

PLANNING RATIONALE & URBAN DESIGN BRIEF

1294 KINGSTON ROAD &
1848-1852 LIVERPOOL ROAD



May 27, 2019

This Planning Rationale and Urban Design Brief was prepared by Urban Strategies Inc. in support of a Zoning By-law Amendment (ZBA) application to permit the development of a 25-storey, 12-storey and townhouse mixed use development at Liverpool Road and Kingston Road in the Pickering City Centre.

The larger ZBA application includes technical reports, analysis and plans developed by a multidisciplinary development team that includes: Urban Strategies Inc., Kirkor Architects & Planners, The MBTW Group, ERA Architects, Stantec Consulting Ltd., LEA Consulting Ltd, RWDI, Terrapex Environmental Ltd. and Alston Associates.

**URBAN
STRATEGIES
INC .**

Table of Contents

1	Introduction	5
2	The Site & Context	8
3	Proposed Development	18
4	Planning Policy Context	27
5	Urban Design Brief	42
6	Supporting Studies	51
7	Planning Justification Summary & Conclusions	54
	Appendix A Draft Zoning By-law Exception	
	Appendix B Sustainable Development Report	

NATIONAL BANK
PEPE'S GOURMET BURGERS
STEAK - SOUVLAKI - GYROS
FAST TAKE-OUT
HearingLife
ANGIE'S HAIR STUDIO (905) 839.1700
Johnny's Shawarma 905-839-1500
HiBACHI GRILL
seafood • steak
Express Take-out 905-492-8288
DISCOVERY PLACE
CHILD CARE CENTRE
837 - 9750



1.0 ——— Introduction

This report provides the planning rationale and urban design brief for a proposed Zoning By-law Amendment (“the proposed ZBA”) to permit the proposed development at 1294 Kingston Road, 1848 Liverpool Road, and 1852 Liverpool Road, (hereafter referred to as the ‘subject site’). This report demonstrates that the proposed mixed use development is supportive of Provincial, Regional and City planning and design policy and development objectives, is appropriate and represents good planning for the subject site. The subject site is situated at a key gateway to Pickering City Centre, a location well connected to the local and regional transportation network and planned for intensification and urban development.

1.1 Proposal Overview

Altona Group, owner of the site known municipally as 1294 Kingston Road, 1848 Liverpool Road, and 1852 Liverpool Road (“subject site”), is proposing the redevelopment and intensification of the subject site with a mixed use development that incorporates a 25-storey tower, a 12-storey midrise building, and a row of 3-storey townhouses. The proposal also commits to the restoration and adaptive reuse of the Old Liverpool House as well as new publicly accessible open space and improvements to the public realm.

The proposed development adds 391 units to the 0.91 hectare site with a total residential gross floor area of 32,350 square metres. Active at grade retail and commercial uses make up 850 square metres along the Liverpool and Kingston Road frontages of the new buildings and the retained Old Liverpool House. A total gross floor area of 33,200 square metres is proposed at a density of 3.6 FSI over the subject site. A total of 512 parking spaces will be provided, mostly within 3 levels of underground parking with 10 spaces provided at-grade to support the retail.

Urban Intensification Within the City Centre

An existing commercial plaza and surface parking lot is transformed into compact residential and retail uses in a townhouse, midrise and high rise format that transitions appropriately to the surrounding neighbourhood. The mixed use development is introduced adjacent to higher order transit and to the commercial and civic hub in the City Centre.

Signature Development at 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 prominently at the Kingston and Liverpool intersection as a key placemaking asset.

Enhanced Public Realm

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



> Intersection of Kingston and Liverpool Roads, looking southwest

1.2 Report Overview

The purpose of this report is to provide a comprehensive overview and analysis of the proposed development, and demonstrate that the proposed ZBA is appropriate, responds to provincial and municipal policy direction, and represents good planning.

Section 2: The Site & Context provides a description of the site and immediate surrounding context.

Section 3: Proposed Development describes the proposal for the subject site.

Section 4: Planning Policy Context outlines the provincial, regional, and municipal planning policies applicable to the site and assesses the proposed development with regard to the policy framework.

Section 5: Urban Design Brief provides an analysis of the design of the development and how the development responds to its context and is consistent with the Pickering City Centre Urban Design Guidelines and Detailed Design Considerations in the Pickering Official Plan. This section represents the requirement for an Urban Design Brief for this ZBA application.

Section 6: Supporting Studies provides an overview of findings from additional technical reports by other consultants in support of the application.

Section 7: Planning Justification Summary & Conclusions summarizes the key planning and urban design opinions and conclusions.

Appendix A provides the draft zoning by-law amendment in the form of an Exception to City Centre By-law 7553-17.

Appendix B constitutes the Sustainable Development Report for the development proposal and outlines measures taken to align with the Pickering Sustainable Development Guidelines.

1.3 Requested Approvals

This application proposes a Zoning By-law Amendment to amend City Centre Zoning By-law 7553/17 for the subject site located at the northwest quadrant of the Kingston Road and Liverpool Road intersection. The proposed ZBA will allow for a new 25-storey tower on the subject site, while respecting the intent of the existing zoning and adhering to key design direction and planning policies pertaining to the site.

The proposed ZBA is consistent with the Provincial Policy Statement (2014), conforms with the Growth Plan for the Greater Horseshoe (2019), the Region of Durham Official Plan (1993), the Pickering Official Plan (1997), and is subject to City Centre Zoning By-law 7553/17. The proposed ZBA application has been reviewed in light of recent proposed changes to the Ontario planning framework and is found to align with the strategies outlined in the May 2019 More Homes, More Choice: Ontario's Housing Supply Action Plan.

Both Kingston Road and Liverpool Road are identified as Type 'B' Arterial Roads in the Region of Durham Official Plan. The site is designated City Centre under Mixed Use Areas on Schedule I, Sheet 1 of 3 of the Pickering Official Plan (Land Use Structure). The proposed development conforms to the Pickering Official Plan Detailed Design Considerations and policies for lands within the City Centre Neighbourhood, and aligns with the Pickering City Centre Urban Design Guidelines.

2.0

The Site & Context

The subject site is located in the northwest end of Pickering City Centre, at the intersection of two arterial roads: Liverpool Road and Kingston Road. Sitting at the interface between the residential Liverpool Neighbourhood and the City Centre Neighbourhood, the site is surrounded by both residential uses and the commercial, retail and institutional uses connected to the Pickering Town Centre Shopping mall and City of Pickering Civic Complex.

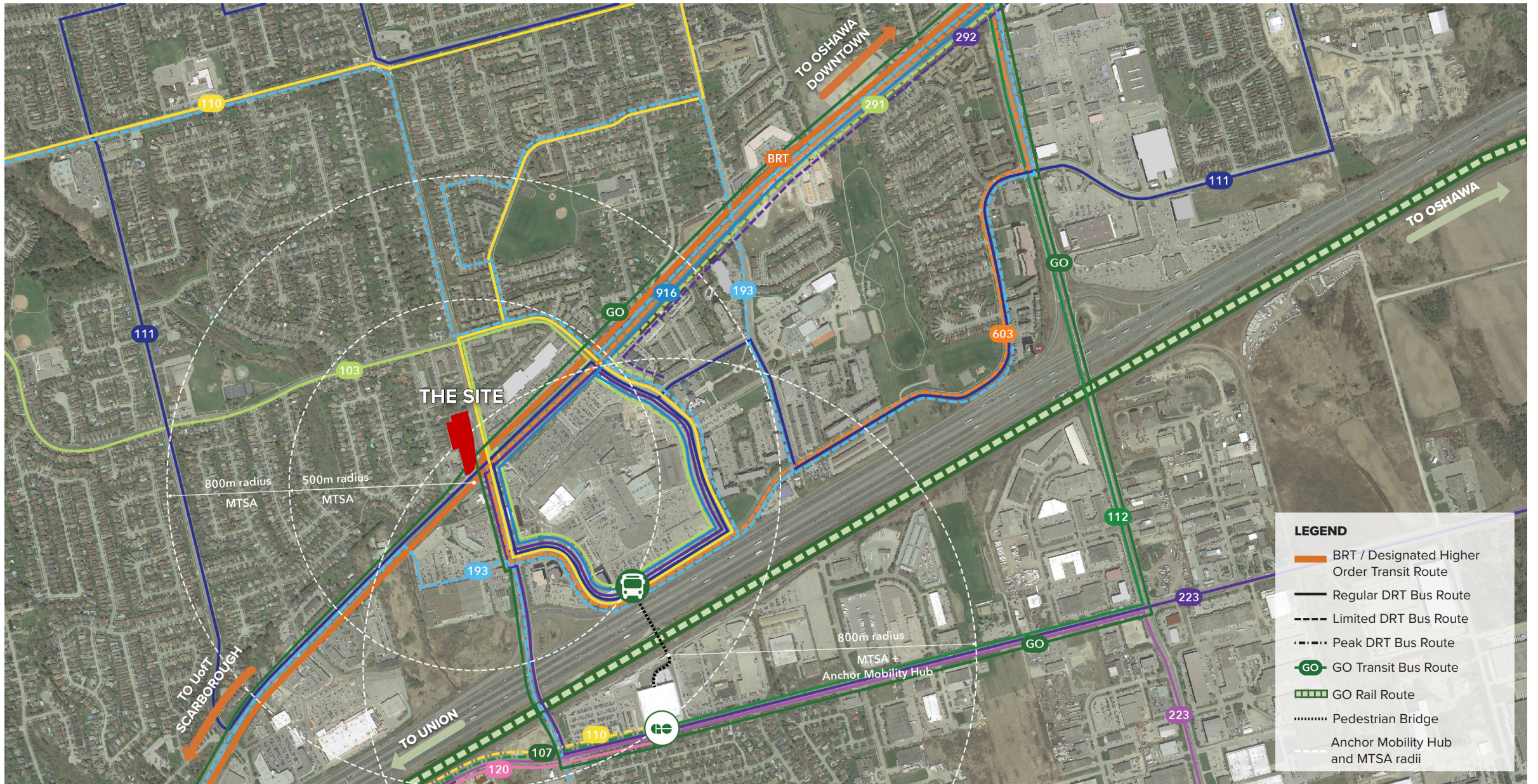
2.1 Broader Context

The subject site is located in close proximity to a well-connected transportation network, a range of open space and recreation assets, and to the retail, commercial and service offerings co-located in Pickering City Centre. A high level of activity and diversity of uses is congregated in and around the City Centre neighbourhood, in proximity to the multimodal transportation hub located south of Highway 401.

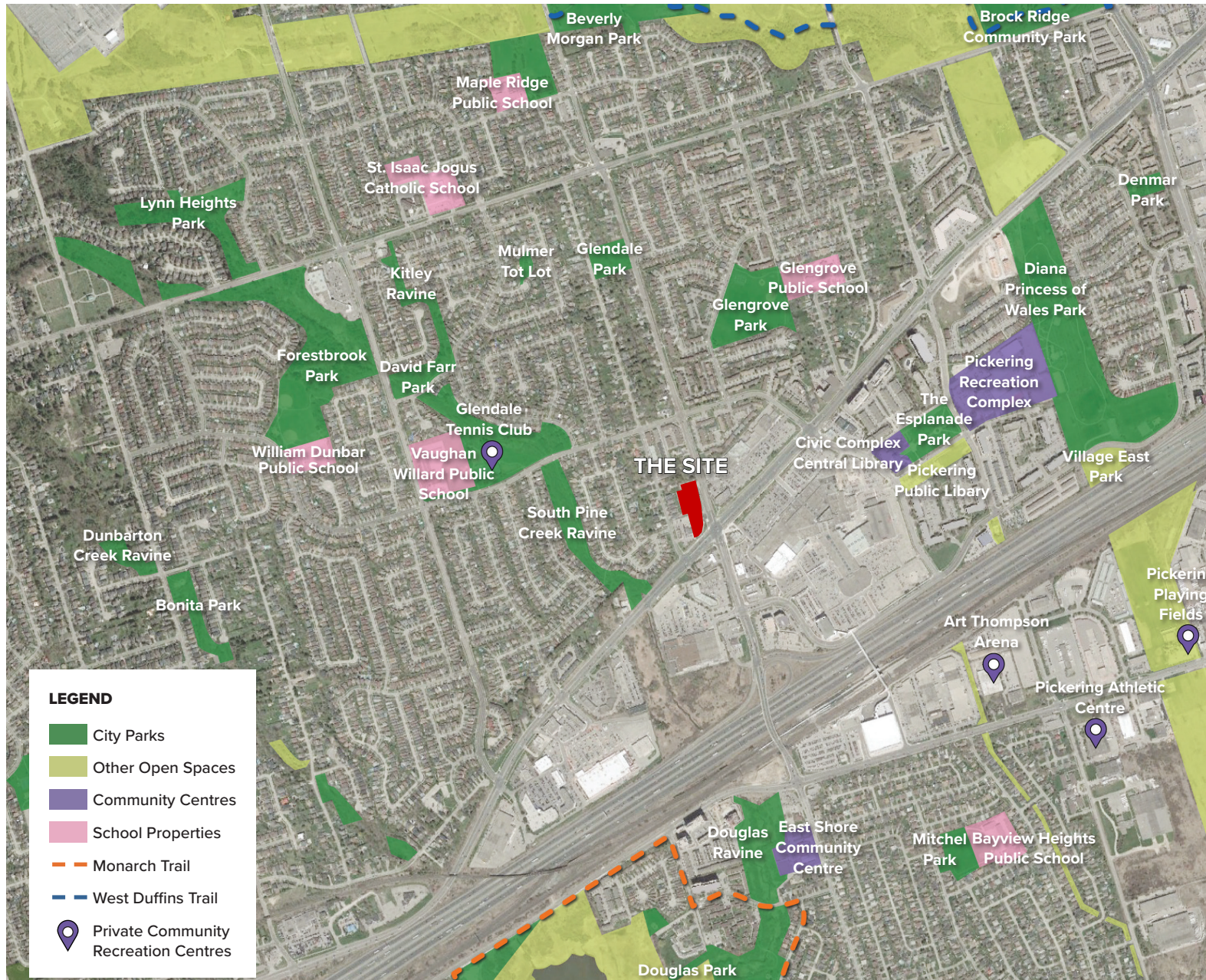
Mobility and Connectivity

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



Open Space and Recreation

A number of parks, open spaces, community centres, recreation amenities, school properties, and trails are located in close proximity to the subject site. Within 1 km of the subject site, neighbourhood parks such as David Farr Park, Glendale Park, Glengrove Park, and the Mulmer Tot Lot are complemented by more naturalized spaces such as the Kitley and South Pine Creek Ravines; the civic Esplanade Park; and by the recreational amenities of the Pickering Recreation Complex, the community-based Glendale Tennis Club and Vaughan Willard and Glengrove Public School properties.

A wider network of parks, ravines, playgrounds, recreation facilities and open spaces are located within a wider 2 km radius, including Beverley Morgan Park, Forestbrook Park, Diana Princess of Wales Park, the Nu West Ravine, and Valley Plentiful Community Garden. Located to the south of the 401 Highway and rail corridor, Frenchman's Bay and surrounding parks and ravines offer a connection to passive and active recreation on the shores of Lake Ontario.

> Open space and recreation amenities serving the subject site and surrounding area

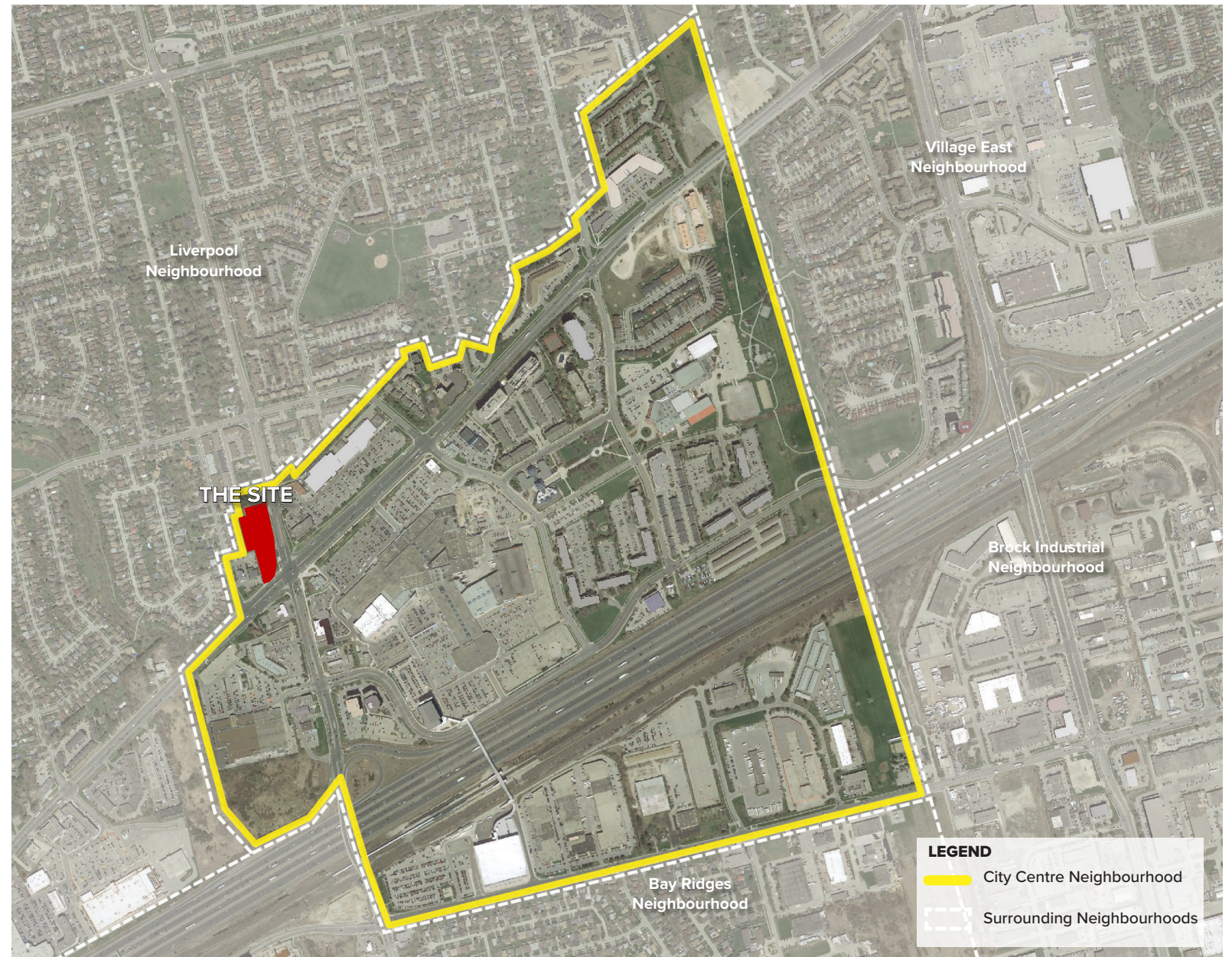
Pickering City Centre

The subject site sits within the mixed use City Centre Neighbourhood, near the interface to the residential Liverpool neighbourhood to the north. The City Centre neighbourhood is home to the City of Pickering Civic Complex, Durham College Pickering Learning Site, and a large array of retail, service and commercial uses anchored by the Pickering Town Centre shopping mall. Medium and high density residential uses are also found in the City Centre, with high rise forms lining a portion of Kingston Road north of the Civic Complex, and midrise developments located east of Pickering Town Centre. Today the City Centre, as Pickering's Urban Growth Centre is planned to accommodate intensification and urban development.

