

PLANNING AND URBAN DESIGN RATIONALE

PREPARED FOR:

**Official Plan & Zoning By-Law
Amendment
375 Kingston Road
Corporation & 401 Kingston
Road Corporation
375-421 Kingston Road, City of
Pickering**

March 31, 2025



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PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0 Introduction

1.1 Purpose of the Application

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by 375 Kingston Road Corporation and 401 Kingston Road Corporation (collectively "the Owner") to seek approval for amended Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") applications to permit the redevelopment of the lands municipally addressed as 375-421 Kingston Road in the City of Pickering (hereinafter the "Subject Lands") to permit a high-rise mixed use development.

The Owner is seeking amendments to the City of Pickering Official Plan (the "Pickering OP") and City of Pickering Zoning By-law 2511 (the "Zoning By-law"), to permit increased in height, increased density, and site-specific development standards. It is noted that initial OPA and ZBA applications (respectively, OPA 22-001/P and A 02/22, the "Original Applications") were submitted in 2021 for 375 Kingston Road only. The revised OPA and ZBA applications now includes all the lands on the south side of Kingston Road from 375 Kingston Road to Evelyn Avenue, and provides for a comprehensive development plan for this area of Kingston Road.

The proposed amendments will permit a mixed use, high density transit-oriented development with a total gross floor area of 97,767.5 sq. m. (998,541 sq. ft.) consisting of residential and non-residential uses (the "proposal"). Additional details on the proposal can be found in Section 1.3.

This report has been prepared in support of the OPA and ZBA applications. Based on the review of analysis contained herein, we conclude that the proposed request has regard to matters of Provincial interest under the Planning Act, is consistent with the Provincial Planning Statement, 2024, conforms to the Region of Durham Official Plan ("Regional OP"), and conforms to the City of Pickering Official Plan ("Pickering OP"). The proposed request is further appropriate in regards to, and is in keeping with, the intent of the City's various development guidelines.

1.2 Subject Lands and Surrounding Area

1.2.1 Subject Lands

The Subject Lands are on the south side of Kingston Road, east of Rougemount Drive and extend to Evelyn Avenue and are approximately 1.8 ha (4.46 acres) in size (**Figure 1**). This lot area includes approximately 1,337 sq. m of land to be purchased from the Ministry of Transportation along the southern (rear) edge of the site which have been identified as surplus to the Ministry's needs. The Subject Lands are currently occupied by five 1 to 2-storey non-residential buildings, with approximately 211 metres frontage along Kingston Road, approximately 86 metres frontage along Rougemount Drive and approximately 55 m of frontage along Evelyn Avenue. The existing buildings contains retail, service commercial and office uses.

Vehicular access to the Subject Lands is currently provided from Kingston Road, Rougemount Drive, and Evelyn Avenue for the various existing buildings. Surface parking is located within the front yard and rear yard of the existing buildings.



Image 1: View facing south towards Subject Lands



Image 2: View facing south towards Subject Lands




Image 3: View facing south towards Subject Lands



Figure 1 - Location Map

Data Source: First Base Solutions Inc.

 Subject Lands



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1.2.2 Surrounding Area

A summary of the uses that surround the Subject Lands (**Figure 2**) including the following:

NORTH: Immediately north of the Subject Lands is Kingston Road, further north is a range commercial uses, 6-storey apartment building and a range of low density residential.

EAST: Immediately east of the Subject Lands is Evelyn Avenue. Beyond this are commercial uses.

SOUTH: Immediately south of the Subject Lands is Highway 401.

WEST: Immediately west of the Subject Lands is Rougemount Drive. Further west are two Montessori schools and a range of commercial and office use.



