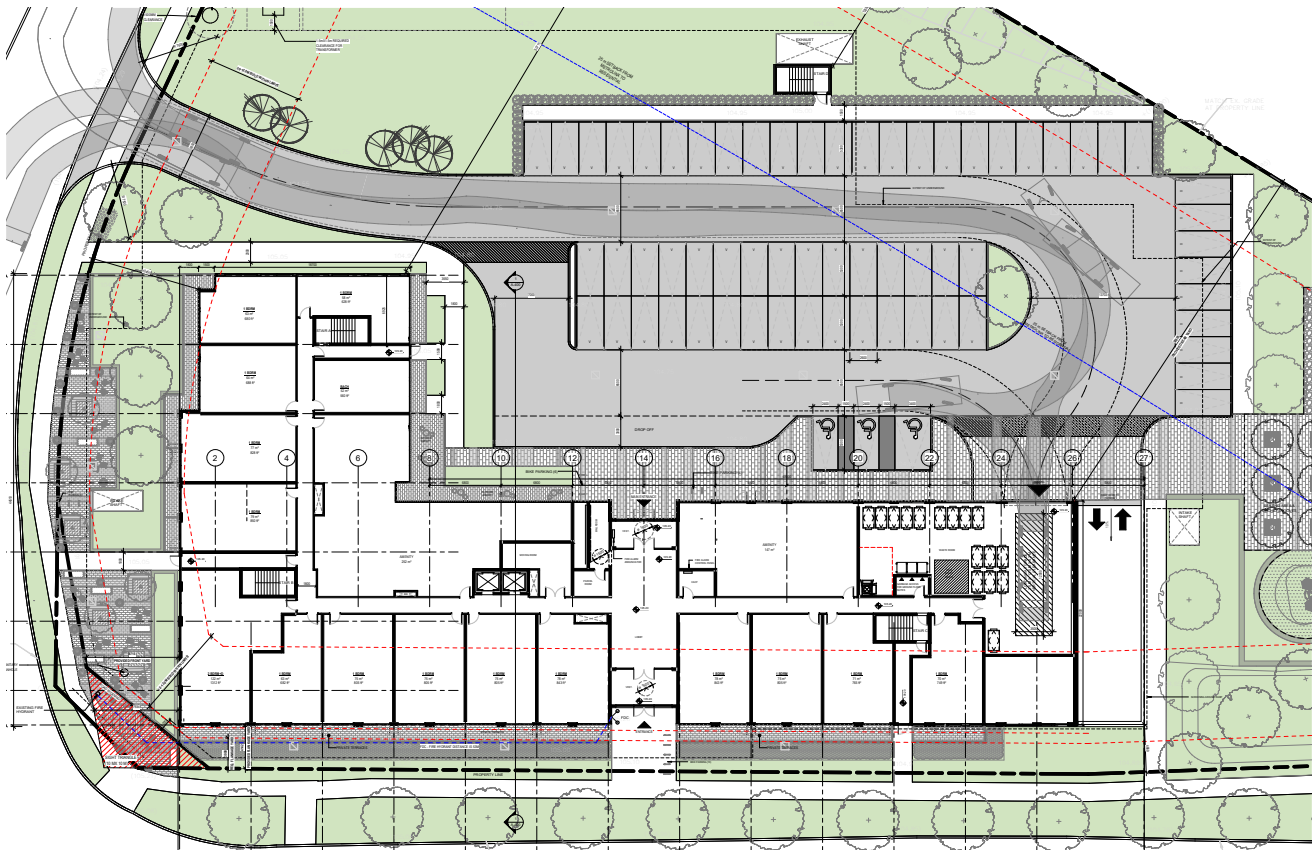


Figure 6.1 : Ground Level Floor Plan and Site Layout



and minimized impact from vehicular circulation. The proposal includes overhangs at the main entrances that will be a decorative architectural feature on the building's façade.

The building is well-positioned to achieve positive viewsheds and protect sky views. Additional views and vistas will be established through the proposed exterior amenity areas to the north, allowing several opportunities for outward viewpoints. The proposed building incorporates sufficient setbacks to protect view corridors and sunlight through spatial separation. The proposed indoor and outdoor amenity areas are oriented and programmed to establish a physical and visual relationship with the public and private realm at grade.

As mentioned in previous sections, the proposal focuses on providing a compatible development that will fit harmoniously with its immediate surroundings and greater context. The site orientation reinforces the interface between the development and the abutting street while respecting the character of the existing low-density context and recognizing its potential for future evolution. The building design with setbacks and stepbacks helps the massing achieve a human-scaled streetscape in relation to the pedestrian realm.

The proposal also incorporates 25-metre setbacks and separation distance with buffering landscape features, from the abutting railway corridor to the west to mitigate the potential impact from noise, vibration, odour and dust, and to protect health and safety should a derailment occur. Natural features along the corridor and adjacent to the site will be preserved and retained. As a result, the site emerges as a compact development that blends into the surrounding context and actively interacts with the public realm while ensuring compatibility and safety.

The building orientation and placement achieve a landmark and wayfinding element that enhances the street corridor. The overall proposed building design will include variations in massing, built-form articulation, and material variety to address the street frontage and public realm. The building addresses the public realm with a fully glazed façade and active uses, including a residential lobby, unit entrances, and enjoyable indoor amenity areas, which create a friendly atmosphere at grade that will animate street frontage. The variety of spaces frames the street edges, supporting a vibrant character to the neighbourhood while ensuring passive surveillance.



The development is oriented in a fashion that aligns with the patterns of the neighbourhood, with a circulation system supporting walkability and promoting safe pedestrian and cycling movement. The proposed walkway system will be delineated, which will support accessibility and contribute to an engaging, effective and safe pedestrian experience. The proposal includes barrier-free features and logical connections, particularly around the building, parking spaces and entrances.

The proposal further contemplates publicly accessible open spaces to the south and north, implementing high-quality landscape design to activate the streetscape along adjacent public roads. This will improve the image of the community while creating a landmark destination.



Figure 6.2 : View towards North

7.0

BUILT FORM AND MASSING

THE CITY OF PICKERING OFFICIAL PLAN

Chapter 14 Detailed Design Considerations

14.2 Community Image

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.

14.6 Views and vistas

f) endeavour to ensure that the design of sidewalks and other portions of buildings adjacent to public spaces provides views from exterior to interior activity areas, including stairwells, corridors, and entrance and elevator lobbies.

14.9 Human Scale

a) encourage the use of continuous horizontal projections such as cornices, roof overhangs or masonry courses within the first few storeys of buildings adjacent to pedestrian routes to establish human-scaled visual and physical references;

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;

14.10 Design of Buildings

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;

c) where new development is proposed within an existing neighbourhood or established area, encourage building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and building area to site area ratios;

d) require designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns and internal divisions, to assist in defining human scale and providing visual interest;

f) require the orientation of the main front entrances to commercial, industrial, apartment and public buildings towards the street whenever possible, and to be visible from main pedestrian routes and vehicular approaches;

g) encourage building designs that consider both the initial lifespan of the building or structure, and its potential for future adaptation;

h) require the height, form, massing and articulation of the façade of new buildings to reflect its “position” or significance on the street;

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;

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 design building design and promote which reflects neighbourhood character;

o) encourage the implementation of green development standards in the design of buildings, including but not limited to the following:

- ii) installing green or white roofs to improve energy efficiency in buildings, stormwater absorption and quality, and to reduce urban heat island effects;
- iii) installing bird-friendly glazing, particularly on new tall buildings proposed within established migratory flights paths, to prevent potentially fatal collisions with windows;
- iv) using non-toxic and recycled content building products; and

- v) orienting buildings to maximize the use of natural sunlight; and

p) encourage development to design and certify new buildings to LEED® Silver, Gold or Platinum standards, or alternative equivalent.