Surrounding Context

While the Liverpool Neighbourhood north of the City Centre has seen more recent infill development with two and three storey townhome complexes, it has maintained a largely low density single-family home urban form. Several schools and parks are located in this neighbourhood.

The Bay Ridges Neighbourhood south of City Centre is a mix of high rise and low rise residential uses and recreation uses, with most high rise developments located near Highway 401 and the City Centre boundary. Areas further to the east include the mixed use and residential Village East Neighbourhood and the Brock Industrial Neighbourhood.



> City Centre and surrounding neighbourhoods

2.2 The Subject Site

The subject site is located at the northwest corner of the intersection of Kingston Road and Liverpool Road. It is bounded by Liverpool Road to the east and Kingston Road to the south. The subject site has an area of 9,123 square meters with approximately 46 meters of frontage on Kingston Road and approximately 155 meters of frontage on Liverpool Road.

The subject site is currently occupied by three buildings, surface parking with 129 spaces, and a small playground space in the northwest corner:

- 1) 1294 Kingston Road is an 3,200 square foot building currently housing a restaurant. Called the 'Old Liverpool House,' it was originally constructed in 1878 or 1879 as a coach house on the road between Kingston and modern-day Toronto.
- 2) 1848 Liverpool Road is a single-storey commercial building with 11,800 square feet of mixed commercial use, including a bank, hair studio, daycare, and several restaurants.
- 3) 1852 Liverpool Road is a 1,350 square foot residential conversion building, currently used as an extension to the daycare facility in 1848 Liverpool Road. The yard behind this building is used as a play space for the daycare.



> Subject site and context



> Existing Old Liverpool House at 1294 Kingston Road.



> Neighbouring uses at western edge of subject site.



> Dedicated lanes for bus rapid transit and cycling on Kingston Road in front of subject site.



> Commercial plaza surface parking facing Liverpool Road.



> Southern access point to site at 1848 Liverpool Road.



> Residential conversion building housing daycare uses at 1852 Liverpool Road.

2.3 Immediate Context

The surrounding area consists of low density and low rise residential uses, complemented by several higher density mid-rise and high rise residential and institutional developments, as well as low rise retail and commercial uses. The following land uses are found in the immediate surrounding area of the subject site.

North

Immediately to the north of the subject site are several single-storey detached residential conversion buildings, one of which is located within the City Centre. A potential redevelopment consolidating these smaller properties is under discussion, but a development application has not yet been submitted. Further to the north and northwest, a new development of 3-storey stacked townhouses has recently been constructed. Beyond this new development lies a residential area with predominantly detached single family homes, 2-3 storey townhouses, and several schools and community parks.

South

Immediately south of the subject site across Kingston Road is a gas station flanking the southwest corner of the Liverpool/ Kingston Road intersection. Further south, commercial, retail and office uses occupy largely at grade structures along both sides of Liverpool Road. Active-street level retail, restaurants, health practitioner offices, a large grocery store (Loblaws), another gas station, and a 2-storey bank are all located south of the subject site, with significant associated surface parking. There are two 8-storey office buildings located southeast of the subject site, at the intersection of Liverpool Road and Pickering Parkway, as well as the 9-storey Durham College building which connects to the GO station pedestrian bridge over Highway 401.

West

The western edge of the subject site is adjacent to the properties of five 2-storey duplex buildings that line Glendale Drive, as well as two single-storey commercial buildings housing a Tim Hortons and a mix of commercial uses. Beyond these adjacent properties to the west are largely detached single family homes, interspersed with creek ravines and natural features. Further along Kingston Road at the Walnut Lane and Dixie Road intersections, are 2 and 3 storey townhouse developments as well as 2 storey commercial and office uses.

East

To the east of the subject site, across Liverpool Road is a grade-related commercial complex with a range of restaurant, retail, bank, and service uses. The 2-storey McDonald's building on the northeast corner of the Liverpool/Kingston Road intersection has active-street level frontage as well as a small public space area with seating and natural features facing the road. Diagonally across the Liverpool/Kingston Road intersection, a Moxie's restaurant provides outdoor patio seating and a landscaped plaza adjacent to the Kingston Road public transit waiting area. Further east and southeast, at-grade and 2-storey shopping mall uses dominate the urban form, followed by the City of Pickering City Hall complex as well as 3-4 storey townhouses and several condominium, apartment and senior residence buildings in the range of 6 to 17 storeys.



> Commercial uses immediately west of the subject site on Kingston Road.



> Commercial uses and seating area east of the subject site, across Liverpool Road.



> Landscaped plaza at southeast corner of Kingston and Liverpool Roads, adjacent to transit waiting area.



> Two-storey residential duplexes fronting on Glendale Drive, west of the subject property.



> Three-storey townhomes north of the subject site on Liverpool Road, looking north.



> Single-storey commercial uses with surface parking south of the subject site, along Liverpool Road.

2.4 Recent Development Activity

Since the 1980s, redevelopment of the area around the subject site has added several residential, retail, and mixed use buildings to the surrounding landscape. In 1989, the condominium buildings at 1880 Valley Farm Road (17 storeys) and 1890 Valley Farm Road (storeys) were completed. In 1994, the 16-storey condominium building at 1000 The Esplanade North was constructed, followed by the 11-storey condominium building at 1200 The Esplanade North in 2005.

The 8-storey retirement residence at 1795 -1801 Valley Farm Road successfully sought a minor variance from Zoning By-law 3036 as amended by By-law 6119/03 in 2005, in order to obtain increased permissions in building height. A 6-storey development at 1880 Glengrove Rd required a zoning by-law amendment in 2009 to allow for the construction of a midrise building on lands previously zoned for detached dwellings.

More recently, the 3-storey townhouses north of the subject site, at 1299 Glenanna Road, were approved for construction in 2013. The Moxie's restaurant south of the subject site at 1815 Liverpool Road submitted a site plan application in 2013 and is now constructed.

Further south on Liverpool Rd, the Pickle Barrel restaurant submitted their zoning by-law amendment and site plan application in 2016, receiving the building permit in 2017. Just outside of the City Centre neighbourhood, at 1235 Bayly Street, a 16-storey condominium tower was constructed in 2011 and a 25-storey residential building is under construction.

Several active development applications are located south of the Hwy 401 corridor, in proximity to the Pickering GO station, as well as along Kingston Road. Recently, the City approved a Site Plan Application for a 26-storey apartment building and 3-storey stacked townhouses near the corner of Bayly Street and Liverpool Road, as part of Phase 3 of the San Francisco by the Bay development. Currently under review, two mixed use buildings (at 17 and 27 storeys) are proposed at 1474 Bayly Street as part of a multi-phase development near the Pickering GO Station. At 1640 Kingston Road and 1964 Guild Road just outside the City Centre, an application for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) has been filed, seeking increased density permissions for a development of two apartment buildings (8 and 12 storeys) and 64 stacked townhouses.

Recent Multiresidential Development Applications					
#	Address	Application Type - Date (Status)	Storeys (metres)	Residential Units/Retail GFA	Density
1	1251 & 1261 Bayly Street (Phase 3)	SPA - 2016 (Approved)	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	SPA - 2018 (In Review)	15 (46.5 m)	150 units	371 units/ hectare
4	1450 Pickering Parkway	SPA - 2017 (Construction)	8 (31.6 m)	165 units	2.23 FSI
5	1505-1525 Kingston Road	SPA - 2017 (In Review)	3 (10 m)	96 units	2.0 FSI
6	1640 Kingston Road & 1964 Guild Road	OPA/ ZBA - 2018 (In Review)	8-12 (44.3 m)	300 units	2.34 FSI



> Recent multiresidential development activity in and adjacent to the City Centre

3.0 Proposed Development

Altona Group proposes to redevelop the subject site into an urban mixed use development set within an enhanced public realm that includes streetscaping and gathering spaces animated by retail and restaurant amenities adjacent to the rapid transit station waiting area on Kingston Road. This section provides a proposal overview.

3.1 Overview

Altona Group proposes to build three new building elements and retain the Old Liverpool House on the 0.91 hectare site. In total the proposed gross floor area (GFA) is 33,200 square metres, including 32,350 square metres of residential uses, 430 square metres of new non-residential uses, and 420 square metres corresponding to the retained non-residential floor area of Old Liverpool House. The resulting site density (including the retained heritage building GFA) is 3.6 FSI over the three proposed blocks.

Old Liverpool House is relocated approximately 11 metres to the south. Relocation will allow for the integration of new buildings on the site while allowing the Old Liverpool House to retain its prominent frontage and principal orientation along Kingston Road. The heritage structure is proposed to be restored and rehabilitated, with its original elements retained for adaptive reuse and an open wrap-around porch reinstated along its south and east elevations.

The proposed development includes a signature 25-storey (79.0 metre) mixed use building fronting on Kingston and Liverpool Roads behind the Old Liverpool House, a 12-storey (39.0 metre) residential midrise building on the middle block, and a row of 7 townhouses (9.8 metres tall) on the third block at the northern end of the site.

The three buildings combined include 391 residential units between apartment and townhouse forms. The residential units are proposed to be a mix of bachelor (15%), one bedroom (57%), two bedroom (18%), and three bedroom dwellings (10%).

Retail and commercial uses with active at grade frontages are located on the ground floor of the 25-storey building and in the retained Old Liverpool House.

Parking includes 512 spaces in total and is largely accommodated underground in 3 levels. Surface parking is provided in 10 spaces at the rear of the site to support non-residential uses in the Old Liverpool House, while townhouse parking (14 spaces) is incorporated at grade into the townhouse units.

Site access is provided at two points off Liverpool Road which connect a private internal laneway to the rear of the site and lead to parking and loading entrances. Two loading locations are provided; one at the rear of the midrise and the other at the rear of the taller building. A two-way pick-up and drop-off area is located at the southern arm of the internal laneway.

The proposal features enhancements to the surrounding public realm, including a unified paving treatment across the site and landscape elements that complement the heritage features on the site. Publicly accessible retail patios, plazas, raised planters and a comfortable environment for pedestrian movement populate the southern portion of the site between two transit waiting areas and provide a welcoming space for gathering and socialization at the gateway to the City Centre.

Key Project Statistics

Site Area	9,123 m ²
Proposed Density	3.6 FSI
Building Height Townhouses	9.8 m
Building Height Mid Rise	39.0 m
Building Height Tower	79.0 m
Typical Tower Floorplate	750 m ²
Gross Floor Area (GFA)	33,200 m ²
Residential GFA	32,350 m ²
New Non-residential GFA	430 m ²
Retained Non-residential GFA	420 m ²
Units	391
Unit Mix	60 Bachelor 136 One Bedroom 85 One Bedroom + Den 72 Two Bedroom 38 Three Bedroom
Indoor Residential Amenity	800 m ²
Outdoor Residential Amenity	3,000 m ²
Parking Spaces	512 (488 underground; 10 surface; 14 townhouse)
Loading Spaces	2
Bicycle Spaces	254



> View of proposed development from southeast corner of the gateway to the City Centre at Kingston and Liverpool Roads (Kirkor Architects + Planners)

3.2 Public Realm

The proposal for improvements to the public realm is centred on the replacement of surface street-facing parking with hard and soft landscaped areas and gathering places to support public life at the corner of Kingston and Liverpool Roads. Proposed plazas and retail patios at the southern portion of the site facilitate a high level of activity between the proposed active at grade retail uses and adjacent transit waiting areas.

Existing fencing along public frontages is removed and a cohesive landscape treatment on the site spills over onto the adjacent municipal boulevard and sidewalk areas. Opportunities for art installations are created along the western edge of Old Liverpool House and a landscaped heritage forecourt on Kingston Road leads up to a raised open porch wrapping the heritage structure. The porch provides transition and interaction between internal commercial activities and the surrounding pedestrian environment.

The proposed landscape design allows for a range of on-site open space programming. Future programming of the open spaces will be determined with the development of more detailed design.



> Landscape Concept (MBTW Group)



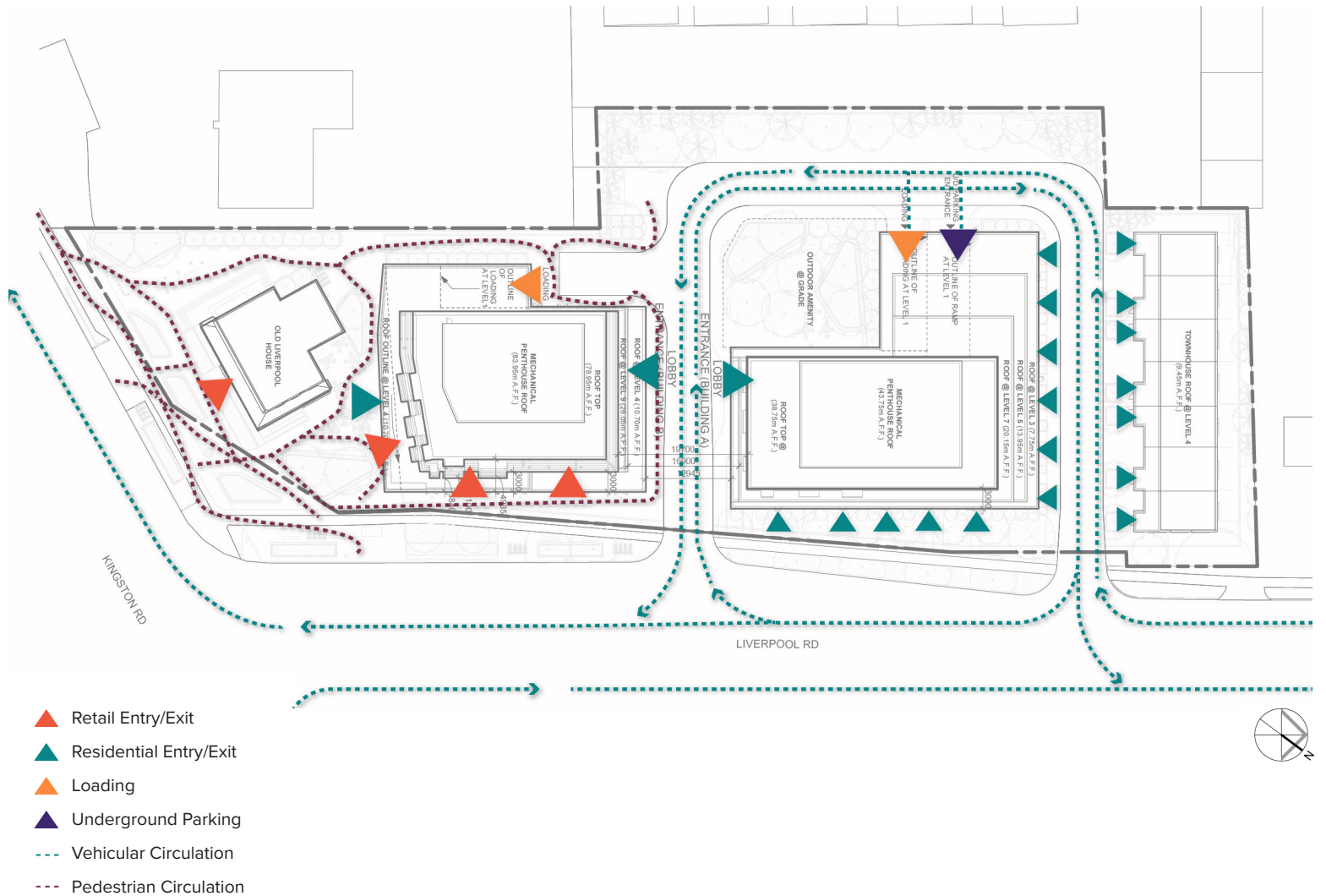
3.3 Site Access

Vehicular access to the site is consolidated at two points along Liverpool Road, as illustrated to the right. The northern access point aligns with the commercial plaza access across Liverpool Road to the east and provides an opportunity for the location of a new traffic signal. The southern access point is contemplated as a right-in, right-out entry/exit.

Underground parking on three levels is provided for residents of the midrise and tower buildings, for residential visitors, as well as for the retail uses on site, and is accessed at the rear of the site. At-grade parking is provided at the rear of the site to support the future retail or commercial uses in Old Liverpool House. Residents of the townhouses at the northern edge of the site are provided with at-grade parking located internally to the townhouses.

The main pick-up and drop-off area for residential and retail uses is proposed to be located mid-block between the tower and midrise residential buildings. Loading areas are located at the rear of the development off the proposed private driveway minimizing disruption to the public realm.

Retail and pedestrian entrances are located along the Kingston Road frontage and along the southern portion of Liverpool Road.