Image 4: View north of Subject Lands, along Kingston Road



Image 5: View north of the Subject Lands, along Kingston Road



Image 6: View east of the Subject Lands, along Evelyn Avenue

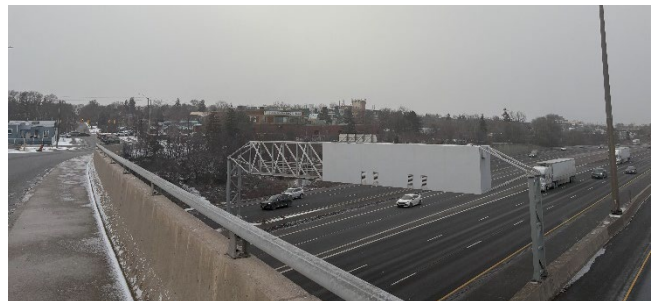


Image 7: View south of the Subject Lands



Image 8: View west of the Subject Lands, at Kingston Road and Rougemount Drive

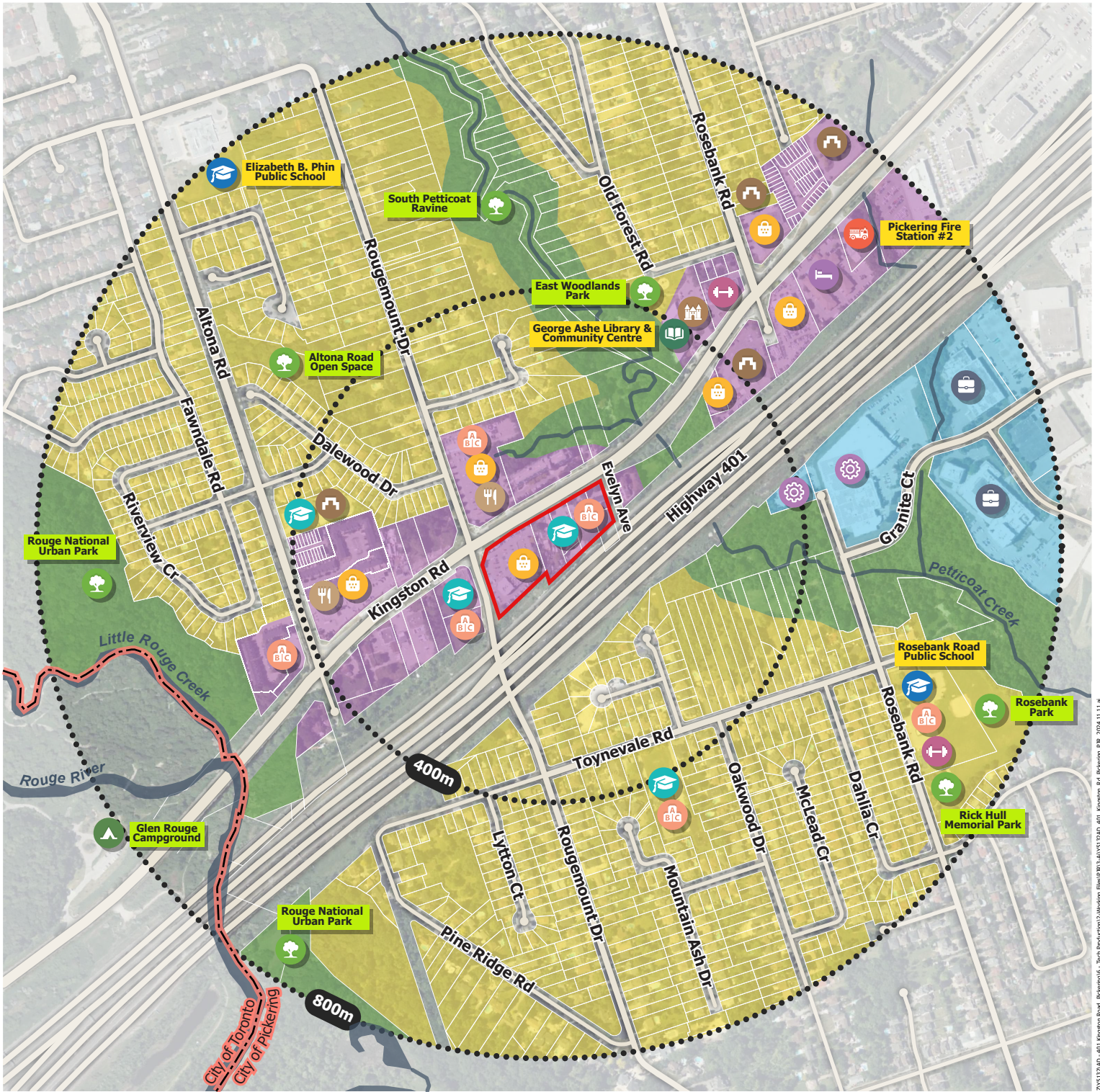


Figure 2 - Context Map

Data Source: First Base Solutions Inc., Pickering OP Schedule I, City of Pickering, Google Maps



The Subject Lands are within a 750 m (10 min) walking distance of six parks, including Rouge National Urban Park to the west.

As illustrated in **Figure 3**, the Subject Lands are within walking distance of a bus stop along Kingston Road, providing GO service to Oshawa GO station, and Durham Region Transit service (routes 900 and 920) from Scarborough to the west to Oshawa to the east.