14.11 Personal Security

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;

RESPONSE

The proposed 12-storey mid-rise residential development is located at this specific site that can accommodate a medium-density building and protects appropriate separation distances from abutting low-rise residential properties. This includes an approximately 4m front yard setback, a 1m side yard setback, and a more than 25m rear yard setback for levels 1st to 4th, ensuring adequate views and natural light onto adjacent streets are provided, and privacy of neighbouring properties are protected.

The proposed heights are appropriate, given the site’s location at the end of the West Shore neighbourhood, in proximity to low-density residential areas, prestige employment area, and railway corridor, and in proximity to Highway 401. The proposed building respects the existing built patterns and encourages a transition from the employment area and rail corridor to the east while creating the urban gateway feature at the entrance into the community west of Whites Road south. The proposal serves as an appropriate transition along the Kingston Intensification Corridor between

Highway 401 and the low-rise built form towards the south in terms of height, scale and density.

Specifically, the building massing integrates height transitions to adjacent developments, notably toward the south and east, by progressively shrinking the floor plate, stepping down to an 8-storey fronting Granite Court, and gradually shrinking the floor plate and implementing step-backs on levels 5, 7 and 9. The proposed building stays below a 45-degree angular plane taken from the south and the east neighbouring property lines across the public streets, ensuring the protection of privacy, minimizing overlook and protecting sunlight onto adjacent properties.

To the north, the building provides step-backs to create an appropriate transition to outdoor amenity space as well as exhibits a high-standard design to promote an attractive gateway near Highway 401. Thus, the development will not interrupt views and vistas and will complement the City's emerging skyline.

The development incorporates residential and amenity uses. These spaces are distinguished through massing, architectural articulation, and internal building programming. The proposed first four storeys help to scale and downsize the development along the public streets. The ground level is mainly dedicated to active uses, such as a residential lobby and indoor amenity area with visibility to and from these areas with vision glass and doors for an animated, pedestrian-oriented, safe street edge, and interior private and communal spaces.

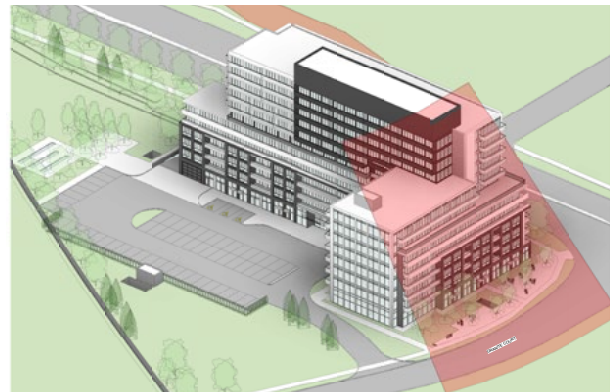
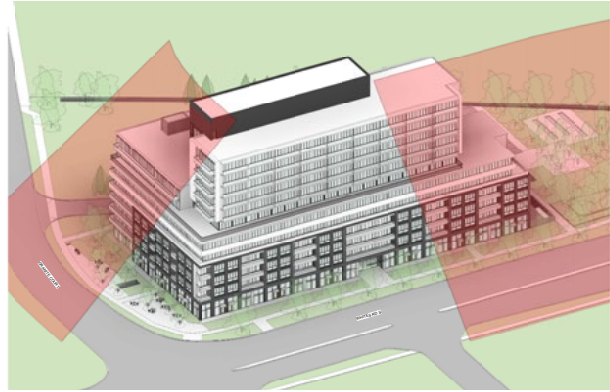


Figure 7.1 : Perspectives showing the Proposed Building with 45-degree Angular Planes Calculated from Neighbouring Properties

The ground floor incorporates setbacks to provide an opportunity for a wider private realm and landscape threshold along Whites Road south and Granite Court. This creates an engaging pedestrian interface at the street level, and maintains the exterior colonnade's rhythm while generating a façade with fine-grained articulation and fenestration.

As mentioned previously, the proposed building acts as a gateway and focal point, which implies its dedication to the public realm, creating a sculptural moment that animates the streets and establishes the human scale. The proposal will promote a unique local identity that creates new user experiences and views through statement-making architecture related to the

Site's specific context while offering a unified design language within the West Shore neighbourhood. This is achieved by high-quality design and facade, comforting window heights, columns and internal divisions. Expressive cornices and roof overhangs are implemented for pedestrian protection and levels of comfort in all weather conditions. Furthermore, the building contemplates common materials like glazing, brick, clad metal, precast panels and concrete that require low maintenance, ensure an attractive building appearance, and contribute to the building lifespan and potential for future adaptation. These design elements articulate the building façade to create variety and interest along the public realm.