3.4 Built Form

The proposed development includes three new building elements: a 25-storey tower, 12-storey midrise building, and a row of 3-storey townhouses. Three blocks divide the site along Liverpool Road, with each block serving as the location of one of the new building elements. The largest block, at the intersection of Kingston and Liverpool Roads also hosts the retained and relocated Old Liverpool House.

The proposed new buildings have been massed and articulated to frame the public realm and create appropriate relationships with the heritage building on site and with surrounding developments. A 45-degree angular plane is respected from low rise residential neighbourhoods to the north and west, while the 25-storey tower responds to the gateway condition and transit node at the corner of Kingston and Liverpool Roads, and minimizes shadow impacts to the surrounding areas.

Changes in materiality and articulation create an inviting pedestrian environment and visual interest throughout the site. The 25-storey tower includes base and podium components, distinguished by stepbacks and changes in material tones, as well as a tower volume articulated to emphasize the Kingston and Liverpool corner and create a built form landmark. At-grade spaces within the tower building are animated with retail and restaurant uses.

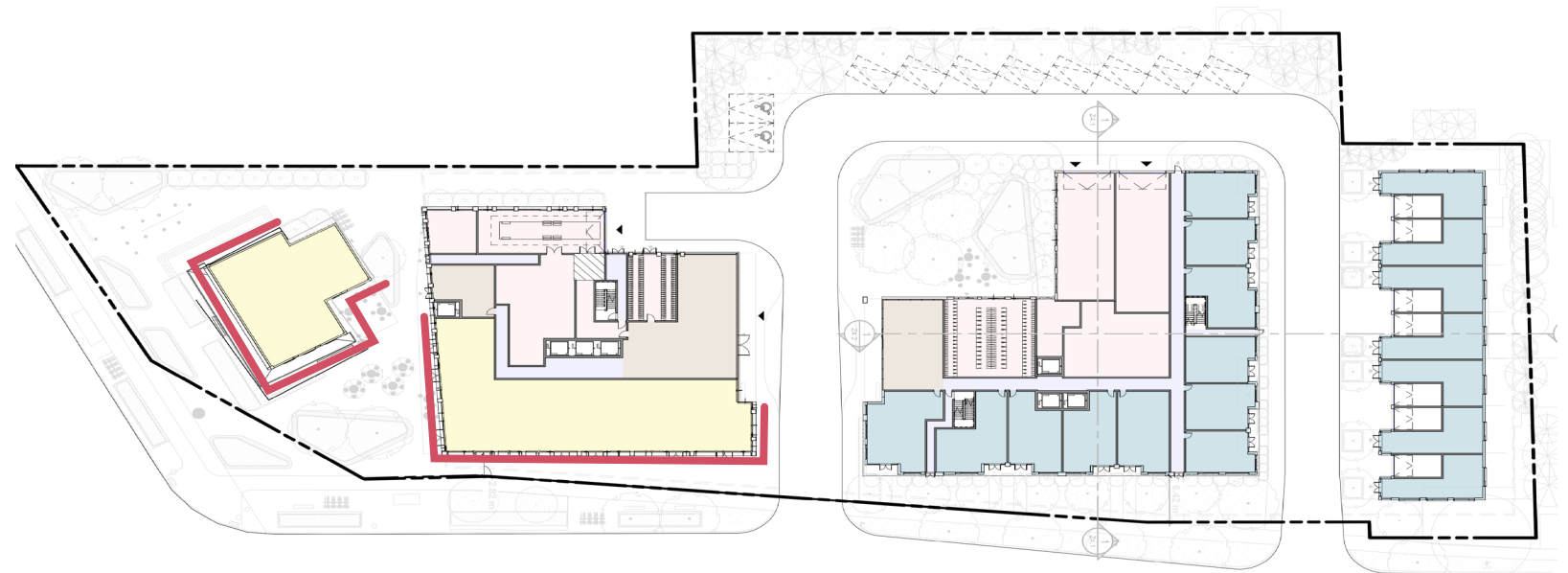


> Kirkor Architects + Planners

3.5 Land Use

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 tower building and in the retained Old Liverpool House. Active retail frontages animate the intersection and create activity at complementary times to the residential uses.

Both the tower and midrise buildings include indoor amenity space for residents at the lower levels. Rooftops of both buildings provide outdoor amenity space. Ground floor outdoor amenity space is located at the rear of the site, serving residents of the mid-rise, tower and townhouse components of the proposal.



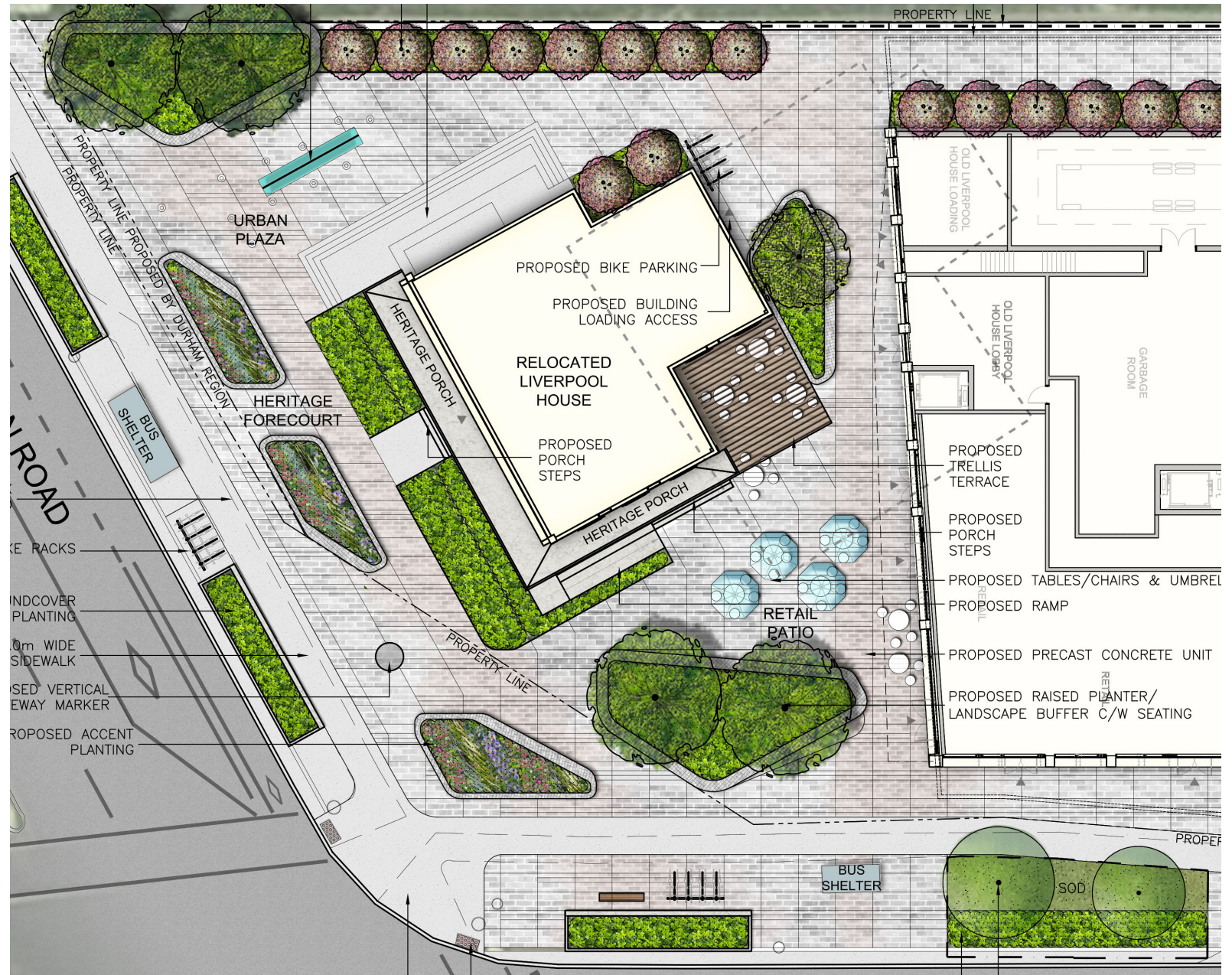
- Residential
- Retail/Commercial
- Active Frontages
- Residential Lobby
- Service Areas
- Internal Circulation

> Proposed ground floor plan (Kirkor Architects + Planners)

3.6 Heritage

The Old Liverpool House is proposed to be restored, rehabilitated, and relocated approximately 11 metres to the south, closer to Kingston Road. The relocation of the heritage building provides benefits to the public realm at the Kingston and Liverpool Road intersection and allows for greater breathing room for the heritage resource from the new development. The design of the adjacent 25-storey mixed-use building uses a recessed podium at the first three levels and brick and glass materials to provide visual reference and transition to the height, form, and materiality of Old Liverpool House.

The proposed public realm design provides a complementary yet appropriate setting to the heritage building. A restored raised wrap-around porch will look onto new pedestrian plaza and patio spaces, lending prominence to the heritage resource and providing opportunities for engagement with uses occupying the Old Liverpool House.



> Landscape Concept at southern portion of subject site. Dashed line indicates existing location of Old Liverpool House. (MBTW Group)



3.7 Sustainability

The proposed mixed use development presents several sustainable development advantages. Its location at a transit node and centre of activity reinforces an appropriate strategy for residential intensification. The addition of new residents in the Pickering City Centre will not only reduce vehicle distances traveled by new residents to downtown conveniences and the Pickering GO station, it will also help support local and regional transit infrastructure and may catalyze other mixed use, compact, and transit-oriented developments in the area.

The proposed design includes a significant reduction in surface parking and a related increase in landscaped areas and pedestrian friendly, human-scale environments. It is expected that new and existing residents will use the publicly accessible open spaces and commercial areas on site to gather, socialize and increasingly move around on foot and bicycle. The proposed design incorporates ground floor and rooftop green amenity areas and areas for potential green roofs, providing improved stormwater infiltration. Stormwater collected on site is planned to be partially reused for on-site irrigation, reducing impacts on storm infrastructure.



> Kirkor Architects + Planners

3.8 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 Townhouse, Midrise and Tower Elements

The last phase of the redevelopment includes the construction of the three different building forms 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.

4.0 —

Planning Policy Context

The following section describes the relevant planning policies that apply to the subject Site and provides a rationale for why the proposed development represents good planning. Consistency and conformity with the following provincial, regional and municipal documents is demonstrated: The Provincial Policy Statement, The Growth Plan for the Greater Golden Horseshoe, Regional transportation plans and guidelines, the Durham Regional Official Plan, the Pickering Official Plan, and Pickering City Centre Zoning By-law 7553-17.

4.1 The Provincial Policy Statement, 2014

The Provincial Policy Statement (“PPS”), came into effect on April 30, 2014, replacing the previous 2005 PPS. A key document in Ontario’s policy-led planning system, 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 wellbeing. 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. The Planning Act mandates all decisions affecting land use planning matters to be “consistent with” the PPS.

In the context of the subject site, the PPS provides direction for land use planning that offers support for redevelopment and intensification. The proposed development is representative of the land-use patterns envisioned in the PPS and is consistent with the PPS; its adherence to specific sections of the PPS is addressed herein.

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 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, minimize air quality impacts, and include a range of uses and opportunities for redevelopment and intensification. Policy 1.1.3.5 states that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions, and use provincial targets as the minimum target, where established.

The proposed development demonstrates consistency with these policies 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 and 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 in downtown Pickering.

Section 1.4 - Housing

Policies 1.4.1 and 1.4.3 direct new development to provide a range of housing types. 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 10 years. Policy 1.4.3 further states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents, including permitting and facilitating all forms 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 390 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.

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 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 intensification and redevelopment on existing municipal sewage and water services should be promoted wherever feasible. Policies 1.6.7.4 and 1.6.7.5 encourage the integration of transportation and land use and promote densities and land use patterns that reduce vehicle trips and support transit and active transportation.

The Functional Servicing and Stormwater Management Report supporting this development application concludes that the proposed development is serviceable using existing sanitary, storm, and watermain infrastructure. The proposed development also makes use of existing bicycle infrastructure and supports transit services by introducing a new population of potential local riders.

Section 1.7 - Long-Term Economic Prosperity

Section 1.7 of the PPS outlines ways by which long-term prosperity should be supported, including 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 climate change adaptation 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 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.

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. Although the Old Liverpool House is not formally protected through heritage listing or designation, its heritage value has been evaluated and will be preserved through the conservation of heritage attributes that convey that value.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the Growth Plan), is a provincial plan that directs how growth and development in the Greater Golden Horseshoe should be managed up to 2041. The Growth Plan includes policies addressing transportation, infrastructure, land use planning, urban form, housing and natural heritage protection on a regional scale. Planning decisions must conform with the Growth Plan.

The current Growth Plan came into effect on May 16, 2019. Changes to the Growth Plan since the first version in 2006, including its 2017 update, have provided greater detail on policies for achieving vibrant and complete communities. One of the primary objectives of the Growth Plan is to support the achievement of complete communities that have access to transit networks, protected employment zones and an increased amount and variety of housing options. The Growth Plan aims to curb unmanaged growth through intensification, directing the greatest growth to larger urban centres, while allowing other communities to intensify at a pace reflecting their local context.

The Growth Plan continues to emphasize the importance of integrating land use and infrastructure planning and includes minimum density targets for major transit station areas by transit type.

The proposed development conforms with the guiding principles identified in the Growth Plan in that it: supports the achievement of a complete community with active and healthy living to meet people’s needs throughout their lifetime; prioritizes intensification in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and conserves and promotes cultural heritage resources to support the social, economic, and cultural well-being of the community.

Section 2.2 - Policies for Where and How to Grow

Section 2.2.1 of the Growth Plan establishes how new employment and population growth will be managed and focused in built-up areas, strategic growth areas, areas with existing or planned transit - with a priority on higher order transit, - and areas with existing or planned public service facilities. Policy 2.2.1.4 supports the achievement of complete communities that feature a diverse mix of land uses, have convenient access to local stores, services, and public services (2.2.1.4.a), and expand convenient access to a range of transportation options (2.2.1.4.d.i). Development should occur in a compact built form with a vibrant public realm (2.2.1.4.e).

Section 2.2.2 of the Plan speaks to strategies for the intensification of delineated built-up areas including identifying strategic growth areas as a key focus for development (2.2.2.3.a), generally encouraging intensification in delineated built-up areas (2.2.2.3.c), and ensuring development is designed in a manner that supports the achievement of complete communities (2.2.2.3.d).

Section 2.2.3 designates Downtown Pickering an Urban Growth Centre (UGC). Policy 2.2.3.1. provides that UGCs will accommodate significant population and employment growth. Policy 2.2.3.2. provides that certain UGCs including **Downtown Pickering will be planned to achieve, by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare.** In 2016, the Ministry of Municipal Affairs issued initial results on 14 performance indicators in the Growth Plan, including Urban Growth Centre densities. The data showed 61 people and jobs combined per hectare for the Downtown Pickering UGC. To meet the Growth Plan target density, 22,250 people and jobs would need to be added to the Downtown Pickering UGC by 2031.

Section 2.2.4 provides policies for planning within transit station areas and transit corridors. Major transit station areas (MTSAs) are generally defined as areas within an approximate 500-800 metre radius of a higher order transit station. Both the Pickering GO train and bus station as well as the Durham Region Transit (DRT) bus rapid transit stop on Kingston Road adjacent to the subject site qualify as centrepieces of major transit station areas.

Located on a priority transit corridor, as illustrated in Schedule 5 of the Plan, an MTSA centered on the Pickering GO station would have a minimum density target of 150 residents and jobs combined per hectare (2.2.4.3.c). The subject site is within 800 metres of the Pickering GO station and within 500 metres of the DRT rapid transit stop on Kingston Road and. MTSAs are to be planned and designed to be transit-supportive (2.2.4.8) and development should be supported by a diverse mix of uses and alternative development standards, such as reduced parking standards, where appropriate (2.2.4.9). Lands adjacent or near to frequent transit should be transit-supportive, supportive of active transportation and a range and mix of uses and activities (2.2.4.10).

Section 2.2.5 provides policies related to employment and supports retail and office uses directed to locations that support active transportation and have existing or planned transit (2.2.5.3). The section further provides that the retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities (2.2.5.15).

Section 2.2.6 gives direction to municipalities for supporting housing choice and directs municipalities to support the achievement of complete communities by planning to achieve minimum intensification and density targets and by considering the range and mix of housing options and densities of the existing housing stock.

The proposed development will contribute to intensification in the built-up area with a diverse range of land uses and increased housing options in a compact built form. The intensification proposed is in keeping with the Growth Plan's direction to focus growth in Urban Growth Centres and around transit infrastructure and to support complete communities with convenient access to amenities and transportation options.

Section 3.2 - Policies for Infrastructure to Support Growth

This section of the Growth Plan provides direction for the integration of infrastructure and land use planning and discusses how infrastructure relates to the movement of people and goods. It states that the planning of and investment in infrastructure and land use should be coordinated, and the transportation system region-wide should be sustainable, provide multi-modal access and connectivity, and offer a balance of transportation choices that reduces reliance on the automobile and promotes transit and active transportation (3.2.2.2). Transit is prioritized for investment and transit planning decisions are to prioritize areas with higher residential and employment densities to ensure the efficiency and viability of planned transit service levels (3.2.3.2.b). Expansion of service is prioritized for areas with transit-supportive densities and a mix of uses (3.2.3.2.d).

The proposed development will allow for the intensification of the site, which makes use of existing infrastructure and facilitates the achievement of transit-supportive densities in the area. Further, the proposed development supports improved connections to transit and active transportation infrastructure through its public realm elements and pedestrian-friendly design.

Section 4.2 - Policies for Protecting What is Valuable

Section 4.2.7 speaks to cultural heritage resources, requiring that cultural heritage resources be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas (4.2.7.1).

The proposed development includes the conservation and celebration of historic elements of the Old Liverpool House through adaptive reuse and is in keeping with Growth Plan direction on fostering a sense of place through conservation.