These transit services make the proposal highly accessible to nearby transit and reduces the need to rely on personal automobiles.

We further note that the Region of Durham is planning for dedicated bus routes along Kingston Road, design of which is in progress, which will enhance the transit user experience along Kingston Road.

1.3 Policy Context

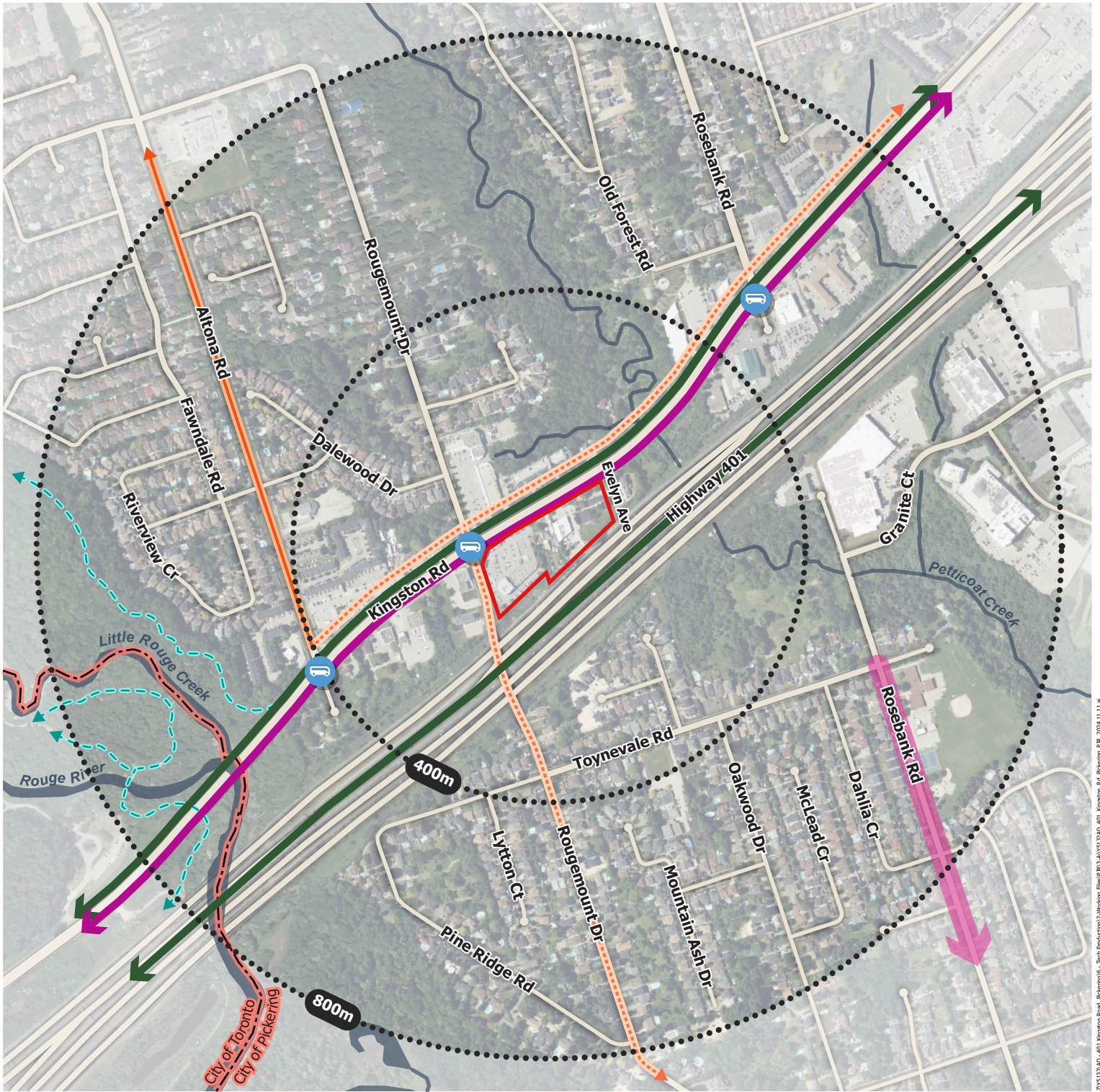
The following section provides an initial summary of the policy context for the proposal. A detailed review of the policy framework is provided in **Appendices C to E**.