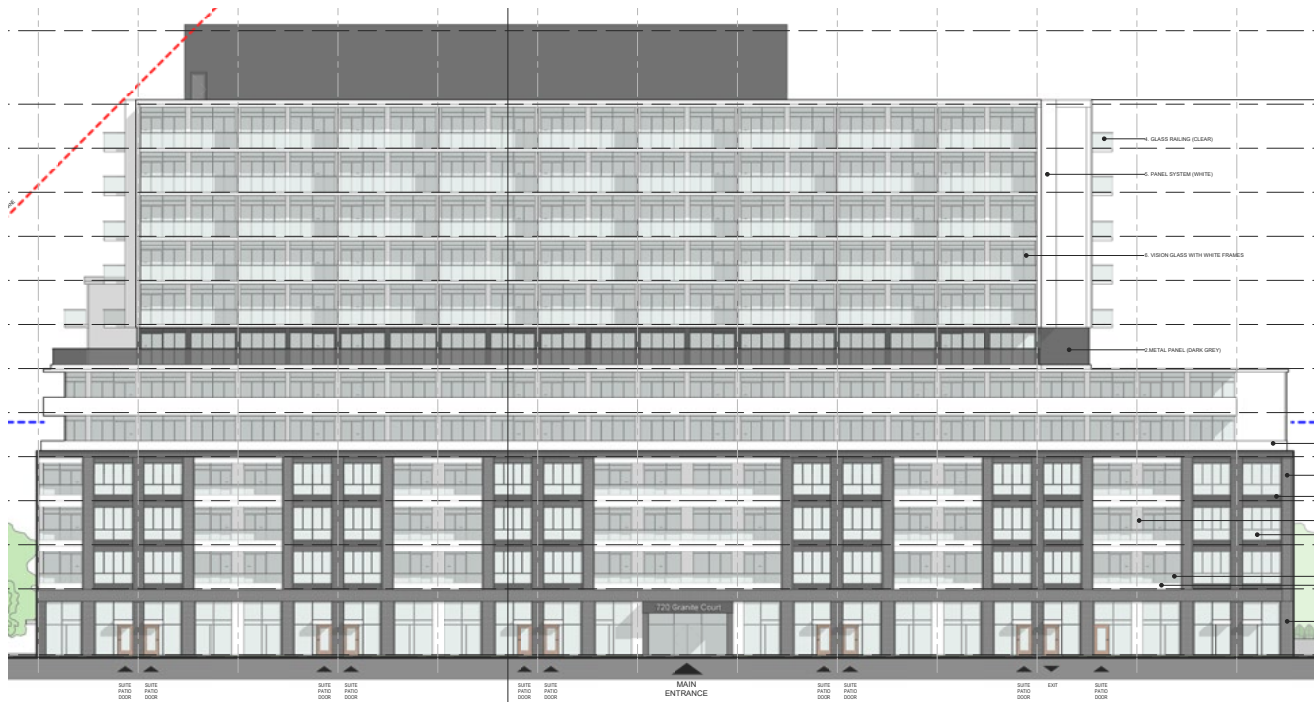


Figure 7.2 : East Elevation of the Proposed Building

BUILT FORM AND MASSING

The proposal also incorporates green development standards in the design of buildings by implementing high-quality design standards, non-toxic materials, and energy-efficiency resources.

Overall, the development is designed to ensure an appropriate separation distance and height transition, minimizing building shading while protecting privacy through limited overlook opportunities. The building follows urban design best practices which support a comfortable pedestrian realm, establishing a low-rise relationship with the abutting developments and public realm while incorporating architectural details and articulation for enhanced streetscape and wayfinding. Building frontages continuously delineate the view corridors and create uninterrupted visual and physical interaction with the surrounding area through articulation and materiality. Thus the proposed building adds vibrancy, rhythm, and achieves a more welcoming environment for pedestrians.