4.3 GTHA Regional Transportation Plans and Metrolinx Mobility Hub Guidelines

The 2041 Regional Transportation Plan (2041 RTP) is a plan for the coordination and build out of an integrated transportation system across the Greater Toronto and Hamilton Area (GTHA). Developed by Metrolinx, a provincial agency that manages and integrates transportation in the GTHA, the 2041 RTP conforms with and supports the Growth Plan, providing more detailed strategies and actions for improving the regional transportation system. The 2041 RTP is built around five main strategies related to completing current regional transit projects; expanding frequent rapid transit; system optimization; preparing for uncertainty; and integrating transportation and land use.

As a successor to first Metrolinx regional transportation plan, The Big Move (2008), the 2041 RTP aligns its timeframe with the Growth Plan and takes into consideration more recent changes in transportation technologies and shifts in the nature of work, demographics and affordability.

Both the 2018 and 2018 plans rely on the concept of a system of connected mobility hubs to facilitate the integration of land use and transportation. Mobility hubs were established in The Big Move as major transit station areas (MTSAs) “that are particularly significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between regional rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together seamlessly. They have, or are planned to have an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station.” Mobility hubs are forecasted to achieve minimum densities of 10,000 people and jobs within their 800 metre radius.

Downtown Pickering is an Anchor Mobility Hub at the intersection of three rapid transit lines, as identified in The Big Move (2008) and further supported in the 2041 Regional Transportation Plan (2018). Anchor Mobility Hubs are one of two types of mobility hubs and have particular strategic importance due to their relationship with urban growth centres (UGCs), and the “potential to transform the regional urban structure and act as anchors of the regional transportation system”.

The next page shows the outline of the Downtown Pickering Anchor Mobility Hub. The hub, which includes the Pickering GO Station on the Lakeshore East Line and bus bays for Durham Transit, is planned to integrate Regional Express Rail, Rapid Transit and local bus service and is planned to achieve a minimum density of up to 25,000 people and jobs by 2031.

The 2011 Mobility Hub Guidelines provide minimum transit supportive densities for Mobility Hub areas based on the predominant transit mode serving the mobility hub. For mobility hubs where the predominant and highest-order transit mode is Express Rail, as is the case **for the Downtown Pickering Anchor Mobility Hub, the minimum transit supportive density is 150-300 residents and jobs combined per hectare.** The Mobility Hub Guidelines continue to apply until new guidelines have been developed to reflect the 2041 RTP.



DESTINATIONS

- 1 East Shore Community Centre
- 2 Pickering Town Centre
- 3 Pickering Public Library
- 4 Art Thompson Arena
- 5 Bayview Heights Public School



> Downtown Pickering Mobility Hub Profile (2015). Source: Metrolinx

According to the 2015 Downtown Pickering Mobility Hub Profile by Metrolinx, densities of 21 people per hectare and 21.3 jobs per hectare were present in 2015, resulting in a combined 42.3 people and jobs per hectare. Although some additional residents and jobs have been added to the area since this analysis was performed, the numbers generally suggest that the area requires substantially more development to meet the Provincial density objectives for mobility hubs with Express Rail as the predominant transit mode.

The proposed development will help achieve transit-supportive densities in the Downtown Pickering Anchor Mobility Hub by introducing approximately 731 people and 19 jobs to the area, assuming an overall ratio of 1.88 persons per unit and 1 job per 45 square metres of retail GFA.*



4,200 TOTAL POPULATION¹

POPULATION DENSITY



4,300 TOTAL JOBS³

JOB DENSITY



> Downtown Pickering Mobility Hub Profile Population and Jobs Statistics (2015, based on Environics Analytics “DemoStats 2011” data and University of Toronto’s 2011 “Transportation Tomorrow Survey”). Source: Metrolinx

* Yield ratios correspond to the weighted average persons per unit figure for the proposed development as per Regional Municipality of Durham Design Specifications for Sanitary Sewers as well as a frequently used retail job ratio in the GTA.

4.4 Durham Regional Official Plan

The current Durham Regional Official Plan (“the Plan”) was adopted by Regional Council in 1991 and approved by the Minister of Municipal Affairs and Housing in 1993. The current consolidation in force and effect includes amendments to May 11th, 2017. The Plan guides growth and development in the Regional Municipality of Durham by providing policies for improving and securing the quality of life, health, safety, convenience and well-being of present and future residents. The document establishes the future development pattern for Durham Region and provides information and guidance to other levels of government for the preparation of plans and programs.

Part A - Basic Directions

Part A outlines the basis, goals and directions of the Plan and provides goals and policies specific to the topics of environment; economic development; housing; cultural, health and community facilities, and infrastructure; and finance. The proposed development conforms to these directions and policies, and in particular supports the increased density of urban areas (1.1.1.b), the creation of a healthy and complete, sustainable community in a livable urban environment (1.2.1.e), the efficient use of land (1.3.1.b) and creating urban areas that are people-oriented and support active transportation (1.3.1.g).

The proposed development also supports a pedestrian-oriented urban environment which promotes social interaction (2.2.10) and conserves and enhances Durham’s built and cultural heritage resources (2.2.11) through the adaptive reuse and restoration of historically significant elements of the Old Liverpool House. The type of development and design proposed will support the rejuvenation, redevelopment and renewal of an Urban Growth Centre (3.3.8.b) and provides an opportunity to increase the supply of housing in urban areas through intensification by converting single detached dwellings and commercial buildings into multiple residential units located, in part, above commercial uses and adjacent to arterial roads and transit routes (4.3.2.a, 4.3.2.b, 4.3.2.d).

The compact form and location of the proposed development is supportive of policies on efficient use of infrastructure and prioritization of servicing to intensive and compact forms of development and redevelopment in urban areas (5.2.3).

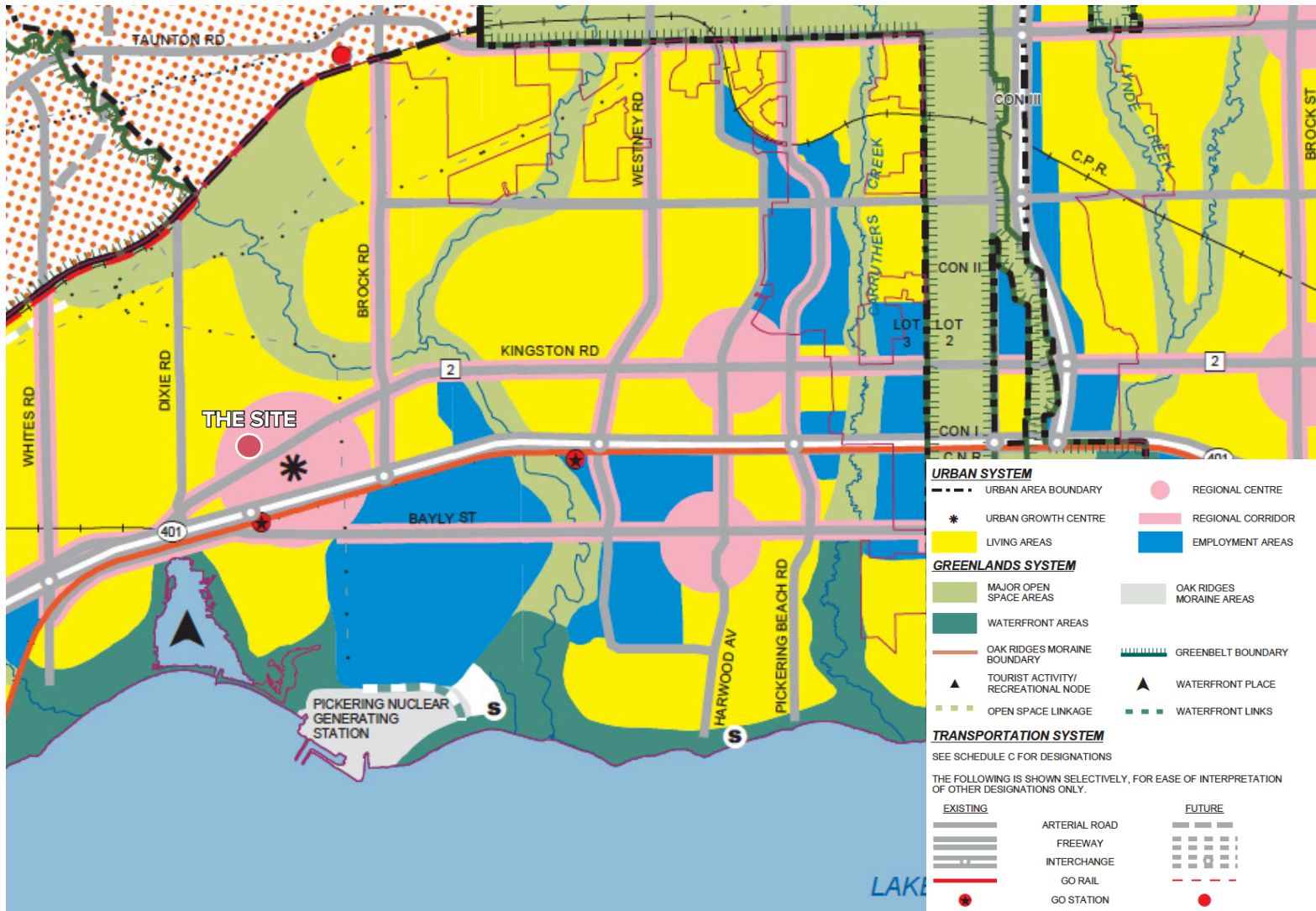
Part B - Structural Policies

Section 7 on Regional Structure gives direction on the development pattern and use of land in the Region. Within the Regional Structure, the subject site is located in the Pickering/Ajax Urban Area within the Urban System. Schedule A - Map A4 provides the southwest portion of the Regional Structure, including the subject site, and shows the subject site situated within a Regional Centre, along a Regional Corridor. Policy 7.3.9 sets out minimum annual targets for residential development through intensification within built-up areas in the Region, with 14,354 units

allocated to intensification in Pickering between 2015 and 2031 (Schedule E - Table E9). Municipalities are directed to investigate means for increasing densities of new residential development and redevelopment in Urban Areas for more efficient use of land and services (7.3.10).

Section 8 outlines goals and policies for the Urban System. Urban Areas should be adaptable will evolve into healthy and complete sustainable communities that meet diverse present and future needs of residents, and are compact and efficient with a mix of uses. (8.1.1, 8.1.3, 8.1.5) Goals for Centres, Corridors and Waterfront Places include recognition of Urban Growth Centres as focal points of urban development and the creation of people-oriented places that are accessible by public transit. (8.1.9 and 8.1.10) General policies include development through a more compact urban form which promotes transit-supportive urban areas (8.2.1.a); the location of mixed uses in Centres (8.2.1.b); intensification (8.2.1.c); and linkages for pedestrians and cyclists to the public transit system (8.2.1.f).

Sub-Section 8A on Centres, Corridors and Waterfront Places provides policy support for urban design in Centres that favours pedestrian traffic with direct street pedestrian access to buildings, parking at the rear or within buildings (8A.1.2.c), and preservation and enhancement of cultural heritage resources (8A.1.2.d). Development along Corridors should promote transit ridership through a mix of uses at high densities; be oriented to the corridor and complemented by consolidated access points; integrate new development with existing development along historical main streets; and preserve and enhance cultural heritage resources. (8A.1.5.a-d)



> Durham Regional Official Plan, Portion of Schedule A - Map A4 'Regional Structure' with abbreviated legend, as relevant

Policy 8A.2.2 designates downtown Pickering as an Urban Growth Centre (UGC) in accordance with the Growth Plan. The UGC shall be planned to accommodate a minimum density target of 200 persons and jobs combined per gross hectare, and a floor space index of 3.0. The UGC should have a mix of predominantly high-rise development, with some mid-rise, as determined by area municipalities.

Section 11 of the Plan provides policies on the transportation system and designates elements of a transit priority network, including Kingston Road as a Transit Spine and the Pickering GO station as a Transportation Hub. In support of existing and future transit services, this section calls for complementary higher density and mixed uses on transit spines within Regional Corridors (11.3.18.a) and the redevelopment of existing surface parking (11.3.18.d).

The proposed development conforms to these structural policies and to the Durham Regional Official Plan. The realization of the proposed development will support the achievement of Regional intensification targets for Pickering and the downtown Urban Growth Centre. The proposed concept suggests a compact urban form and the efficient use of land and infrastructure, and supports the downtown Pickering Urban Growth Centre as a focal point for people-oriented, transit-supportive mixed use development. The conservation and celebration of the Old Liverpool House with new development on the site supports Regional policies for cultural heritage preservation and the redevelopment of historical main streets.

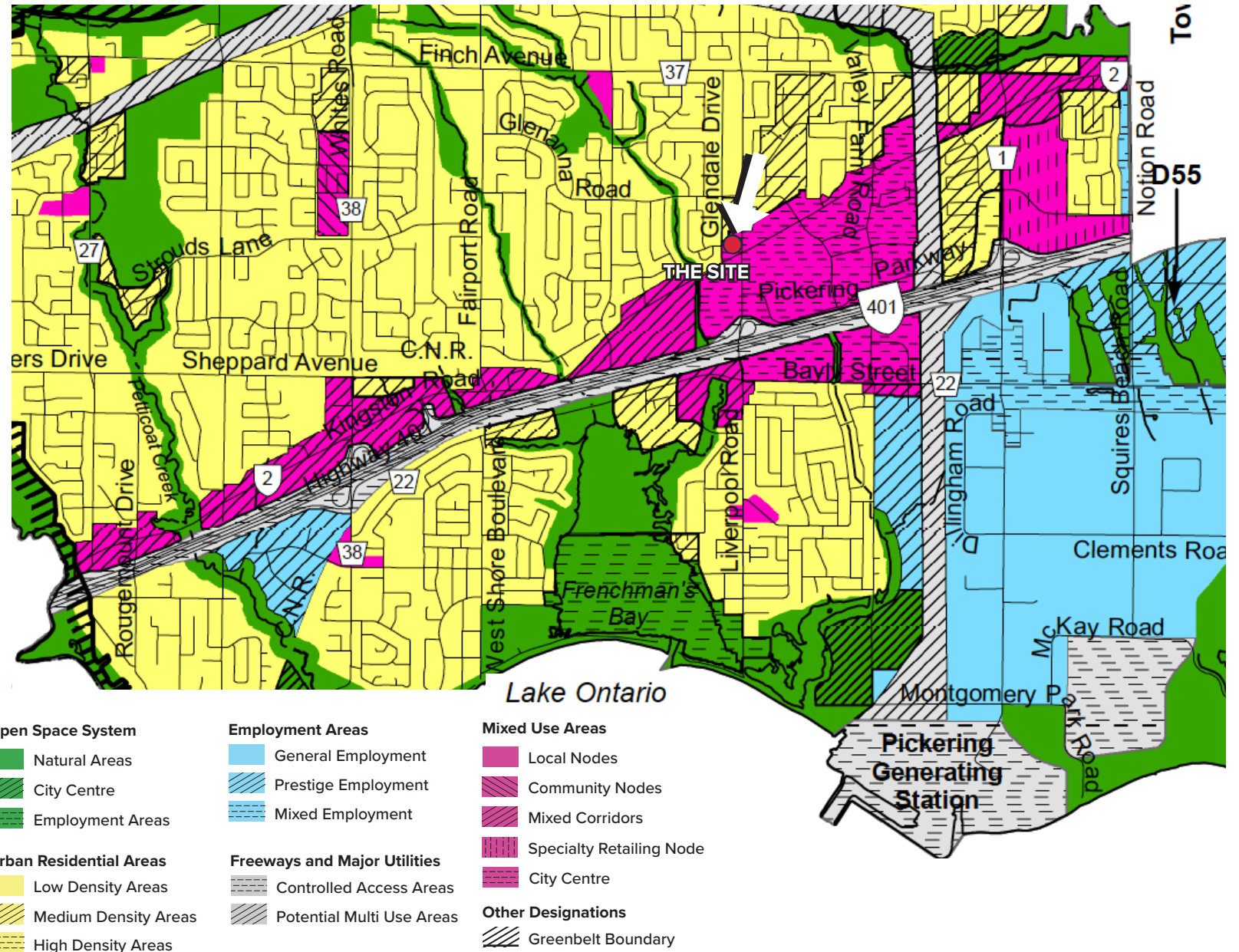
4.5 Pickering Official Plan

The Pickering Official Plan (adopted in September 1997) provides a vision for a vibrant and complete community and provides policies to which all development in the City must conform. The Ontario Municipal Board approved Official Plan Amendment 26 in March 2015 to implement Official Plan policies developed through a City Council endorsed study on the vision for intensification and framework for investment in the City Centre. The current consolidation of the Official Plan (Edition 8 - October 2018) includes new and updated policies for the redevelopment and intensification of the City Centre.

The subject site is located within the South Pickering Urban Area in the city's Urban System and within the City Centre Neighbourhood.

Chapter 3 - Land Use

The subject site is designated City Centre within Mixed Use Areas on Schedule I - Land Use Structure in the Official Plan. Under the City's Land Use Objectives, Kingston Road is to be promoted as the City's "mainstreet" (3.2.b) and the City Centre as a focal point for a wide range of uses and as an Anchor Mobility Hub for integrated transit service (3.2.c), in accordance with the Regional Transportation Plan for the Greater Toronto and Hamilton area.



> Pickering Official Plan, Portion of Schedule I - Land Use Structure, with abbreviated legend

The Mixed Use Areas land use designation is intended to have the broadest diversity of use, greatest levels of activity, and highest quality of design. The City Centre designation in the Official Plan corresponds to the hierarchy, function and design considerations attributed to Urban Growth Centres in the Durham Regional Official Plan.

The City Centre Subcategory within Mixed Use Areas permits a range of uses, including high density residential, retailing of goods and services, offices and restaurants, hotels, and community, cultural and recreational uses (Table 5: Mixed Use Areas: Permissible Uses by Subcategory).

For the City Centre, the Mixed Use Area designation permits net residential densities over 80 dwellings per hectare and a floor space index (FSI) over 0.75 up to and including 5.75.