1.3.1 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 ("PPS") is applicable to the Subject Lands and replaces the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

The policies within **Section 2.1** of the PPS state that healthy, livable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of uses including residential and commercial to support the long-term needs. Specifically, sufficient lands be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 20 years, but no more than 30 years. Communities should promote the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

The policies within **Section 2.3** and **2.4** of the PPS guide the development of settlement areas with a focus on intensification and redevelopment, within strategic growth areas and major transit station areas. Their vitality and regeneration are critical to the long-term economic prosperity of our communities. The policies encourage a mix of land uses that are



Data Source: First Base Solutions Inc., Durham Region Transit, GO Transit, Durham Regional Cycling Plan 2021, Google Maps

Figure 3 - Transit Map

- Subject Lands
- ↔ GO Bus Routes
- ↔ Durham Transit Routes
- ↔ Durham Transit On Demand Service
- Bus Stop
- Multi-Use Pathway
- - - Future Cycling Path
- - - Trail



transit-supportive, use existing infrastructure and public services, support active transportation, and promote green spaces, in order to ensure that the long-term economic prosperity of existing and planned communities is maintained.

1.3.2 Region of Durham Official Plan

The Region of Durham Official Plan ("Regional OP") was approved by the Ministry of Municipal Affairs and Housing, in part, with modifications on September 3, 2024. This Plan replaces the former Regional Official Plan that was approved in 1993.

The Regional OP designates the Subject Lands as "Rapid Transit Corridor" as shown on Map 1. Regional Structure – Urban and Rural Systems (**Figure 4**).

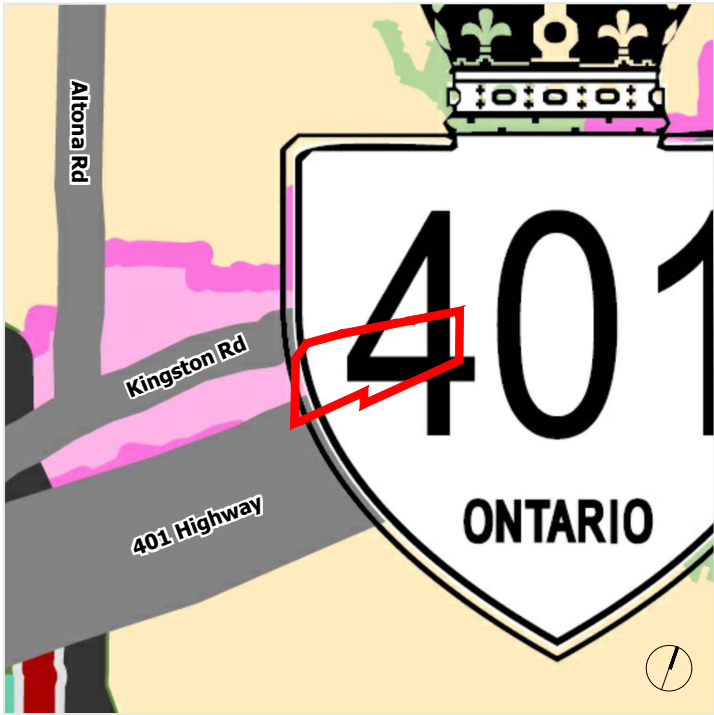
Map 3a. Transit Priority Network identifies the proposal along a "Rapid Transit Spine", Kingston Road (**Figure 5**). Map 3b. Road Network identifies the proposal along an "Existing Type B Arterial" (Kingston Road), and the Subject Lands nearby an "Existing Freeway" (Highway 401) (**Figure 6**). Map 3d. Active Transportation Network identifies Kingston Road and Rougemount Drive as a "Future Primary Cycling Network" (**Figure 7**). Kingston Road has a Specific Right-of-Way Width of 45 metres on Map 3e. Regional Road Right-of-Way Requirements (**Figure 8**).

Lands designated Rapid Transit Corridors are intended to provide essential connections to other Strategic Growth Areas in the Region and have been assigned a transit supportive density of 150 people and jobs per hectare to support the implementation of planned higher order transit service.

1.3.3 City of Pickering Official Plan

The Subject Lands are located within "Mixed Use Corridors" as shown on Schedule I: Land Use Structure (**Figure 9**). Further the Subject Lands are identified along "Existing Type B Arterial Roads" (Kingston Road) and "Existing Collector Roads" (Rougemount Drive) on Schedule II: Transportation System (**Figure 10**). Schedule III D: Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas shows the Subject Lands within "Highly Vulnerable Aquifers (HVA)" (**Figure 11**).

Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of residential, retail, commercial, businesses, office, services, recreation and community and cultural uses.