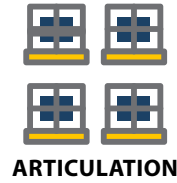


Figure 7.3 : Examples of well-designed building material

MARCH 21ST

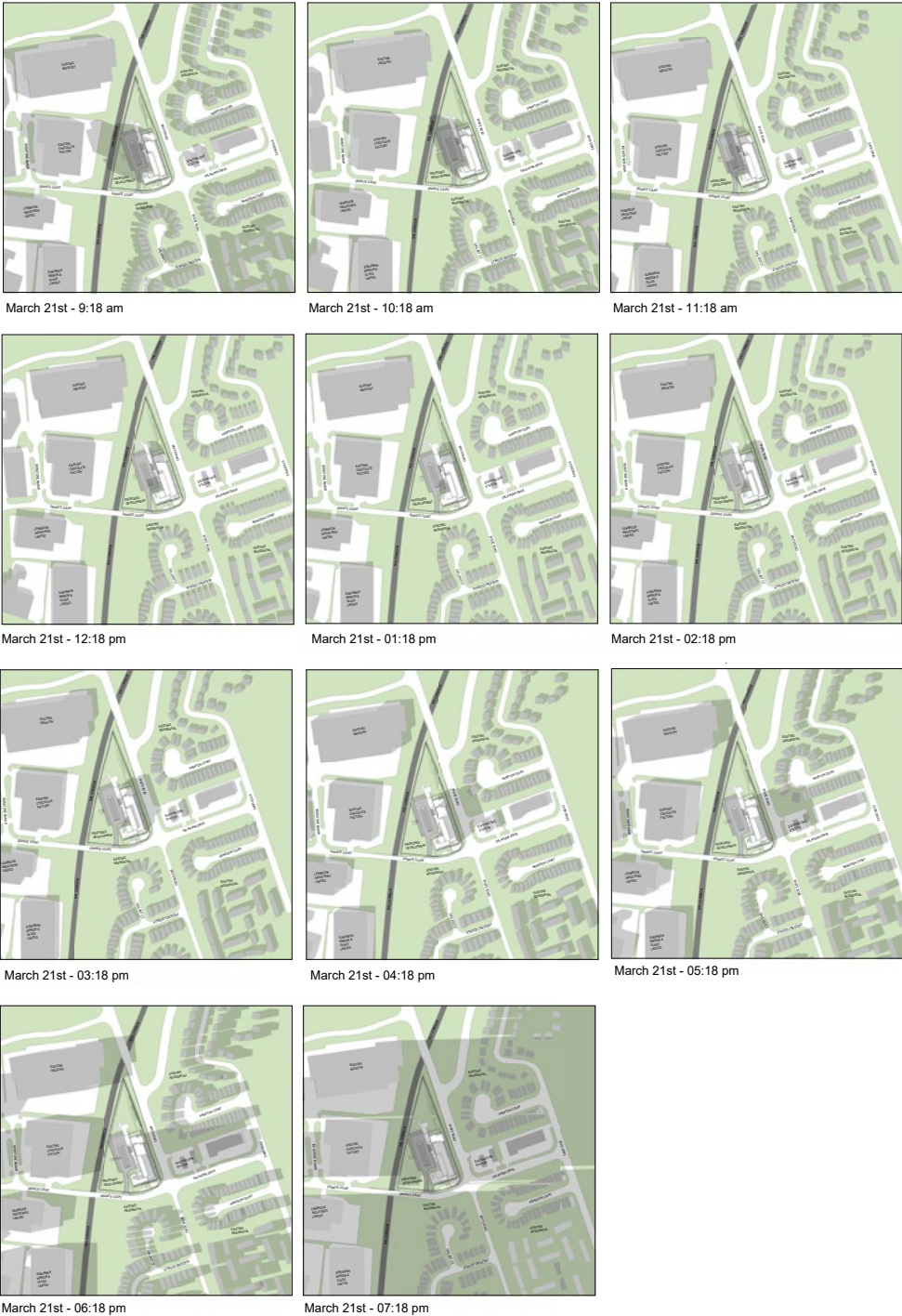


Figure 7.4: Sun/Shadow Study - Spring Equinox

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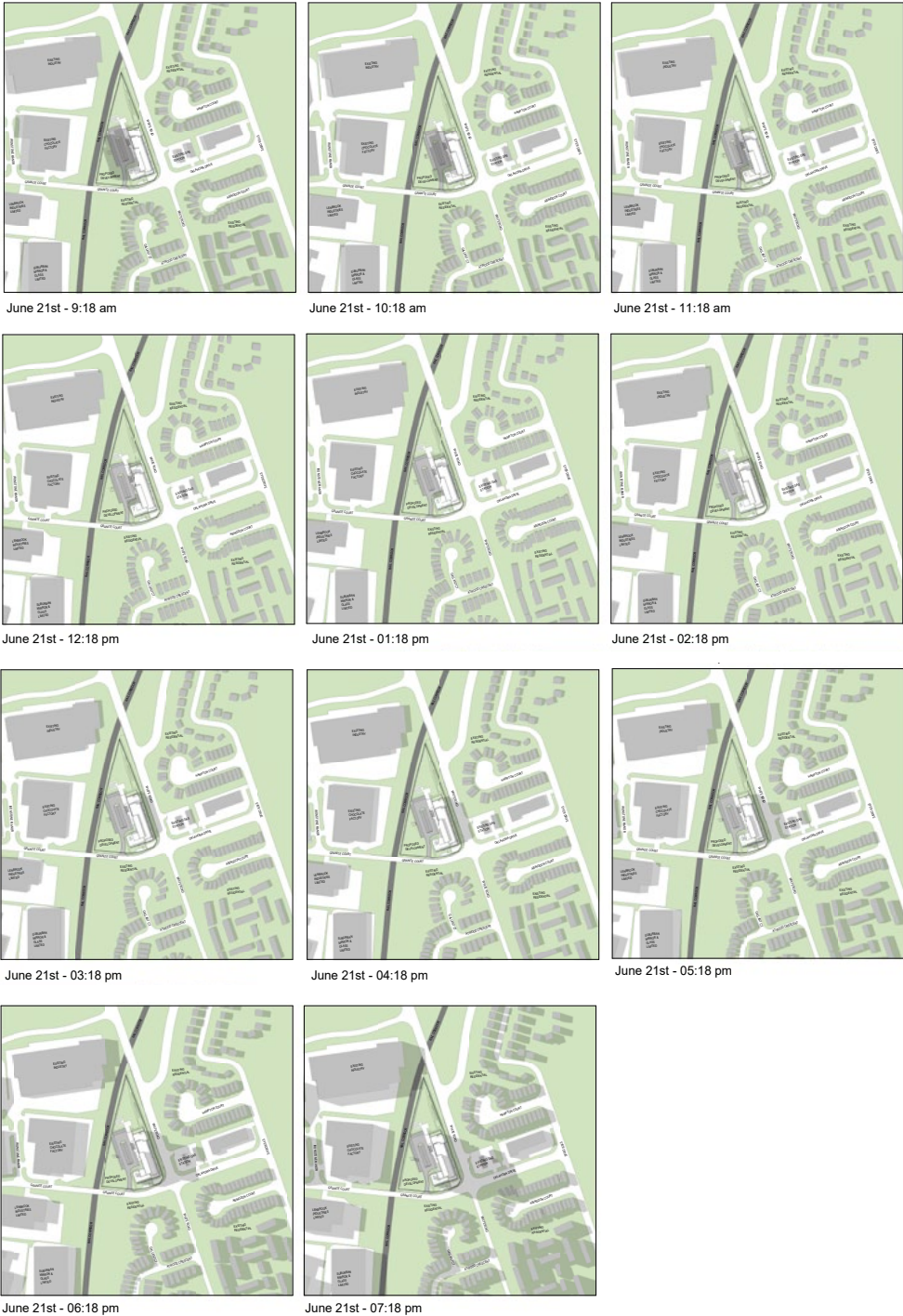