The proposed mixed use development will bring higher density residential development to the northwest portion of the City Centre and introduce a combination of residential and retail uses on a site currently occupied by low density commercial uses. The addition of 391 units at a site density of 3.6 FSI will bring a high level of activity to the City Centre at Kingston Road, supporting the area as the City's mainstreet and largest mobility node.

Chapter 4 - Transportation

The Official Plan designates Liverpool Road and Kingston Road as Type B Arterial Roads (Schedule II - Transportation System). Kingston Road is also designated as a Transit Spine and emphasized as the city's mainstreet. The city's corridors should be designed as desirable places to be, with transportation and land use complementing

each other and site and road designs that are supportive of pedestrians, cyclists and local transit use, while accommodating vehicular traffic (4.3.a, 4.4.c).

The Anchor Mobility Hub surrounding the Pickering GO station and the City Centre should be planned and developed as a connecting node for regional rapid transit services and other modes of transportation and as a location for the concentration of employment and residential development in an attractive and intensive transit gateway into the City (4.6.f).

The proposed development is supportive of transit infrastructure along the higher order transit spine on Kingston Road and brings residential density to the area in support of the Pickering GO Anchor Mobility Hub. The relationship of the proposed development to the street level reinforces City policies for corridors as desirable places to be.

Chapter 6 - Housing

The Official Plan calls for a broad diversity of housing forms and for opportunities that respond to the existing and future housing needs of the population (6.1, 6.2.a). The Plan had provided policy direction for the introduction of 11,500 additional residential units in the South Pickering Urban Area by the year 2016 through major intensification in Mixed Use Areas; infill development; redevelopment and conversion of non-residential uses to residential uses in Mixed Use Areas; and compact housing form (6.5.a-d).

The proposed development will assist in achieving Official Plan targets for intensification in Mixed Use areas and introduce a compact housing form in the northwest City Centre, broadening the housing options for existing and future residents.

Chapter 8 - Cultural Heritage

Chapter 8 outlines City policy with regard to cultural heritage resources. The Plan directs City Council to allow for alterations, additions and repairs to designated heritage structures to the extent that their heritage value is not detrimentally affected (8.8.a). Guidelines for use and reuse of heritage resources include a preference for the maintenance of original uses, location and orientation of structures. Adaptive reuse and appropriate relocation is suggested where this is not possible (8.9).

Although not listed or designated, elements of the Old Liverpool House on the site have cultural heritage value and are proposed to be conserved through restoration and rehabilitation. The relocation of the house closer to Kingston Road reflects its original relationship to the city's mainstreet. Its adaptive reuse and incorporation with the proposed public realm elements celebrates valuable heritage attributes while creating a renewed sense of place in the City Centre.

Chapter 9 - Community Design

The proposed development aligns with Official Plan goals for community design. Further analysis of Chapter 9 policies is included in Section 5: Urban Design Brief.

Chapter 12 - Urban Neighbourhoods

Growth to 2031

The City Centre neighbourhood is expected to have 13,500 residents and 13,500 jobs by the year 2031 and is planned to have the highest mix and intensity of uses and activities of all neighbourhoods in the city. The Official Plan directs City Council to support a balance of live, work and play opportunities in the City Centre. Policies related to growth include restrictions on new residential development in City Centre South until 2,000 people or 1,100 new units have been added north of Highway 401 in the City Centre (12.10K.b).

Placemaking

The intersection of Kingston and Liverpool Roads is recognized in the Official Plan as a **gateway to the City Centre** and as a location where tall buildings are appropriate on all four corners of the gateway. Public squares and transit waiting areas are also anticipated to front onto this intersection. (12.10A.i)

Policy 12.10A of the Plan encourages a more liveable, walkable and human-scaled City Centre with commercial uses located in relation to the public realm to create social gathering places and a vibrant street. Street-facing facades and publicly accessible gathering spaces are promoted, while shadow impacts on the public realm should be limited through careful massing for year-round comfort.

The Official Plan encourages the redevelopment of strip-commercial sites into mixed use development for the provision of additional housing and in order to better co-locate conveniences, residents and public transit (12.10A.h)

Public Realm and Active Frontages

The Official Plan encourages development with active frontages at grade to promote an active and vibrant street life (12.10D.a). Active frontages are required at grade on Kingston and Liverpool Roads (12.10D.c) in locations further specified in the City Centre Zoning By-law. Official Plan policy also encourages the placement of new buildings along Kingston and Liverpool Roads to reinforce these street edges and remove surface parking that fronts onto the street (12.10D.b).

To meet the required parkland conveyance requirements for new residential development, City Council may accept privately owned publicly accessible squares and open spaces that are visible, open and made accessible to the public at all times and which meet acceptable design and maintenance standards (12.10C.g).

Building Heights

Official Plan policy directs City Council to promote the **highest buildings to be located at key gateways along Kingston and Liverpool Roads and in proximity to higher order transit stations (12.10E.b)**. New development is also expected to gradually transition in height where located in close proximity to established low density residential areas (12.10E.a). For proposed buildings over 5 storeys in height, certain performance criteria shall be considered, including: massing that responds to the scale of surrounding buildings, streets and public open spaces and minimizes shadowing; creation of a human scale at street level through a podium and point tower form or stepbacks at upper levels; sufficient tower building separation to protect for views, privacy and comfort; and the use of residential windows and balconies for passive surveillance of streets and open spaces, while maintaining privacy within units.

Transportation

Policies for transit, active transportation, as well as parking in the City Centre are provided in the Official Plan. Safe and interesting visual environments for pedestrians are promoted as well as the location of active uses and entrances adjacent to transit junctions. (12.10G.c, 12.10H.a)

City policy encourages solutions to minimizing land devoted to parking, including structured or below grade parking, and directs surface parking to be located behind or on the side of buildings and designed to be safe for pedestrians. Shared parking for mixed use sites and the provision of bicycle parking are provided as strategies for reducing required car parking spaces. Where surface parking is provided at the rear of sites, access points should be consolidated where practical. (12.10I)

The proposed development increases the number of people and units accommodated north of Highway 401 in the City Centre, where there has been limited higher density development activity in support of City Centre policies. The proposed design and building heights are compelling and appropriate for this gateway location and align with Official Plan policies for placemaking and building heights. Massing of the proposed townhouse, midrise and tower elements transitions gradually from the northern and western edges of the site and respects a 45-degree angular plane from these edges, in response to adjacent low density residential areas. As a development with a proposed taller 25-storey building, it meets the performance criteria of contextually appropriate massing, limited shadow impacts, adequate tower separation, use of windows and balconies to overlook the public realm, and use of podium form and stepbacks to create a human scale at the street level.

Active retail frontages at the southern end of the site relate to the publicly accessible retail and heritage plazas in a way that encourages social gathering and a vibrant streetscape. The proposed development drastically reduces the surface parking on the site through proposed underground parking and several rear at-grade parking stalls in support of uses accommodated in the Old Liverpool House.

Chapter 14 - Detailed Design Considerations

The proposed development aligns with Official Plan detailed design considerations. Further analysis of Chapter 14 policies is included in Section 5: Urban Design Brief.

Chapter 16 - Development Review

The Pickering Official Plan contains policies related to bonus zoning, as provided for in Section 37 of the Ontario Planning Act. As per policies in Section 16.17, City Council may pass by-laws permitting increased height and density in return for the provision of community benefits including “additional open space or community facilities, assisted or special needs housing, the preservation of heritage buildings or structures, or the preservation of natural heritage features and functions”. Bonuses in height and density should be suitable and compatible for their proposed locations and the community contributions provided should benefit the area experiencing the increased height or density.

Section 16.29 of the Official Plan outlines the City’s parkland conveyance policy. For residential development, up to 5 percent of land proposed to be developed is required to be conveyed to the municipality as parkland or for other public recreational purposes. An alternate rate of up to one hectare per 300 dwelling units may be used in Mixed Use Areas. Payment in lieu of land conveyance may also be accepted by City Council. Publicly accessible open spaces and squares may also be accepted toward the municipal parkland requirement (12.10C.g).

The proposed development includes the relocation and conservation of a building with notable heritage value. The approach to conservation and reuse of Old Liverpool House will enhance the placemaking qualities of an important intersection in the City Centre and will provide social and cultural benefits to local residents and the wider Pickering community. Increased height permissions are being requested in return for the provision of community benefits, including preservation of heritage structures and open space contributions.

4.6 Zoning By-law

The Pickering City Centre Zoning By-law 7553/17 (“the By-law”), approved by City of Pickering Council on April 11, 2017, was appealed and subsequently approved by the Ontario Municipal Board (Decision/Order PL170549) on February 22, 2018. The By-law implements City-initiated Official Plan Amendment 26 (OPA 26) to create a framework for the redevelopment and intensification of the City Centre. OPA 26 and the implementing By-law 7553/17 support transit-oriented, pedestrian-oriented, and mixed use development. The City Centre Zoning By-law applies to the entirety of the subject site.

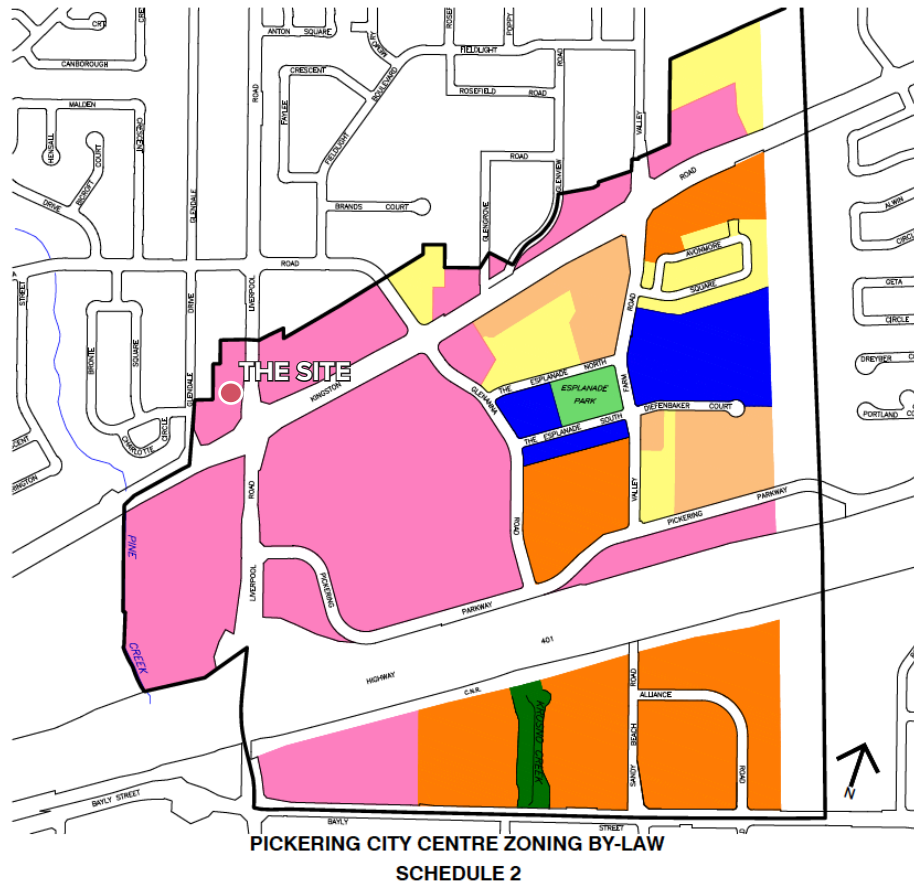
The subject site is zoned CC1 - City Centre One. This zoning permits a range of residential and non-residential uses, including apartment dwellings, townhouse dwellings, retail, commercial, office, community, recreational, and institutional uses. The permitted density on the site is a minimum of 0.75 FSI and a maximum of 5.75 FSI. The maximum permitted building height on the site is 47 metres, while the minimum building height is 10.5 m (3 functional floors). Building heights are limited by a 45-degree angular plane from adjacent grade related dwellings to the west and north of the subject property.

The By-law includes minimum and maximum provisions for building setbacks from the street line, with specific provisions for locations with required active at grade frontages. The locations required to have required active at grade frontages are shown on Schedule 6. In the case of the subject site, any buildings along Kingston Road are required to have active at grade frontages, as well as buildings along the southernmost portion of the site along Liverpool Road. A minimum of 60 percent of the street frontage of the subject lot must be occupied by a building.

Podium heights, wider building separation distances, main wall setbacks, and floor plate provisions are provided for taller buildings, with the maximum tower floor plate for a residential building set at 850 square metres. The indoor and outdoor amenity space requirement is set at 2 square metres per apartment dwelling unit, with a minimum 40 square metre contiguous outdoor amenity area. Landscape areas are required to cover 10 percent of the lot area.

The zoning requirement for parking is 0.8 spaces per unit for apartment dwellings and 1.75 spaces per dwelling unit for block townhouse dwellings. Visitor spaces are required at a rate of 0.15 spaces per unit. Retail stores are required to have 3.5 spaces per 100 square metres gross leasable floor area (GLFA), while restaurants require 5 spaces per 100 square metres GLFA.

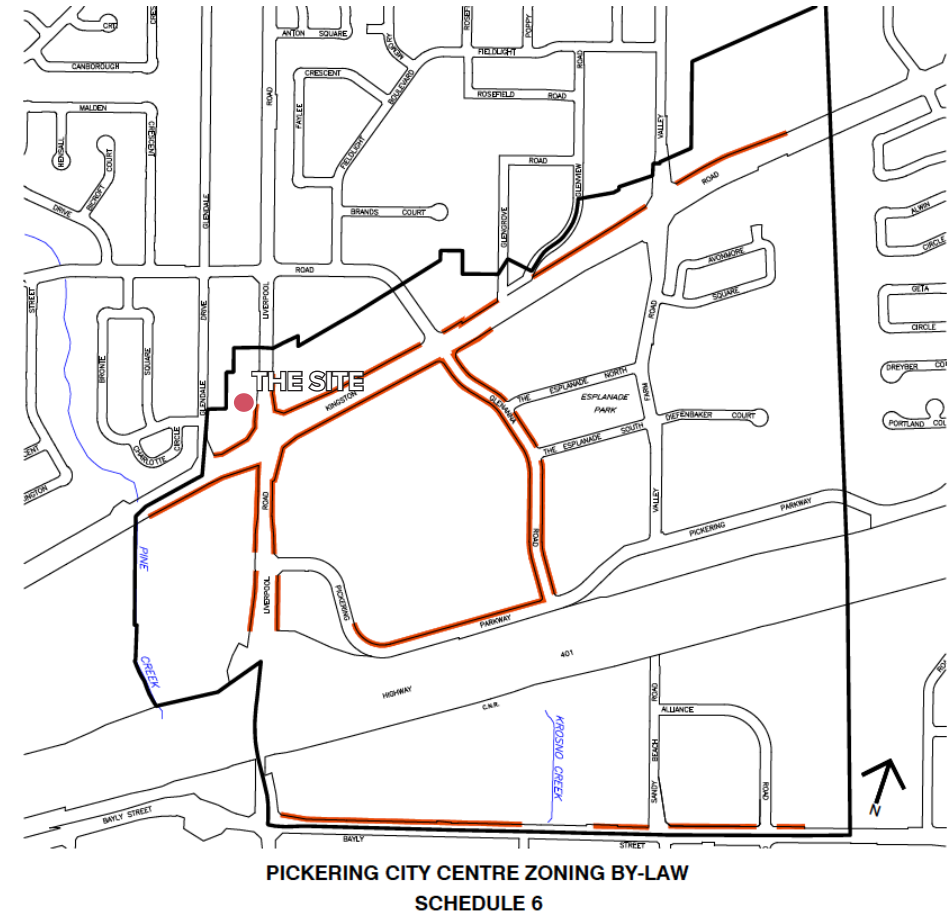
In order for the proposed development to proceed, current zoning regulations will need to be amended to allow for an increase in permitted building height at the location of the proposed 25-storey building. Minor amendments to permitted podium heights, building separation distances and main wall setbacks are also requested. The proposed development otherwise complies with the provisions of the City Centre Zoning By-law, including the required transition in height along an angular plane from the two property lines currently adjacent to grade related dwellings. A draft Zoning By-law Exception is contained in the appendix to this report in support of a site specific Zoning By-law Amendment.



LEGEND - Land Use Categories

- CC1 - City Centre One
 - CC2 - City Centre Two
 - CCR1 - City Centre Residential One
 - CCR2 - City Centre Residential Two
 - CCC - City Centre Civic
 - OS - Open Space
 - NHS - Natural Heritage System
- * boundary of Krosno Creek to be further refined

> City Centre Zoning By-Law - Schedule 2 Land Use Categories (legend rearranged for space)



LEGEND - Active At Grade Frontages

- Required Active At Grade Frontages

> City Centre Zoning By-Law - Schedule 7 Active At Grade Frontages

5.0

Urban Design Brief

The following section describes how the proposed design is consistent with the City Centre Urban Design Guidelines and how it aligns with the policies outlined in Chapter 9 on Community Design and in Chapter 14 on Detailed Design Considerations of the Pickering Official Plan.

Chapter 9 of the Pickering Official Plan outlines the goal and objectives for community design in the City Centre. Development at various scales and good, high quality community design for desirable built and natural environments (9.1) is supported as a goal by a series of objectives (9.2) related to a high quality pedestrian experience, a mix of uses and activities, effective mobility networks, contextually appropriate development, adaptive and high quality architectural and landscape design, and the creation of landmarks to inspire a sense of place.

Chapter 14 of the Official Plan expands upon the goals and objectives for community design in Chapter 9 and gives more detailed direction on a range of design matters. The detailed design considerations in Chapter 14 provide the main design objectives for the City Centre. Further guidance for intensification and new development is provided in the 2017 City Centre Urban Design Guidelines. These two documents are referred to, by policy or guideline number, in the following sections as they pertain to the public realm, mobility and built form elements of the proposed design.

5.1 Public Realm and Community Image

Community Image, Views and Safety

The proposed development reinforces Kingston Road as the city's mainstreet and the Kingston and Liverpool Road intersection as a gateway to the City Centre, creating a distinctive sense of place and establishing new social gathering places at a key node for transit and commercial activity. The mixed use residential development enhances the character of the largely commercial section of the City Centre neighbourhood, introducing residential uses alongside retail at grade for greater activity and vitality at different times of the day.

Retention and enhancement of the distinctive built form of Old Liverpool House is carefully considered to provide a prominent and historically sensitive location fronting Kingston Road for the culturally valuable building. New views and vistas onto the development are established both from distant locations on Kingston and Liverpool Roads and at a more intimate scale between historic and new built form elements and between the new publicly accessible patios and plazas and interior activity areas of the development.

Publicly accessible spaces in the proposed development are located adjacent to the transit waiting areas on Kingston and Liverpool Roads and to the proposed retail frontages, facilitating continuous and high levels of activity and enabling public surveillance. Pedestrian paths and landscape elements on site are designed with permeability and safety in mind and provide route choice and visibility through the development.

OP Policies:

14.2 (a), (b) and (c)

14.6 (c) and (f)

14.11 (b), (d), (e) and (i)



> View from southeast corner at Kingston and Liverpool Roads (Kirkor Architects + Planners)

Outdoor Spaces and Streetscapes

Public realm elements in the proposed development respond to the specific opportunities offered at the subject site, namely the heritage context of the Old Liverpool House and landmark quality of the prominent gateway site. The spaces proposed are framed and defined by the built form, which is oriented and massed to create a human scale and intimacy at grade level. The siting and design of built form and landscape elements in the proposed development also creates the potential for art and lighting to be incorporated into the public realm design.

The heritage forecourt and urban plaza along Kingston Road reinforce the gateway location and indicate a sense of arrival to a special place. An inviting and accessible porch wraps Old Liverpool House creating a transition and weather protection for pedestrians between commercial uses, landscaped spaces and transit station waiting areas. A patio and forecourt are proposed adjacent to podium retail uses along Liverpool Road, supporting the function, appearance and vitality of the adjacent streetscape.

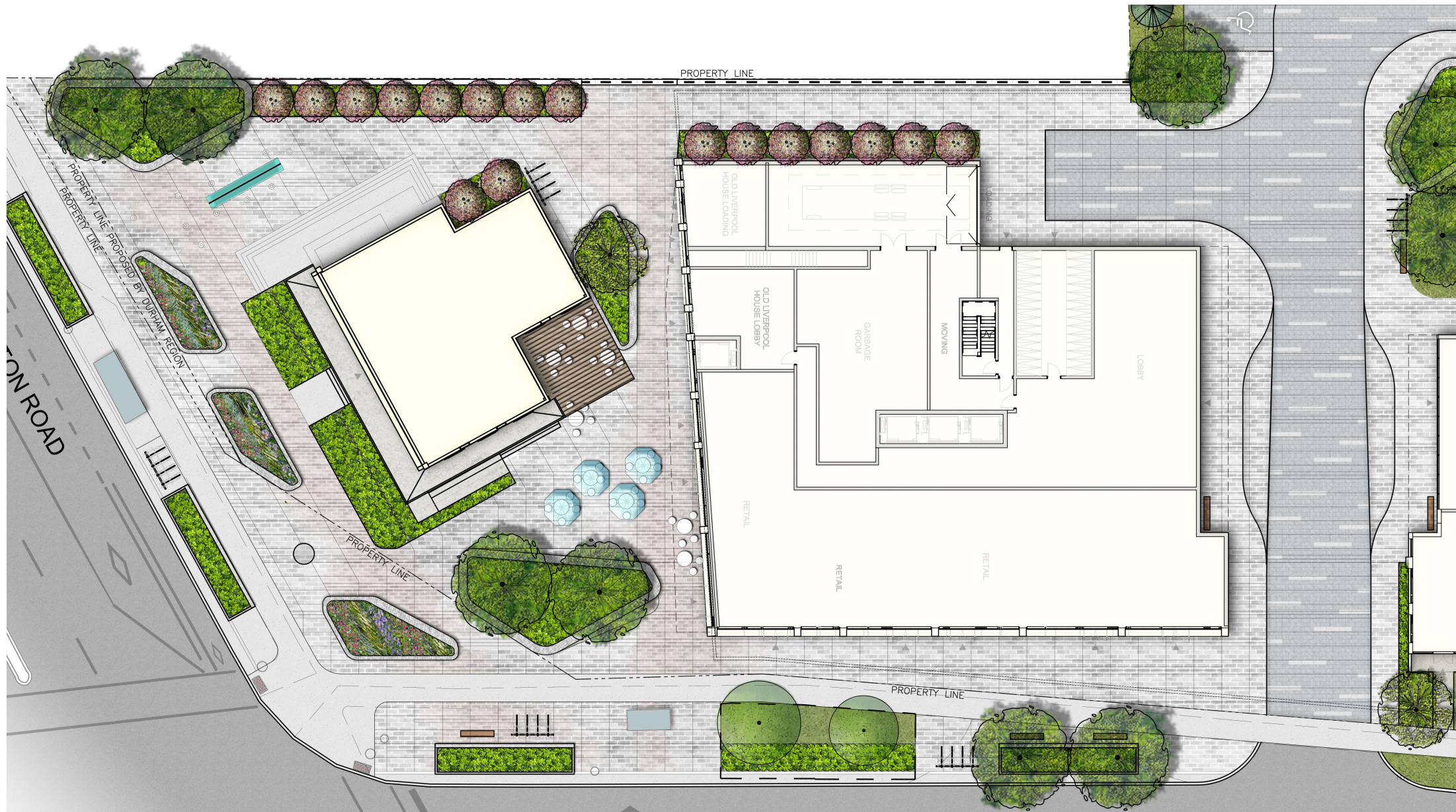
A consistent paving and landscape treatment is applied across the southern portion of the site and is proposed to extend to the adjacent municipal sidewalk and transit waiting areas along Kingston and Liverpool Roads. Seating elements, planters and bicycle racks create a high-quality environment and promote social interaction. Vegetation is added, enhanced or preserved on the site and adjacent municipal boulevards as appropriate, and is used to reinforce the gateway location, direct pedestrian movement, and define the publicly accessible open spaces on the site.

OP Policies:

- 14.4 (d) and (e)
- 14.7 (d), (e) and (h)
- 14.8 (c), (d) and (g)
- 14.12 (c)
- 14.13 (a) and (c)
- 14.14 (c)

Urban Design Guidelines:

- 2.3.3.3 (d)
- 4.1 (d)
- 4.2.5 (a), (b), (c), (d)
- 4.2.7
- 3.4.2 (a) and (b)
- 3.9.1



> Landscape Concept - Proposed public realm improvements at southern end of subject site (MBTW Group)



Scale of Public Realm

The development uses different scales to create a pedestrian friendly environment while introducing a new landmark development at an important view terminus. Proposed development blocks increase in scale from a finer grain adjacent to grade-related residential and commercial context to the north to a more generous block size at the Kingston and Liverpool Road intersection. At the southern edge of the subject site, the built form frames several pedestrian scaled open space elements. The two-storey Old Liverpool house defines comfortable spaces for socialization while the tower building's southern façade recesses in response to the scale of Old Liverpool House and helps frame the retail patio proposed along Liverpool Road.

The publicly accessible open spaces on the site are complemented by landscaped open spaces serving as outdoor amenity to residents of the development. A 458 square metre landscaped residential amenity area is located behind the midrise building, while smaller landscaped areas front the townhouse units along Liverpool Road and provide a privacy buffer.

OP Policies:

14.2 (a), (b)

Urban Design Guidelines

2.3.3.2 (d)



> Public realm connection between the proposed 25-storey tower and Old Liverpool House (Kirkor Architects + Planners)

5.2 Mobility and Access

Pedestrian Movement and Amenities

The block design of the proposed development creates a safe, comfortable, and interesting environment for pedestrian movement to, through, and beyond the subject site. Open areas and paths for pedestrians are generous and facilitate movement between residential and retail frontages as well as to and between transit waiting areas. A mid-block connection is provided between the retained heritage and new construction to facilitate safe and barrier-free movement between the public realm and retail components and the at-grade parking provided at the rear of the site.

Proposed unit paving on the site will enhance the character of the future mixed use and high activity area and will assist pedestrians and all road users in distinguishing areas where vehicular routes cross pedestrian paths. The site is proposed to be graded so as to facilitate barrier free movement throughout the site.

Existing municipal sidewalks are proposed to be widened adjacent to the site and are flanked by improved paving, street furniture, and vegetation. Existing and new street trees and vegetation are incorporated in grass boulevards to enhance the character and quality of the street without blocking sightlines for motorists and cyclists. Street furniture is proposed near the adjacent publicly accessible open spaces and transit station areas and is proposed to include benches and bicycle racks.

OP Policies:

14.5 (b)

14.8 (j)

Urban Design Guidelines

- 3.2.1 Pedestrian Zone (Sidewalks, Landscaping - Street Trees and Vegetation; Street Furniture)
- 3.2.2 Paths and Mid-Block Connection
- 3.3.4 Other Cycling Facilities
- 3.4.1 Transit Corridors
- 3.4.3 Transit Stops

Vehicular Movement and Access

Vehicular access to the site is consolidated at two points on Liverpool Road. The two access points connect a private driveway, or laneway, leading to the back of the site where the underground parking access is located to minimize impacts on the public realm and reduce conflicts with other road users. Surface parking supporting the retail uses is also located at the rear of the development off the proposed private two-lane driveway, as are retail and residential loading areas. The loading areas are located away from routes planned for use by cyclists and pedestrians.

The main pick-up and drop-off area for residential and retail uses is proposed to be located mid-block between the tower and midrise residential buildings, along the southern access to the site, providing a dedicated and safe space for boarding and alighting away from the main roads. The block townhouses at the north end of the development are provided with dedicated internal parking.

Distinct paving and signage will signal low traffic speeds in the private driveway to provide safety to all driveway users. Directional signage will assist visiting vehicular traffic with locating underground and rear at-grade retail and visitor parking.

OP Policies:

14.5 (c)

Urban Design Guidelines

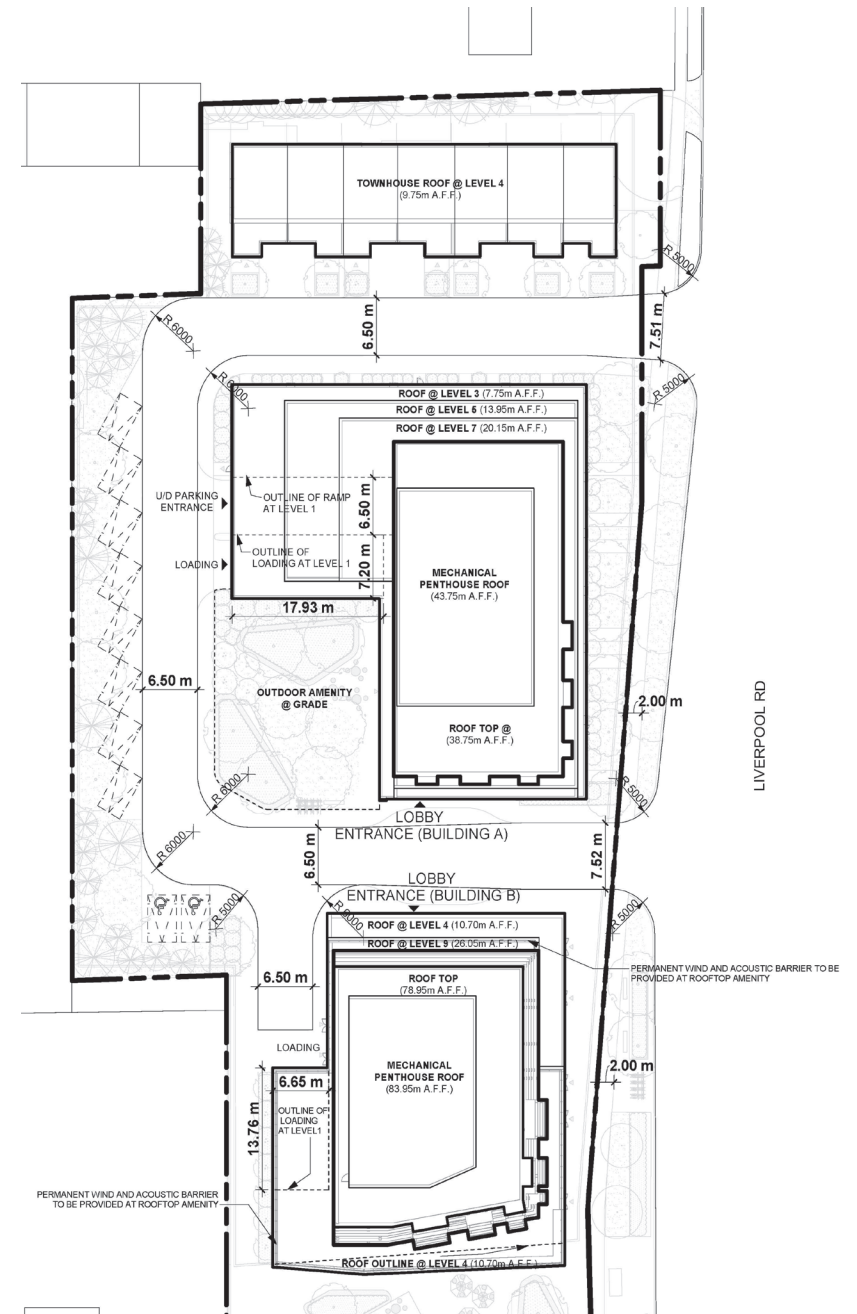
2.3.3 (c)

2.3.5.2 Surface Parking

2.3.6 Loading, Services, and Utilities

3.4.4 Other Cycling Facilities

3.9.4 Private Streets and Laneways



> Portion of Site Plan (Kirkor Architects + Planners)



> Kirkor Architects + Planners

5.3 Built Form

Site Design

The placement of buildings in the proposed development is carefully considered for appropriate orientation and distances with respect to other buildings on the subject site and on adjacent sites. Proposed building massing and design is intended to define the surrounding public realm and establish a sense of enclosure along public sidewalks by virtue of building heights related to the width of surrounding streets. Site grading and building foundations are proposed to facilitate access for persons of all levels of mobility.

Street edges on the subject site are defined through use of street-oriented buildings with grade level windows as well as retail and residential entrances that allow interaction between the public realm and activities within proposed buildings. Street frontages along Liverpool and Kingston Roads are predominantly occupied by buildings and feature a high degree of transparent materials in proximity to the intersection of these two major streets.

Building setbacks along Liverpool Road are maintained between 2.8 and 6.4 metres, with greater setbacks at the gateway corner where publicly accessible open spaces and retail patio areas are located.

Proposed landscaped areas will make up nearly 45% of the site and will enhance the visual image of the site, define pedestrian routes and private spaces, and provide screening from adjacent properties and parking areas.

OP Policies:

14.5 (c)

Urban Design Guidelines

2.3.3 (c)

2.3.4.2 Surface Parking

2.3.6 Loading, Services, and Utilities

3.4.4 Other Cycling Facilities

3.9.4 Private Streets and Laneways

Building Design

The proposed buildings on the site form a cohesive urban design, are compatible with one another, and are designed to be appreciated at various scales and from locations both on the site and in the surrounding area. The massing, form, position and height of the proposed buildings carefully consider the adjacent existing built form context. Angular planes, limited shadow impacts, and the articulation of distinctive base, middle and top sections of taller buildings are all employed to provide an appropriate transition toward the gateway location at the southern end of the site.

Horizontal projections, articulation with vertical columns and pilasters, and changes in material are used to create human-scaled visual references and divide the mass of proposed buildings into smaller components. A recess in the southern façade of the 25-storey tall building creates a visual reference to the height of the historic Old Liverpool House. The brick materiality of the heritage structure is reflected in the tower and midrise base buildings, as well as the townhouses on the site. Lighter materials are used at higher levels of the midrise and tower elements to create an appealing streetscape and create a sense of lightness to the tower volume.

The proposed tall building element represents a signature building on the Pickering landscape and is placed appropriately at a key gateway to the City Centre. Views of the building from all sides are considered and architectural

features are used at higher levels to create visual interest and bring attention to the importance of the site at the corner at Kingston and Liverpool Roads. The surrounding public realm complements the landmark building and creates a compelling transition to the retained and enhanced Old Liverpool House.

OP Policies:

14.9 (c)

Urban Design Guidelines

2.3.3 (c)

2.3.5.2 Surface Parking

2.3.6 Loading, Services, and Utilities

3.4.4 Other Cycling Facilities

3.9.4 Private Streets and Laneways

6.0

Supporting Studies

6.1 Traffic Impact Study

A Traffic Impact Study by LEA Consulting Ltd. includes an analysis of existing transportation conditions, transportation elements of the proposed development, future background traffic conditions, and a signal warrant analysis at the intersection of the northern site access with Liverpool Road.

City Centre Zoning By-law 7553/17 requires a minimum of 417 parking spaces once the shared parking formula is applied for multiple uses on the same site. The proposed parking supply is 512 parking spaces, including 488 spaces in 3 underground levels, 10 at-grade parking spaces, and 14 townhouse spaces. Six (6) Type A and 5 Type B accessible spaces are also provided. To accommodate loading on site, two loading areas are provided at the rear of the site. While 207 bicycle parking spaces are required, the proposal includes 254 spaces.

The net impact of new traffic generated on-site by the proposed development was found to be negligible. Analysis of site arrangements with 1 and 2 access points were analyzed and found to yield no significant difference in traffic operations. An optimized signal timing plan was developed and recommended for the Kingston and Liverpool Roads intersection to address future westbound left delays anticipated during the PM peak hour regardless of the proposed development. Some justification for a signal at Liverpool Road and the north site access point was found, but further analysis is recommended on the impacts to traffic progression of a new traffic signal at this location.

6.2 Functional Servicing and Stormwater Management

Stantec Consulting Ltd. prepared a Functional Servicing and Stormwater Management Report in support of the proposed development. The report proposes a servicing, stormwater, and grading strategy that is appropriate for the site and addresses City and Region requirements and guidelines.