Figure 7.5 : Sun/Shadow Study - Summer Solstice

SEPTEMBER 21ST

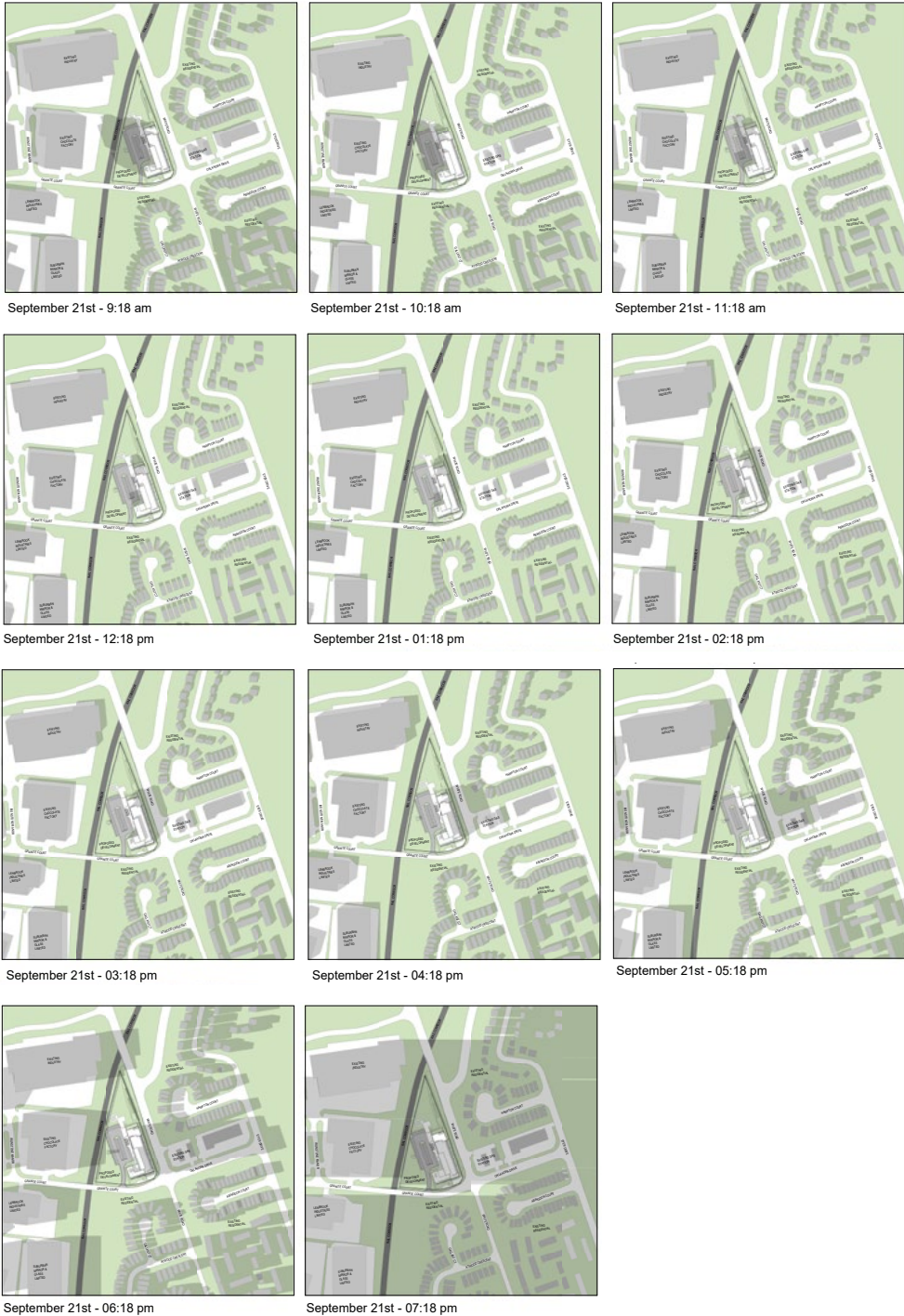


Figure 7.6: Sun/Shadow Study - Fall Equinox

DECEMBER 21ST

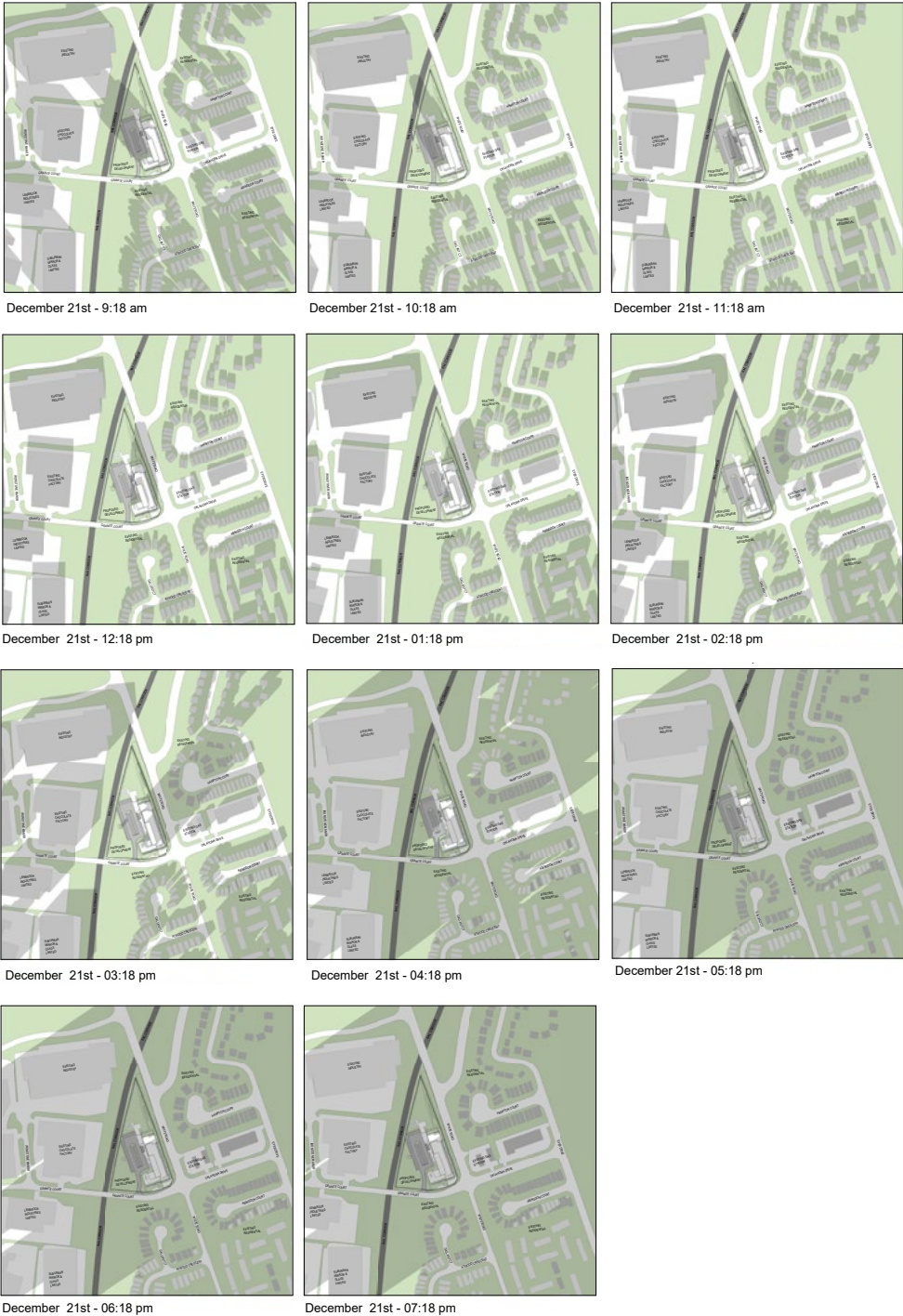


Figure 7.7 : Sun/Shadow Study - Winter Solstice

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PUBLIC REALM

THE CITY OF PICKERING OFFICIAL PLAN

Chapter 14 Detailed Design Considerations

14.6 Views and vistas

c) evaluate new development proposals for their opportunity to maximize, create or enhance views and vistas;

14.8 Streetscapes

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;

h) endeavour to ensure that seating on public and private streets is provided for pedestrians at

waiting areas, bus stops, and near public facilities and institutions, and to support leisure activities, conversation and social interaction in commercial, civic or mixed use areas;

14.9 Human Scale

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;

14.12 Barrier-Free Access

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;

RESPONSE

The proposed development provides an abundance of active edges, which add visual interest and vitality to the public realm.

First, by placing active uses, including some residential units and amenity areas, at the ground level and adding entrances to the building's primary frontages. The building frontage and its prominent location helps to increase pedestrian interaction along the streets.

Second, the building uses at grade will be designed and programmed to contribute to the site's dynamics and vibrancy. Residential lobby and amenity spaces will be highly visible from the pedestrian realm due to the buildings' reduced wall-to-window ratio and generous ground floor heights. The transparency at grade gives a view to the internal animation and common areas from the public realm. Furthermore,

and as noted previously, the building serves as a landmark by framing the view corridors and adding another layer of legibility to the public realm.

Third, the development provides active frontages by articulating the building façade, with setbacks and projections (such as balconies) that enliven the street edge and provide a welcoming pedestrian coverage through weather protection under the proposed colonnade. Additionally, articulation elements, such as windows framed by large slabs and piers on the building's façade, give vertical and horizontal rhythm to the street scene and break up the appearance of continuous walls.

Moreover, architectural details are incorporated into the buildings' façades to establish a sense of enclosure along the public realm and ensure adequate sunlight. This is notably achieved by reducing the ground floor footprint, implementing an appropriate building-street ratio, creating continuous and porous edges, using transparent and harmonious materials, and the proportionately scaled built form.

Lastly, the proposed publicly accessible open spaces with landscaped edges and amenities, will provide a desirable pedestrian experience internally and a positive public realm externally, encouraging leisure activities and social interaction, providing interest



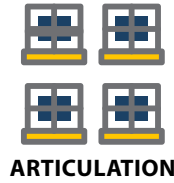
Figure 8.1 : View of well-designed public realm and streetscape along Granite Court and Whites Road South

throughout all seasons and accentuating the unique character of Granite Court and Whites Road South.

Pedestrian sidewalks to the public realm are well designed and defined utilizing enhanced landscape and paving material to support cycling and pedestrian use. The design prioritizes pedestrian movement and promotes further connections to the circulation network, public transit options, and open space in the neighbourhood. These connections to the public realm meet the needs of all users for movement and socializing, contributes to various local, social and recreational activities, creates a sense of identity, and promotes a healthy lifestyle.

Figure 9.2 portrays the public realm with landscape design.

Overall, the proposed development will be a safe, attractive, accessible, and comfortable public realm, providing an optimized experience for users of all ages, and abilities.



9.0

LANDSCAPE AND OPEN SPACE

THE CITY OF PICKERING OFFICIAL PLAN

Chapter 14 Detailed Design Considerations

14.2 Community Image

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;

14.4 Design with Nature

b) where possible, require the maximum retention of natural features on properties proposed to be developed, and ensure that such features are permitted to regenerate with minimal intervention;

c) encourage the protection of mature trees of aesthetic and heritage value;

e) 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;

f) 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;

g) in certain areas of the City, encourage the use of low maintenance plant and landscape materials which enhance ecological stability; and

h) 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.

14.6 Views and vistas

d) endeavour to maintain and enhance views of natural features, including woodlots, topographic features, bodies of water and across open spaces;

14.8 Streetscapes

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;

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

14.9 Human Scales

d) encourage the use of trees and shrubs in areas of more intense development or within large open spaces to create human scale;

14.11 Personal Security

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;

RESPONSE

The proposal contemplates an enhanced landscaped design that will provide a high level of comfort and visual aesthetics and will complement streetscape design to contribute to the community image while reinforcing the gateway feature legibility of this site and location.