Storm Drainage

Stormwater servicing for the site can be provided by two existing connections to the municipal sewer located at the northeast and southwest ends of the site. A proposed stormwater management plan combines on site retention, through irrigation and reuse, with underground detention tanks to achieve water balance targets and quantity control. Quality control is achieved through filtration of runoff originating from asphalt areas.

Water Supply

Water to the site will be supplied by connection to an existing watermain running along the Liverpool Road and Kingston Road frontages. Only one water source is needed for the proposed building heights. Available pressure and flow in the surrounding municipal watermains will satisfy the water demand of the proposed development, as indicated in December 2018 hydrant flow/pressure tests.

Sanitary Servicing

A downstream analysis of sanitary capacity was performed as requested by the Region. Sewer flows of the proposed development can be accommodated by the existing municipal sanitary sewer system, leaving a minimum of 35% residual capacity in all pipe lengths between the subject site and the downstream trunk sewer. Sewer flows from the new proposed structures will be serviced with a connection to the existing municipal sewer on Liverpool Road at the north end of the site. An existing connection to the Liverpool Road sewer currently servicing Old Liverpool House will be maintained and will continue to service the house.

Site Grading

The subject site is relatively flat and does not present significant grading constraints. Proposed grading will look to match existing property line elevations, contain drainage, respond to City sloping criteria, provide appropriate transitions between built form elements, and respect stormwater management, servicing, and environmental requirements.

6.3 Heritage Impact Assessment

The Heritage Impact Assessment for the proposed development was prepared by ERA Architects and provides an assessment of the cultural heritage value of the Old Liverpool House (1294 Kingston Road), analyzes the impact of the proposed development on the heritage resource, and outlines a preliminary conservation approach and mitigation strategies to address potential impacts.

Old Liverpool House is not listed on the City of Pickering's Heritage Register and is not designated under Part IV of the Ontario Heritage Act, however its design, associative and contextual value make the structure a candidate for designation. The heritage attributes of the structure are related to its typology as a highwayside inn, its Italianate style of architecture applied to a commercial hotel building, its potential to yield evidence of the historic community at Kingston and Liverpool Roads and its value as a local landmark.

The preliminary conservation strategy for the heritage asset involves relocation of the structure south by several metres; removal of later unsympathetic additions; and repairs to the building exterior.

Mitigation strategies to address any impacts of the proposed development on the cultural heritage value of the subject site include:

- Retention and restoration of existing Old Liverpool House to allow for its adaptive reuse;
- Sympathetic design of new construction to complement the Old Liverpool House, while maintaining its prominence on the site and at the intersection of Kingston and Liverpool Roads;
- Articulation of the proposed tower's south facade in response to the angled orientation of the Old Liverpool House;
- Transition and material articulation of the proposed new podium levels in response to the existing (red brick) of the Old Liverpool House;
- New walkways, landscaped areas and pedestrian gathering spaces to enhance opportunities to engage with the heritage resource; and
- Provision of breathing room (physical open space) between the new mixed-use residential buildings and the Old Liverpool House.

6.4 Sun/Shadow Study

A Sun/Shadow Study prepared by Kirkor Architects + Planners analyzes the shadowing effect of the proposed development on the surrounding context. The study shows the existing shadows as well as shadows generated by the proposed development during the summer solstice (June 21), spring and fall equinoxes (March 21 and September 21), and the winter solstice (December 21).

Net new shadows on the public realm and surrounding neighbourhoods are shown to be limited. In June, net new shadows move off adjacent residential properties to the west by 11:18 am and are mostly limited to the roadway portion of Liverpool Road to the east in the afternoon, with some shading of the adjacent boulevard on both sides of the street. In the spring and fall equinoxes, net new shadows also largely move off the residential neighbourhood to the west and northwest by 11:18 am; in the afternoon net shadows to the east of the site are largely concentrated on the roadway portion of Liverpool Road and commercial areas to the east, with some shading of the boulevard on both sides of the road by 2:18 pm.

In December, net new shadows largely move off neighbourhoods to the north and northwest by 1:18 pm, with shadows cast on a portion of the property immediately

to the north until 4:18 pm; net shadowing reaches the front and side yards of a couple of residential properties to the northeast for one hour between 12:18 pm and 1:18 pm and reaches commercial properties and Liverpool Road to the east between 1:18 pm and 4:18 pm.

No net new shadows are cast by the proposed development onto Old Liverpool House. The open space surrounding Old Liverpool House is similarly shadow free except for slight shadowing after 5:18 pm at the summer equinox.

6.5 Noise Study

A Noise Feasibility Study was prepared by RWDI for the proposed development and concludes that the development is feasible with respect to meeting the environmental noise criteria.

Road traffic on Liverpool Road and Kingston Road has the potential to influence the proposed development and will require the inclusion of warning clauses on development, purchase and lease documents. However, compliance with associated indoor sound level limits should be achievable using reasonable means, including installation of air-condition, STC 30 windows, STC 19 doors, and STC 45 exterior walls.

Outdoor Living Areas at grade and above ground are recommended to be shielded by noise barriers of 0.5 metre to 1.3 metres in height.

6.6 Environmental Site Assessment

Phase I and Phase II Environmental Site Assessments (ESAs) were conducted by Terrapex Environmental Ltd. for the subject site. A list of Potentially Contaminating Activities identified within the Phase One Study area (subject site and properties within 250 metres of the site boundary) were associated with twelve Areas of Potential Environmental Concern (APECs) and demonstrated the requirement for a Phase II investigation. A Phase II study was performed to identify the location and concentration of on-site contaminants and to determine recommendations for remediation or risk assessment.

Soil testing found that hot water soluble boron, pH, electrical conductivity, and sodium adsorption ratio (SAR) parameters exceeded MECP Table 2 Site Condition Standards. These results are attributed to the poor quality of existing fill material on the site and the application of de-icing salt on-site and on adjacent roadways.

Groundwater testing found that barium, chloride, and sodium parameters exceeded MECP Table 2 Site Condition Standards and that these results can be attributed to the same sources as the soil contamination.

As a result of the Phase II findings, a Risk Assessment will be required for the proposed development in advance of filing a Record of Site Condition.

6.7 Geotechnical and Hydrogeological Studies

Terrapex Environmental Ltd. conducted a Hydrogeological Review in support of the proposed development. The shallowest water table was found to be located at 1.5 metres below grade which will have implications for underground parking structure construction and may require a Permit To Take Water as well as periodic extraction of storm water. Foundation drains may collect up to 647,000 litres per day post-construction.

The quality of groundwater was found to comply with Regional by-law criteria for sanitary/combined sewers; TSS concentrations may be further reduced by filtering and settlement methods. Low impact development measures (LID) such as permeable paving will not be feasible on the site due to low permeability soil, a shallow water table, and vertical and horizontal proximity to the proposed underground parking garage.

A Geotechnical Investigation was conducted by Alston Associates (a division of Terrapex) and concludes that excavation for the basement and foundations should not pose any unusual difficulty as the material encountered at the anticipated foundation founding level is considered satisfactory bearing material. The use of a shallow foundation system consisting of conventional spread and strip footings is feasible to support the proposed structures. The report provides a series of recommendations for subsurface and at-grade design and construction.

Planning Justification Summary & Conclusions

The Liverpool House Site project proposes an urban mixed use development that proudly celebrates the historic Old Liverpool House building as the forecourt to residential and retail uses in a combination of taller building, midrise and townhouse development. A total of 391 units and 850 square metres of retail are supported by underground parking and new public open spaces designed to create a sense of place and provide new gathering spaces at the gateway to the City Centre.

In our opinion, the proposed development is consistent with the Provincial Policy Statement (2014), conforms with the Growth Plan for the Greater Horseshoe (2019), the Region of Durham Official Plan (1993), the Pickering Official Plan (1997), and represents good planning. The ZBA application seeks relief in the permitted heights for a portion of the site to allow for appropriate intensification and conservation of an on-site heritage asset.

The following section provides a more detailed summary of the planning justification demonstrating the appropriateness of the proposed development and the rationale for increased height permissions on the site.

7.1 Intensification at a Key Transit Node

The proposed development will support the intensification of a transit-connected site located within a node of multi-modal transit activity. An adjacent bus rapid transit stop on Kingston Road in front of Old Liverpool House is a major transit station along a higher order transit route between Oshawa and the University of Toronto Scarborough in Toronto. A mobility hub at the nearby Pickering Centre GO Station provides connectivity to the Lakeshore East GO train line as well as several local and regional bus routes. These transit amenities provide robust opportunities for City Centre residents to connect to work and leisure destinations using alternative modes of transportation and make the subject site a strong candidate for intensification.

Creating a higher density mixed use development at the intersection of Kingston and Liverpool Roads will allow new residents to live close to transit and reduce reliance on the private automobile. Intensification at this site will also reinforce the City Centre as an important mixed use node and growth centre in support of provincial, regional and municipal goals for transit-supportive development.

7.2 Landmark Development at City Centre Gateway

The proposed development marks an opportunity to bring a landmark mixed use development to the heart of Pickering City Centre that could act as a catalyst for intensification and reinvestment on nearby prominent sites in the downtown area.

The proposed ZBA will respond to municipal planning policy and urban design objectives by facilitating a signature development at the intersection of Kingston and Liverpool Roads, which is recognized as the gateway to the City Centre in Official Plan policy and can be seen as the “four corners” of downtown Pickering. High quality and bold building and public realm design at this location will signify arrival at an important place and help shape the identity of the City Centre.

7.3 Enhancing the 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. The open porch of the Old Liverpool House creates a relationship between the historic asset and the surrounding public realm.

The retail forecourt on Liverpool Road is fronted by a continuous streetwall of active frontages at the base of the tower building podium, animating the street level. Landscaped residential amenities fronting the townhouse units at the base of the midrise building and behind the midrise provide a green transition between the open space network north of the site and the urban landscaped environment proposed for the southern portion of the site.

A variety in built form succeeds in providing interest at multiple scales, from the street level to high in the sky, where a new tower acts as a view terminus in the city centre.

The proposed development replaces much of the existing on-site surface parking with a pedestrian-friendly and urban landscape treatment, where vehicular movement is limited to the north of the proposed mixed use tower. Vehicular access points to the site are minimized to reduce impacts to pedestrian circulation and ensure safe circulation for all road users.

7.4 Introducing Mixed Uses and a Vibrant Street Level

The proposed development provides opportunity for a mixed use and complete community at the edge of Pickering Town Centre, a significant retail and employment destination. The proposed residential units are complemented by grade related retail and commercial uses on the southern portion of the site which will provide interest and opportunity for both new residents and the surrounding community at different times of the day. This increased diversity of uses and related activity will create a more animated, safe and vibrant sense of place at the transition between residential neighbourhoods to the north and the mixed use City Centre to the south.

While residential and non-residential uses are present in the surrounding area, most sites feature single uses at low densities and designs oriented toward automobile use. In contrast, the proposed development integrates multiple uses on one centrally-located and prominent site and provides an environment attractive to and conducive of pedestrian and social activity on, through and around the site.

7.5 Adaptive Reuse of a Heritage Asset

The proposed development will incorporate the adaptive reuse of Old Liverpool House, a heritage asset of value to the City of Pickering and the local community. By proposing the retention of original and historically valuable components of the building and by relocating the structure closer to the southern property line on Kingston Road, the development proposes to situate Old Liverpool House in a manner more similar to its original location and appearance at the corner of Kingston Road and Liverpool Road. Although not listed or designated as a heritage asset with formal requirements for conservation, the structure contributes significantly to placemaking at one of Pickering's most prominent locations and has been considered for adaptive reuse in this proposal.

The retention of and investment into the adaptive reuse of Old Liverpool House precludes the full realization of development potential on the subject site. In order to regain the development density required to support the feasibility of the proposed development, an increase in height permission is requested to a maximum of 80.0 metres at the southern portion of the site.

The proposed 25-storey tower is designed to respond in massing, orientation and materiality to the heritage context of Old Liverpool House, while introducing a striking new building form on the site.

7.6 Responsiveness to Surrounding Context

The proposed development is scaled to provide transition from adjacent residential areas to the height and intensity anticipated at the Kingston and Liverpool Roads intersection. Divided into three blocks of gradually increasing size, the development transitions respectfully from the finer grain fabric of the Liverpool Neighbourhood to the large scale commercial and civic blocks of the City Centre.

A mix of building forms is used to facilitate the transition in height and massing and to limit shadow impacts: 3-storey stacked townhouses are proposed to be situated along the northern edge of the site adjacent to the low rise neighbourhood context; a central midrise building of 12 storeys steps back along an angular plane with respect to neighbouring properties to the west, and a taller 25-storey signature building is proposed for the southern end of the site near Kingston Road. At its southern facade, the base of the 25-storey building is recessed, providing visual reference to the historical context of the Old Liverpool House.

APPENDIX A

Draft Zoning By-law Amendment

A/ Draft Zoning By-law Exception Table

A site-specific Zoning By-law Amendment will be required to facilitate implementation of the proposed development. The following Draft Zoning By-law Exception Table provides an 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.

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 4.2 metres may encroach into any required setback to a maximum of 1.5 metres or half the distance of the minimum required setback, 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 of a building or structure</i> , or any part thereof located within the Tower 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 f) ii) related to maximum <i>height of a podium</i> , the <i>height of a podium</i> shall not exceed 30.0 metres for a <i>building</i> , or any part thereof located within Podium Height Area A as shown on Figure 6.13.3 (b).	
c)	Notwithstanding Section 4.2 f) ii) related to maximum <i>height of a podium</i> , the <i>height of a podium</i> shall not exceed 25.0 metres for a <i>building</i> , or any part thereof located within Podium Height Area B as shown on Figure 6.13.3 (b).	
d)	Notwithstanding Section 4.2 h), minimum <i>building</i> separation shall be 19.0 metres for any portion of a <i>building</i> between 37.5 metres and 40.0 metres in <i>height</i> .	
e)	Notwithstanding Section 4.2 j) (ii) related to <i>Main Wall Stepback for Buildings</i> greater than 37.5 metres, the minimum main wall stepback of 3.0 metres between the top 6.0 metres and 18.0 metres of a <i>point tower</i> for <i>buildings</i> equal to and greater than 73.5 metres shall not apply.	

6.13.3 Special Site Figures

Figure 6.13.3 (a)

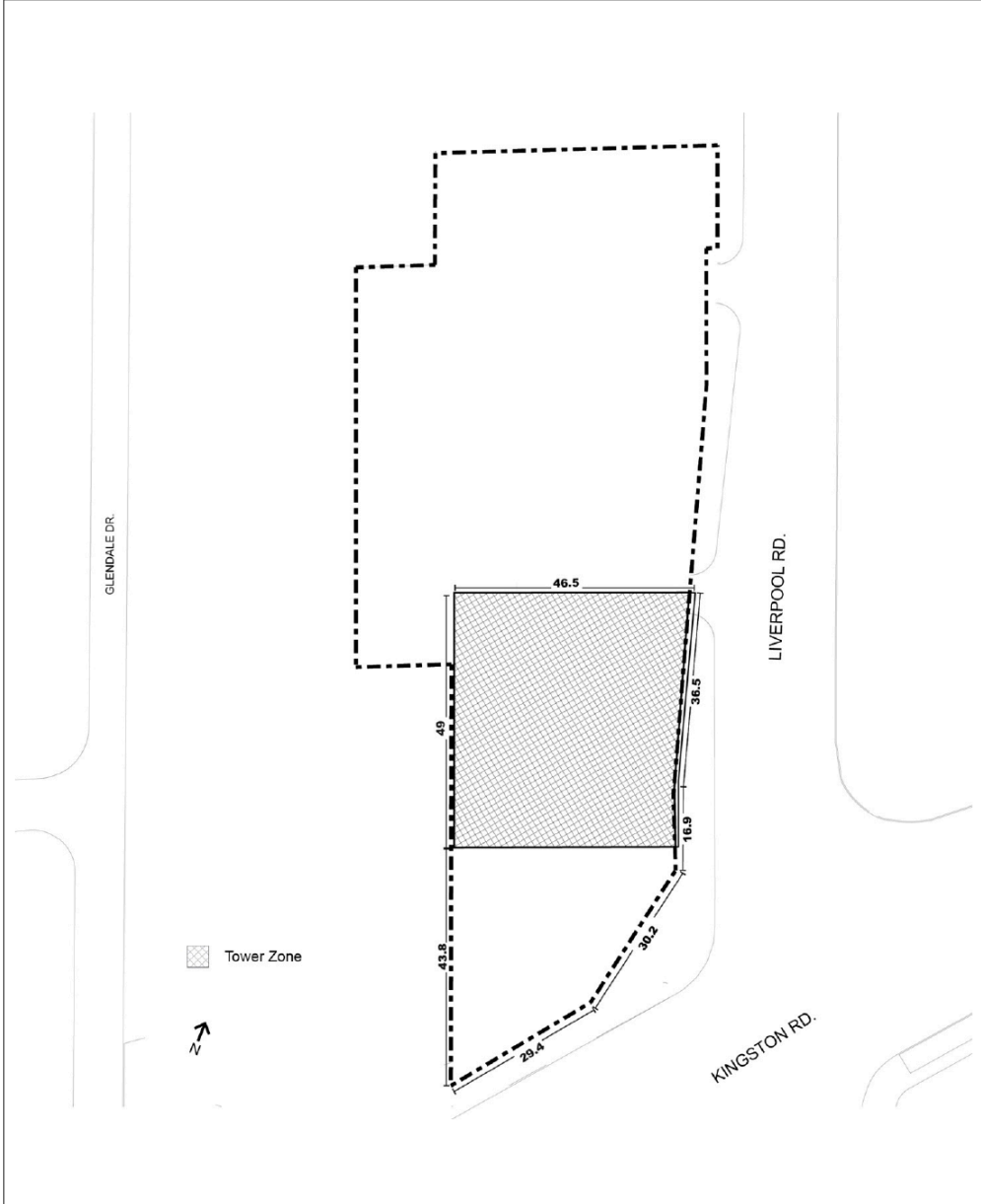


Figure 6.13.3 (b)



APPENDIX B

Sustainable Development Report

B/ Sustainable Development Report

The proposed development demonstrates compliance with Level 1 standards under the City of Pickering Sustainable Development Guidelines (SDG) - Guideline #2 for Plan of Subdivision, Site Plan, Rezoning and Building Permit.

SDG Level 2 may be achieved with the estimated 61 optional points proposed to be achieved at this stage. The following table outlines the required and optional criteria expected to be met by the proposed design. A range of optional points is included for some guidelines where final point count will be confirmed with City staff during the approvals process. Additional points beyond those included in this report may be achieved if feasible through further design development.

Guideline	Required/ Optional (Potential Points)	Description/Rationale
2.0 ENVIRONMENTAL PROTECTION		
2.1 Watershed and Sub-Watershed Planning	Required	The proposed development meets the criteria of the Pickering City Centre Stormwater Management Strategy Report which takes into account impacts of intensification in the City Centre on the Krosno Creek watershed.
2.2 Master Environmental Servicing Plan (MESP)	Required	N/A; subject site is not within an MESP area.
2.3 Conservation Authority Regulations	Required	The subject site is located outside of Toronto and Region Conservation Authority (TRCA) regulated areas as demonstrated in the Functional Servicing and Stormwater Management Report for the proposed development.
2.4 Oak Ridges Moraine Plan	Required	N/A; subject site is not within the Oak Ridges Moraine.
2.5 Greenbelt Plan	Required	N/A; subject site is not within the Greenbelt.
2.6 Conformance to Provincial Policy Statement (PPS) for Building Strong Communities	Required	The proposed development conforms to the PPS as discussed in the attached Planning Rationale.
2.7 Conformance to PPS for Wise Use and Management of Resources	Required	The proposed development conforms to the PPS as discussed in the attached Planning Rationale. The proposed development redevelops and intensifies an underutilized land parcel in downtown Pickering.
2.8 Conformance to PPS for Protecting Public Health and Safety	Required	The proposed development conforms to the PPS as discussed in the attached Planning Rationale. Phase 1 and 2 Environmental Site Assessments were conducted and a Risk Assessment is required prior to filing of a Record of Site Condition.
2.9 Stormwater Quality	Required	A Functional Servicing and Stormwater Management Report outlines how the proposed development meets City of Pickering stormwater management criteria, including stormwater quality.
2.10 Maintain or Reduce Stormwater Runoff Rates	Required	The proposed development meets the City's stormwater management targets as indicated in the Stormwater Management Plan within the Functional Servicing and Stormwater Management Report.
2.11 Water Balance and Source Water Protection	Required	The proposed development will meet the water balance requirements of 5mm retention with the assistance of methods such as: irrigation with retained stormwater, green roofs, and rainwater reuse for mechanical systems; Please refer to the Functional Servicing and Stormwater Management Report.

Guideline	Required/ Optional (Potential Points)	Description/Rationale
2.12 Ground Water Protection Plan	Required	The proposed development meets established groundwater targets and does not introduce high risk uses.
2.13 Integrated Environmental System Protection	Optional (3 points)	The proposed development uses an integrated approach to sustainability by enhancing the aesthetic and natural heritage value of the site via integrated stormwater management features in the public realm and private landscaped areas. Stormwater retention is increased with the addition of at-grade and rooftop landscaped areas on a site currently covered in surface parking. A portion of rainwater on site is proposed to be reused, contributing to water balance and reduced water consumption.
2.14 Exceeding Regulatory Requirements	Optional (3 points)	The proposed development makes a deliberate attempt to minimize stormwater impacts, increase permeability and achieve re-use of stormwater. Given site constraints and a high water table, it may be challenging to significantly exceed water balance, retention and stormwater quality metrics. However the integrated stormwater management and open space system elements of the proposal will contribute to the protection and functioning of the natural heritage system.
2.17 Required Residential Site Design to Maximize Permeability	Required	The proposed development introduces new permeable landscape areas on the site as well as potential areas for green roofs to increase infiltration and reduce water irrigation needs.
2.18 Optional Residential Site Design to Maximize Permeability <ul style="list-style-type: none"> • 50% increase in permeability relative to conventional methods 	Optional (3 points)	The proposed landscape plan provides for 34% permeable unpaved areas at grade (of site area not occupied by buildings) and potential for green roof areas on two residential buildings. This represents a significant increase in permeable areas over the existing site conditions. Permeable materials for paved areas are not feasible due to low permeability soil, a shallow water table and absence of suitable infiltration areas beyond 4 metres from proposed underground areas. (See Hydrogeological Review report.)
2.19 Required Commercial/Employment/Institutional Site Design to Maximize Permeability	Required	The proposed development provides for 34% of the site area not occupied by buildings to be permeable unpaved area.
2.20 Required Commercial/Employment/Institutional Site Design to Maximize Permeability	Required	N/A; mixed use site with significant residential uses. See 2.18 and 2.19 above.
2.21 Native Species and Planting <ul style="list-style-type: none"> • The project uses native species for 50% of the landscaped area 	Optional (2 points)	The proposed development proposes to use native species for 50% of the landscaped area. Further detail will be provided at site plan stage.

Guideline	Required/ Optional (Potential Points)	Description/Rationale
2.22 Landform Conservation	Required	The proposed is a redevelopment of already built and previously regraded lands within the built-up area of Pickering. Re-grading of the site is minimized and meets requirements for drainage and grading. (See grading plan in Functional Servicing and Stormwater Management Report.)
2.25 Minimize Construction Related Environmental Impacts	Required	The proposed development reduces construction-related environmental impacts by development in an already built-up area. Construction related impacts beyond the footprint of the development are minimized.
2.27 Erosion and Sedimentation Control	Required	The proposed development implements erosion and sedimentation control measure as discussed in the Stormwater Management Plan. (See Functional Servicing and Stormwater Management Report.)
3.0 LOCATION OF DEVELOPMENT/SELECTION OF LANDS		
3.1 Site Typology The plan pertains to lands that are: <ul style="list-style-type: none"> on previously developed lands at a higher density. 	Optional (3 points)	The proposed development includes higher density mixed use development on previously developed commercial lands in Pickering City Centre. (See Planning Rationale.)
4.0 DESIGN OF DEVELOPMENT - LAND USE AND DISTRIBUTION		
4.1 Diversity of Uses	Required	The subject lands are 0.91 ha in area (i.e. small development). The proposed development is mixed use with residential and retail uses as discussed in the Planning Rationale, and is located within 800m (10 minute walking distance) of a large variety of existing commercial, retail, service, institutional and office job opportunities, as well as to local and regional transit infrastructure connecting the site to a regional jobs.
4.2 Construction Phasing	Required	The proposed development will be achieved in three phases as discussed in the Planning Rationale. Residential and non-residential components will be constructed/redeveloped concurrently as per the Phasing Plan.
4.3 Residential and Non-Residential Phasing	Optional (3 points)	The proposed development includes both residential and non-residential components provided in a mixed use corridor. Additional neighborhood amenities are included in the non-residential components, including new retail and commercial uses and publicly accessible open spaces.

Guideline	Required/ Optional (Potential Points)	Description/Rationale
4.4 Proximity to Schools	Required	The proposed development is located within 800 metres of the Glengrove Public School property and within 900 metres of the Vaughan Willard Public School property.
4.5 Provision of Mixed Uses and Commercial Streetscape Environments	Required	The proposed development locates all new residential uses within 800 metres of main street mixed use commercial development with multiple community amenities. Retail and commercial uses are also proposed on the subject site.
4.6 Enhanced Access to Amenities <ul style="list-style-type: none"> • The plan contains a block for, or the lands are located such that all residential areas are within 400 m walking distance, of <ul style="list-style-type: none"> • at least 5 or more of the following amenities: <ul style="list-style-type: none"> • Retail uses • Entertainment • Government services or other civic buildings • Offices • Medical facilities • Recreational facilities 	Optional (5 points)	Within a 400 m walking distance of the subject property, the following amenities can be found: <ul style="list-style-type: none"> • Retail uses - Retail on site and within commercial plazas to the northeast, east, southeast, south and west of the subject site • Entertainment - Cinema and Virtual Reality centre in Pickering Town Centre • Government services - Canada Post in Pickering Town Centre • Medical facilities - Dental, eye care and veterinary clinics in surrounding commercial plazas and on properties directly to the north of the subject site along Liverpool Road • Recreational facilities - South Pine Creek Ravine and Goodlife Fitness Liverpool Road
4.7 Enhanced Housing Diversity	Required	The proposed development provides for a mix of housing types including apartments and townhouses as discussed in the Planning Rationale.
4.9 Retail Parcel Sizes	Required	The proposed development implements a neighbourhood distribution of retail uses proposed to be located within Old Liverpool House and at grade in the proposed 25-storey building. Retail uses are comprised of smaller unit sizes to offer a diverse retail experience.
4.10 Commercial Concentration	Required	The proposed development locates commercial uses as street-related retail along Liverpool Road and in Old Liverpool House.

Guideline	Required/ Optional (Potential Points)	Description/Rationale
<p>4.11 Mixed Commercial Concentration</p> <ul style="list-style-type: none"> Street related commercial nodes should be within a 5 to 10 minute walk (400 to 800m) from residential areas. Street related retail components are provided at the ground floor of mixed-use multi-storey structures with residential, office or institutional uses at upper storeys. 	<p>Optional</p> <p>1</p> <p>3</p>	<p>The proposed development is mixed use and provides residential and retail uses on site. Its location at a commercial node is within a 5 to 10 minute walk to other residential and street related commercial areas.</p> <p>Street related retail uses are provided in the Old Liverpool House and ground floor of the 25-storey mixed use building. Residential uses are located above the ground floor of the 25-storey building.</p>
<p>4.12 Proximity to Public Spaces</p>	<p>Required</p>	<p>The proposed development includes on-site publicly accessible public spaces at the corner of Liverpool and Kingston Roads. The site is also within an 800 metre walking distance to several neighbourhood parks, school yards, ravines, and the Esplanade Park and Pickering Civic Complex.</p>
<p>4.13 Apply Regional Precedents in Urbanism and Architecture</p> <ul style="list-style-type: none"> Incorporate into the project one or more buildings that have been designated as historic and rehabilitate the buildings. 	<p>Optional</p> <p>2</p>	<p>The proposed development includes the restoration and reuse of Old Liverpool House, which while not designated has cultural heritage value. The design of the proposed new construction reflects this heritage context and incorporates design elements (materials, building articulation, landscape design) that respond to the heritage form.</p>
<p>5.0 DESIGN OF DEVELOPMENT - DENSITY AND COMPACT BUILT FORM</p>		
<p>5.1 Residential Density</p>	<p>Required</p>	<p>The proposed development meets the density range permitted in the City of Pickering Official Plan for Mixed Use Areas. (See Planning Rationale.)</p>
<p>5.2 Increased Residential Density</p> <ul style="list-style-type: none"> The plan exceeds the average net net density for residential areas by achieving: <ul style="list-style-type: none"> Over 120 uph for high density designated areas. 	<p>Optional</p> <p>6</p>	<p>The proposed development achieves over 120 units per hectare in a high density designated area.</p>

Guideline	Required/ Optional (Potential Points)	Description/Rationale
5.3 Commercial Density	Required	The proposed mixed-use development achieves a minimum combined residential/commercial density of 3.6 FSI and is surrounded by existing large areas dedicated to commercial uses.
5.5 Future Intensification	Required	N/A; the proposed development will result in intensification through redevelopment of an underutilized land parcel and is not subject to a Master Development Concept for a neighbourhood plan.
6.0 DESIGN OF DEVELOPMENT - CONNECTIONS		
6.1 Open and Connected Communities	Required	Public realm elements of the proposed development are designed to be open and accessible (not enclosed). The pedestrian experience along and through the site is improved by the removal of existing fencing and the creation of a new publicly accessible open space at the corner of Kingston and Liverpool Roads.
6.2 Protect Linked Open Space System	Required	The proposed development is linked to the open space system through new pedestrian pathways, open space elements, and proposed enhancements to the adjacent municipal sidewalk.
6.3 Provision of Interconnected Transportation Network	Required	The proposed development is transit-supportive, increases the viability of adjacent and nearby higher order transit, and is within the transit and cycling networks of the City.
6.4 Support for Alternative Transportation <ul style="list-style-type: none"> • The plan includes provisions for or promotes re-fueling for alternative transportation. • The plan contains or promotes trip end facilities such as bike storage facilities and showers in commercial buildings. • The plan promotes the use of neighbourhood electric vehicles. 	Optional 3 - 5	The proposed development provides bicycle storage facilities in the midrise and 25-storey building, as well as bicycle racks at grade to support on-site retail and commercial uses. Electric vehicle charging infrastructure will be considered as required at site plan stage.
6.5 Street Network	Required	The proposed development is located within an existing urban street network in the City Centre and provides for pedestrian and vehicular connections to Kingston and Liverpool Roads. The location of the buildings serve to frame the streets with active uses.

Guideline	Required/ Optional (Potential Points)	Description/Rationale
6.6 Block Perimeter	Required	The perimeter of the subject site is less than 550 metres. The proposed development is divided into three main blocks by an access driveway/laneway.
6.7 Lanes <ul style="list-style-type: none"> The plan is designed to include lanes or private drives in mixed-use or retail areas at the rear of street related retail for service and loading. 	Optional 3	A private driveway, or laneway, is proposed leading to the back of the site where loading, servicing and underground parking access is located in order to minimize impacts on the public realm and pedestrian experience near the intersection of Kingston and Liverpool Roads.
6.8 Cycling Network	Required	The subject site is already situated directly adjacent to the City's cycling network, with existing bike lanes on Kingston Road.
6.9 Transit Amenities <ul style="list-style-type: none"> The plan provides for enhanced transit amenities (examples include upgrading the adjacent bus stop shelters to include amenities such as solar powered lighting, bike racks at bus stops if appropriate, etc). 	Optional 3	The proposed development is transit-supportive and is located along a higher order transit corridor. The landscape plan for the development includes the provision of a new publicly accessible open space, active at-grade retail frontages and additional street furniture and bike racks adjacent to two transit stops/waiting areas.
6.10 Transit Oriented Compactness <ul style="list-style-type: none"> The design of the plan locates two-thirds of the proposed intensity (residential density and non-residential density) within 250 metres walking distance of a transit stop/planned transit stop. The design of the street pattern and walkway connections enables 90% of proposed residents, jobs and service uses within: <ul style="list-style-type: none"> 66% within 250 metres. 	Optional 2-5	All of the proposed density and proposed residents, jobs and services are located within 250 metres of existing transit stops.
6.12 Parking Locations	Required	The proposed development locates parking underground and at the rear of the site to mitigate effects on streetscapes and to promote more walkable streets.

Guideline	Required/ Optional (Potential Points)	Description/Rationale
6.13 Corridor Frontage	Required	The proposed development fronts onto two major arterial roads with street-related building mass and all parking located underground and at the rear.
7.0 Design of Development - Pedestrian Oriented Community		
7.1 Amenities in Proximity	Required	The proposed development is within 400-800 metres of a wide range of convenience commercial uses.
7.2 Pedestrian Network	Required	The proposed landscape design includes a 2.0 metre wide municipal sidewalk adjacent to the Liverpool Road and Kingston Road edges of the subject site. See Landscape Plan.
7.3 Pedestrian Safety and Comfort	Required	The proposed development includes densities and an urban form that is compatible with pedestrian activities, including the creation of an enhanced public realm with new urban open spaces, street trees, and street furniture. See Planning Rationale and Urban Design Brief.
7.4 Pedestrian Oriented Streetscapes	Required	At-grade retail and commercial uses in the proposed development face Liverpool and Kingston Roads and the new publicly accessible open space proposed on site. These uses are located adjacent to sidewalks and to the public realm. Active at-grade frontages and a variation in built form materials and articulation create attractive and comfortable environments to encourage pedestrian activity. See Urban Design Brief.
8.0 RESOURCE EFFICIENCY		
8.3 Energy Efficient Appliances	Optional (3 points)	Options for Energy Star appliances may be available to unit purchasers. This level of detail will be determined at later stages in the design process.
8.4 Passive Solar Gain	Required	Design for passive solar gain will be considered in detail at the detailed design stage during Site Plan Approval.
8.5 Private Outdoor Lighting	Required	Details related to outdoor lighting will be provided at Site Plan stage, including a lighting plan and analysis of lighting efficiency and intrusion.

Guideline	Required/ Optional (Potential Points)	Description/Rationale
8.6 Required Water Efficiency in Buildings	Required	The proposed development will implement the required water efficiency measures for multi-unit residential buildings. These details will be addressed at Site Plan stage.
8.8 Waste Management - Operations	Required	Waste management and waste collection for the proposed development will be designed and constructed in accordance with City and Region policies and will be determined at Site Plan stage.
8.9 Waste Reduction - Construction	Required	A Waste Audit and Waste Reduction Plan and a plan for construction waste diversion will be prepared for construction phases of the project.
8.10 Required Material Selection	Required	The proposed development will design and construct according to requirements outlined in Material Selection (Attachment A of the Sustainable Development Guidelines) for the applicable building type.
8.17 Waste Water Management The plan includes the following <ul style="list-style-type: none"> Design and construct greywater and/or stormwater systems to capture and reuse at least 25% of greywater and stormwater. 	Optional (2 points)	Stormwater reuse for the proposed development will likely account for 25% or more of annual rainfall on the site. Additional details for greywater and stormwater reuse will be determined at detailed design stage.
8.18 Heat Island Reduction	Optional (3 points)	Materials selection for roofing, walkways, plaza spaces and parking areas will be detailed at later stages of design and will consider light-coloured/high-albedo materials where feasible.
8.19 - Heat Island Reduction - Roofing	Optional (3 points)	Green roof areas will be explored on the midrise and high rise buildings in the proposed development and implemented if feasible. Roofing material selection will be detailed in later design stages.

**URBAN
STRATEGIES
INC .**