High-quality landscape design and details are proposed to achieve a unique sense of place and local identity. The building’s main entrance and connecting walkways will be equipped with landscape features to create a comfortable and well-defined pedestrian arrival and departure experience for residents and visitors, as well as increase the site’s visual interest. The landscape materials are proposed to maintain views into activity areas, including the residential lobby, windows, and walkways, to promote natural surveillance and ensure users’ safety.

The proposal will feature a total of 1,508 sq. m (16,232 sq. ft) of shared amenity area, including a ground-level outdoor amenity area and rooftop amenity terraces on floor 9th. A highly programmed landscape experience is provided across the site where seating is complemented through coniferous and deciduous trees framed by decorative paving to provide all-season protection and accentuate the space while offering screening from abutting properties.

Furthermore, landscape design along the street frontage within the setback provides shade in the summer, visual interest throughout all seasons, and accentuates the special character of the area. High-quality landscaping will be provided in order to vertically screen the limited surface parking and enhance visual interest along the street frontage, softening the existing hard edges.



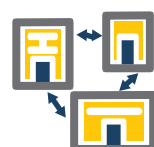
PUBLIC REALM



ANIMATION



CHARACTER



CONNECTIVITY

A mixture of shrubs, trees, and perennial beds will be used to provide adequate separation from the surface parking area and the public realm, as well as the outdoor amenity spaces.

Landscape plantings will differ in this area, focusing instead on the property line enhancing the buffer and transition, and potentially creating a green corridor in alignment with open spaces to the south.

The proposed landscape plantings will be consistent with local tree and plant species which will be native, low maintenance, drought and disease-tolerant, withstanding seasonal changes and roadside conditions.

The street-level design will be further defined through a mixture of soft and hard landscaping to enhance the edges of the site, such as the amenity area to the south and north, facilitating all kinds of social congregations.

Changes in paving material and pattern will be used to mark essential site thresholds and programmatic changes to increase the development's legibility and distinguish outdoor activity and rest areas. An alternative pavement will be introduced to the sidewalks where the indoor activities spill out to leverage public realm spaces for temporary or permanent programming or transformation of spaces. Moreover, surface finish materials will be selected to display harmonious texture/ pattern per the neighbourhood's visual definition.

The landscape design of the site and the exterior amenity areas ensure resiliency in use while reducing the urban heat island effect using elements including raised planters, terraced seating, and unit paved banding. The design provides a balance between soft and hard-paved elements, as well as a dynamic interplay of textures and functions at various levels, creating a solid greenery connection and diverse users' experiences.



Figure 9.1 : View towards South from Granite Court



Figure 9.2 : Landscape Plan

10.0

ACCESS, CIRCULATION AND SAFETY

THE CITY OF PICKERING OFFICIAL PLAN

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14.8 Streetscapes

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

14.9 Human Scale

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;

14.10 Design of Buildings

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;

14.11 Personal Security

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;

h) endeavour to ensure adequate lighting, early detection (e.g., mirrors and transparency), and remote monitoring (e.g., cameras) are used in locations where personal security risks may be present;

i) endeavour to ensure developments are designed to provide users a choice of routes between parking areas, public streets or walkway systems, and building entrances and exits;

14.12 Barrier-Free Access

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.

14.16 Pedestrian and Cycling Safety

b) for pedestrians, provide separation from vehicular traffic and further enhance a sense of safety by:

- iii) providing sidewalks on both sides of arterial roads, collector roads, roads through higher density residential and commercial areas, or as a minimum, on one side of all roads;

- iv) ensuring sidewalk ramps and curb cuts at intersections are level with the road;

c) for cyclists, provide bikeway opportunities, as identified by the Trails and Bikeway Master Plan, that minimize the potential for conflict with vehicular traffic;

RESPONSE

The existing sidewalk serves the site at the southeast corner and connects the development to the surrounding public sidewalk network, shops, services, and open spaces. The proposal focuses on creating a pedestrian-oriented design by extending a new sidewalk along the south and east perimeter, supporting the potential for active transportation and enhanced public realm, and the mobility networks within the community.

The proposed development locates the majority of parking in an underground structure and consolidates the number of vehicle access points to one point off Granite Court, minimizing the impact of vehicular circulation, access and parking on the surrounding public realm.

The active use and integration of spaces that incorporate lighting and signage at the ground level eliminate the potential for isolated areas, enable public presence at various times, and promote public surveillance, thus further addressing the principles of Crime Prevention Through Environmental Design (“CPTED”).

Pedestrian walkways are proposed to directly connect from the public sidewalk to the main building entrances, residential lobby and drop-off area to the public sidewalk, providing desirable routes through the site. These connections, in conjunction with the design of the building, will contribute to the site’s safety, accessibility, and liveliness; while protecting relationships with the surrounding properties. The pedestrian routes will be obstruction-free to secure movement and sightlines.

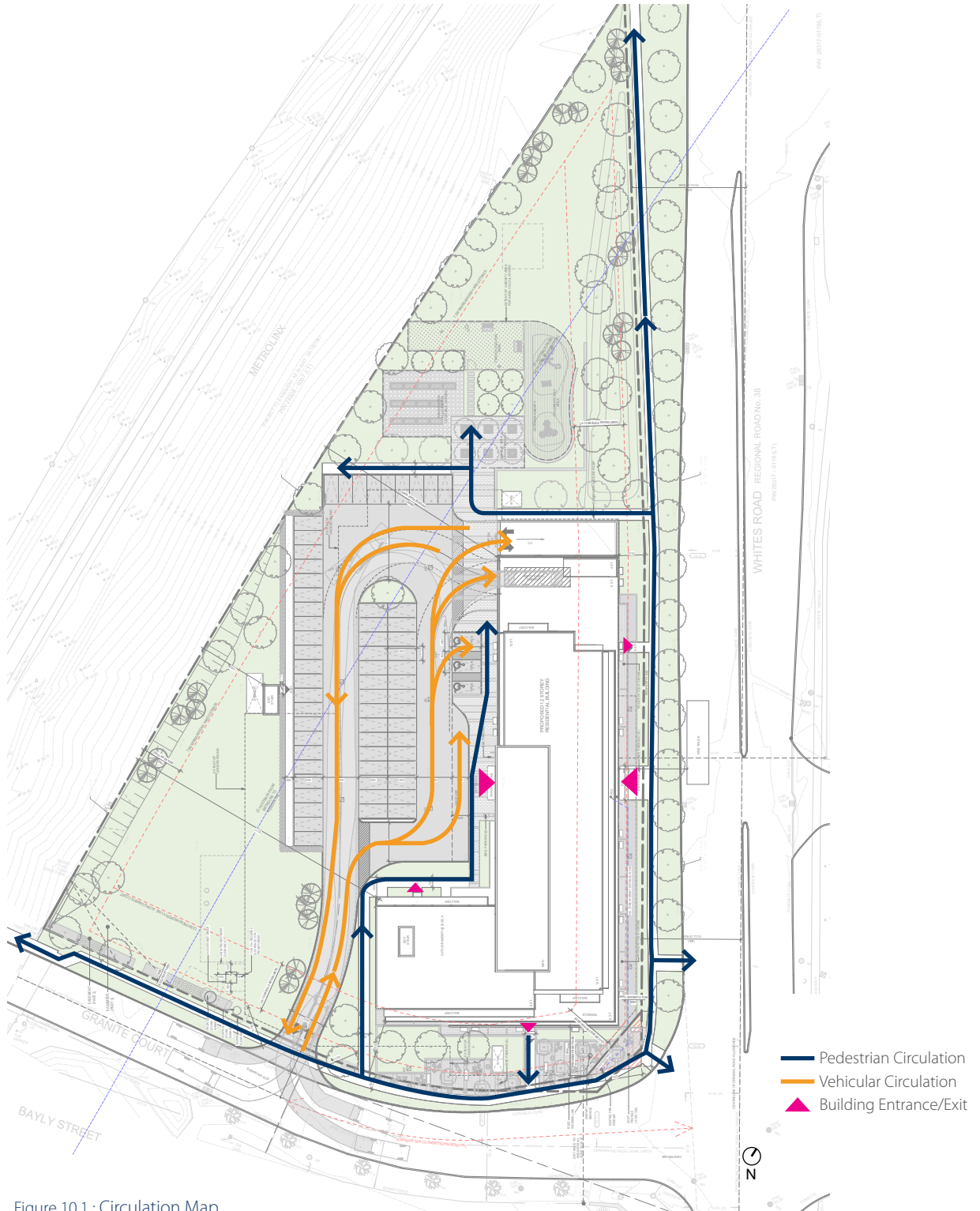


Figure 10.1 : Circulation Map

ACCESS, CIRCULATION AND SAFETY

Changes in paving material and pattern will be used to mark essential site thresholds and programmatic changes to increase the development's legibility and distinguish outdoor activity and rest areas. An alternative pavement will be introduced to the sidewalks where the indoor activities spill out to leverage public realm spaces for temporary or permanent programming or transformation of spaces. Surface finish materials will be selected to display harmonious texture/ pattern per the neighbourhood's visual queues to maintain the character of the community.

In addition, the proposed pedestrian walkways and connections will be enhanced through landscaping, lighting, and well-programmed building interior spaces to provide human scale and support pedestrian linkages coming in and out of the site.

The proposal ensures barrier-free accesses are provided to the building, amenity areas and pedestrian walkways by using features such as level surfaces, ramps, automatic doors, curb depressions, railings and rest areas.

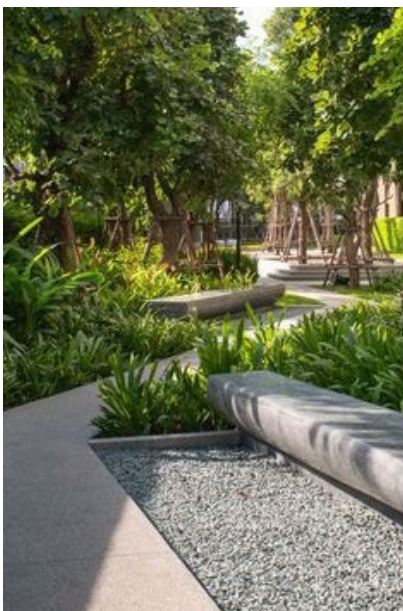


Figure 10.2: Examples of well-designed barrier-free circulation feature

11.0

UTILITIES, PARKING AND SERVICE AREAS

THE CITY OF PICKERING OFFICIAL PLAN

Chapter 14 Detailed Design Considerations

14.8 Streetscapes

- e) require the partial vertical screening of surface parking lots through the use of low fences, walls or landscape elements;
- i) require the provision of secure bicycle parking facilities on public streets, at bus terminals, transit stations, GO stations and near entrances to buildings that are important destinations, such as retail commercial buildings, and community or cultural facilities;
- o) encourage an underground location for local utility lines and cables;

14.10 Design of Buildings

- 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;
- j) require the incorporation of bicycle storage areas in high density residential, commercial and major industrial buildings and sites;

14.11 Personal Security

- 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;

RESPONSE

Utilities and service lines will be located underground, incorporated into the building, or screened by landscape elements to ensure a positive aesthetic contribution and maintain the character of the site.

The proposal includes 65 surface parking spaces and 328 parking spaces within 2 levels of underground

parking. In doing so, the development complies with the POP by providing ground-level parking at the rear and underground parking to meet parking targets while maintaining a pedestrian-orientated urban realm and encouraging multi-modal transportation within the area.

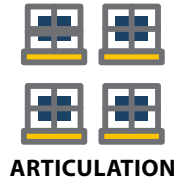
UTILITIES, PARKING, AND SERVICE AREAS

The proposal contemplates underground parking to minimize the impact of vehicular circulation, access and parking on the public realm. Parking is provided through an underground ramp immediately accessible from the proposed driveway to the east and screened from the street.

Furthermore, the proposal provides 26 short-term bicycle parking with 2 racks near the main entrances of the building and 131 long-term bicycle storage below grade. These spaces support active transportation and increase users' accessibility to viable transportation options within the West Shore community and along the White Road corridor.

The proposed drop-off area, layby/surface parking spots, and loading/servicing areas are located internal to the Site and consolidated along the driveway to reduce the number of vehicular access points on-site. These areas and facades are integrated with the built form and are screened with the building wall and parking ramp, using materials and colours that are in harmony and complement each other to mitigate the physical and visual impact on the surrounding public realm and neighbouring properties.

The design and placement of vehicular access and loading and servicing areas ensure the ability to focus on pedestrian movement and active frontage, resulting in the least amount of service vehicle-pedestrian interruptions along public streets. Therefore, the proposed accessway will limit potential conflict with vehicular circulation in the public realm.



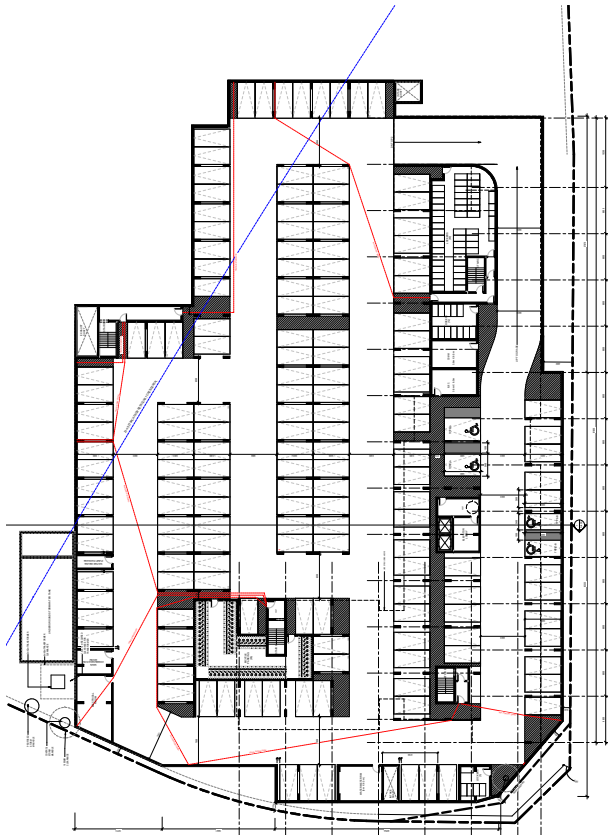


Figure 11.1 : P1 Floor Plan of the Proposed Underground Parking

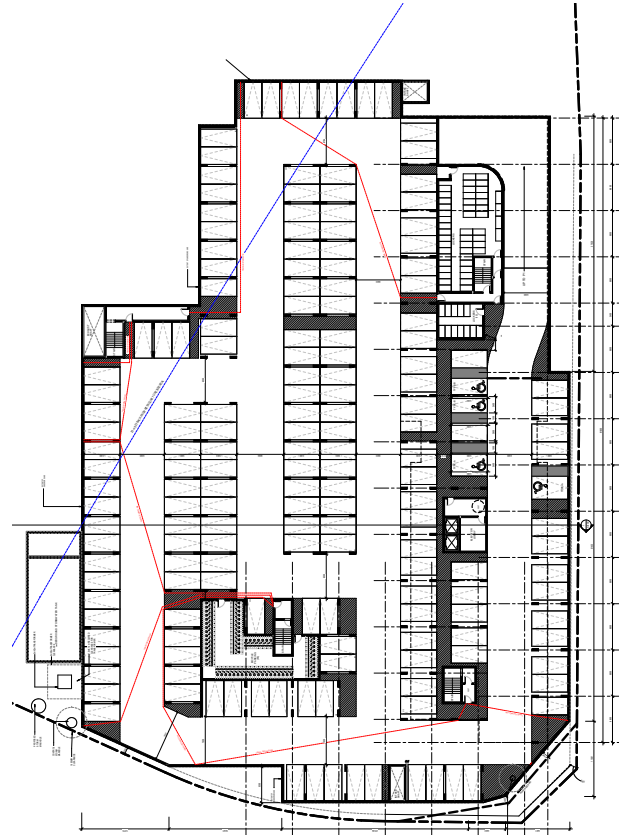


Figure 11.2 : P2 Floor Plan of the Proposed Underground Parking



12.0

SIGNAGE AND LIGHTING

THE CITY OF PICKERING OFFICIAL PLAN

Chapter 14 Detailed Design Considerations

14.8 Streetscapes

t) require roadway lighting and other outdoor lighting be directed to eliminate or minimize, to the extent possible, direct light trespass, glare or up light;

14.11 Personal Security

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;

14.14 Lighting

a) promote the use of lighting to enhance and define the aesthetic and functional quality of public places such as promenades, sidewalks, squares and parks;

b) promote the use of lighting fixtures that are compatible with the scale of pedestrian activity;

e) reduce the effects of light pollution on the night-time sky and on adjacent uses by requiring the use of lighting fixtures that are particularly suited to the purpose and setting in which they are to be utilized.

14.15 Signage

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



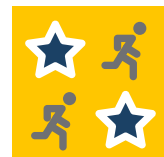
**PEDESTRIAN
-ORIENTED**



WAYFINDING



FACADE



CHARACTER

RESPONSE

When exploring signage options for the site, attention will be placed on ensuring its design is complementary to the development's cohesive visual character and material palette. All entrances and roadways will be accompanied by signage designed in compliance with standards set by the Accessibility for Ontarians with Disabilities Act ("AODA").

Where feasible, signage will be integrated with the architectural design of buildings in order to contribute to the overall visual quality of the built environment. Signage will also be focused on main pedestrian thoroughfares such as walkways, amenities, and bike parking. Additionally, an appropriate variety of signage types will be considered, such as fascia signs, projecting signs, ground signs, and directory signs, which respect the architectural vernacular while not impeding pedestrian movement or sightlines.

Where possible, signage will be augmented with universally perceived symbology to reflect the site's urban character, creating a positive aesthetic

contribution. These design features will increase the legibility and inclusivity of the block that will be inviting to people of all ages and abilities.

The proposed development is designed to provide pedestrians and cyclists with a safe experience day and night. Therefore, appropriate lighting will be proposed to ensure clear visibility and safe circulation for walkways, entryways, underground parking, and exterior amenity spaces. In doing so, strategic lighting placement will create opportunities encouraging CPTED principles such as 24-hour "eyes on the streets" to enhance pedestrian and cycling safety. Lighting may also be applied to animate elements of the building through lit corners or pathways and illuminate prominent architectural details, for instance, at the main entrance off Whites Road south.

Lighting design will be contemporary to the building's architectural style and designed in coordination with the development's prevailing colour palette and materiality.



Figure 12.1 : Examples of well-designed signage

Positioning lighting or the use of cut sheets within fixtures will avoid light spillage off-site. Lighting placement will be coordinated with the location of utilities, street trees and general furnishings to improve the landscape's usability at night by illuminating pathways and elements that could be hazardous at night. Furthermore, the site's vehicular access points off Granite Court will also be well-lit to improve sightlines and maintain viability between pedestrians, cyclists and motorists.

On-site lighting options will meet sustainability standards to reduce energy consumption and minimize light trespassing, and where appropriate, LED lighting will be utilized. Lighting fixtures will be chosen based on their durability, ease of replacement, resistance to vandalism and compatibility with architecture and place-making elements. As a result, lighting fixtures will contribute to the high-quality urban design and pedestrian comfort of the site and the neighbourhood.



Figure 12.2 : Examples of high-quality lighting

13.0

CONCLUSION

The proposal represents a residential use in the form of a mid-rise building in proximity to surrounding services and transit intersections. The building's architectural design, site orientation, and siting will be carefully designed to complement the existing surroundings and assist with establishing a sense of space and local identity of the neighbourhood. The plan contemplates design choices such as a continuous pedestrian network, enhanced public realm, and landscape treatment to help foster an optimized user experience.

The combination of enhanced landscaping and high-quality architectural design will create facade articulation and interest, resulting in a visually appealing design that welcomes residents and visitors. The proposal will be compatible with and complements the surrounding environment and contributes to creating a comfortable and defined public realm.

Based on our review of the City of Pickering Official Plan, it is our opinion that the proposal adheres to the vision and design direction for the community of West Shore. The proposal represents an exemplary design that promotes intensification that is precedent-worthy and provides a sensitive and logical extension to the surrounding neighbourhoods while contributing to placemaking in the community.

Design Terms



ACCESSIBILITY

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



ADAPTIVE REUSE

Converting an existing building into a new use



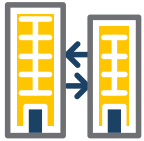
ANGULAR PLANE

A geometric measurement that maintains solar access and height transition



ANIMATION

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



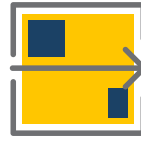
COMPATIBILITY

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



CONNECTIVITY

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



DESIRE LINE

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



FACADE

The exterior wall of a building exposed to public view



HEIGHT TRANSITION

The gradual change in height between buildings within a community



LANDMARK

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



MASSING

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



NODE

A place where activity and circulation are concentrated



STEP BACK

A recess of taller elements of a building in order to ensure an appropriate built form



STREETWALL

The consistent edge formed by buildings fronting on a street



STREET FURNITURE

Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches,



SUSTAINABILITY

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



ARTICULATION

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



BUILT FORM

The physical shape of developments including buildings and structures



CHARACTER

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



CIRCULATION

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



FIGURE GROUND

The visual relationship between built and unbuilt space



FINE GRAIN

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



FOCAL POINT

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



GATEWAY

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



PEDESTRIAN-ORIENTED

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



PUBLIC REALM

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



RHYTHM AND PATTERN

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



SETBACK

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



URBAN FABRIC

The pattern of lots and blocks in a place



VIEW TERMINUS

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



VISTA

Direct and continuous views along straight streets or open spaces



WAYFINDING

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

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