Data Source: Official Plan of the Regional Municipality of Durham, Map 1

Figure 4 - DROP: Map 1. Regional Structure - Urban & Rural Systems

- Subject Lands
- Community Areas
- Urban Area Boundary
- Major Open Space Areas
- Rapid Transit Corridor
- Specific Policy Areas



Data Source: Official Plan of the Regional Municipality of Durham, Map 3a

Figure 5 - DROP: Map 3a. Transit Priority Network

- Subject Lands
- Urban Area
- Rapid Transit Spine



Data Source: Official Plan of the Regional Municipality of Durham, Map 3b

Figure 6 - DROP: Map 3b. Road Network

- Subject Lands
- Existing Type B Arterial
- Existing Freeway
- Urban Area



Data Source: Official Plan of the Regional Municipality of Durham, Map 3d

Figure 7 - DROP: Map 3d. Active Transportation Network

- Subject Lands
- Urban Area
- Existing Primary Cycling Network Facility
- Future Primary Cycling Network Facility

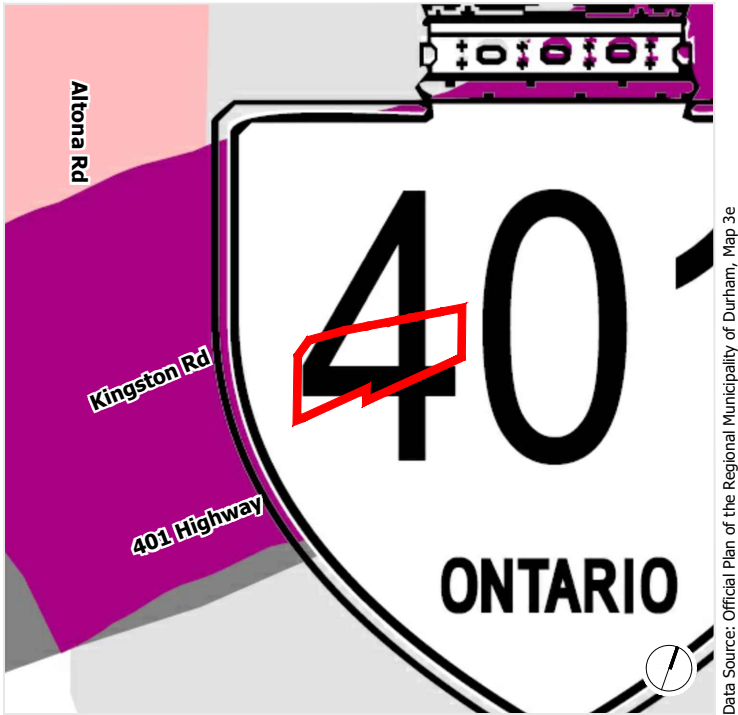


Figure 8 - DROP: Map 3e. Regional Road Right-of-Way Requirements

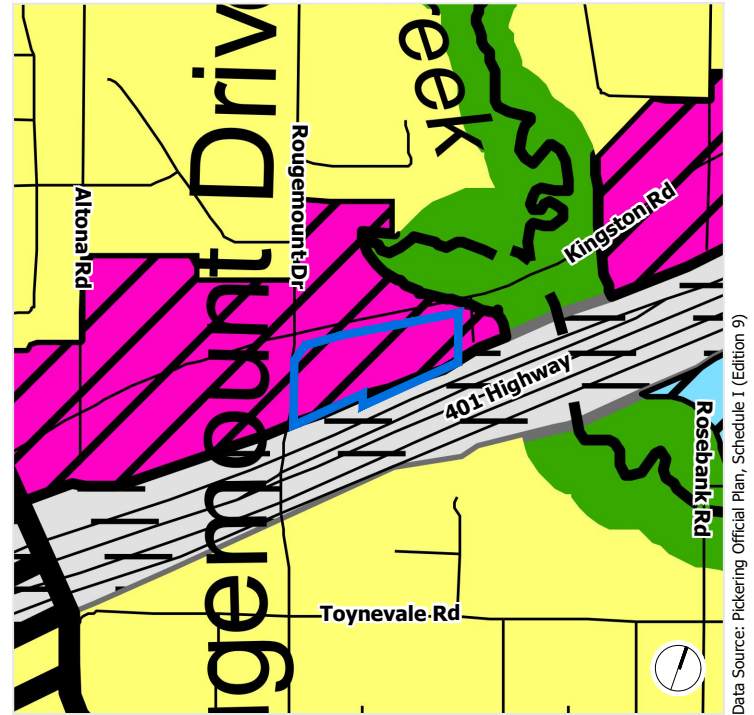
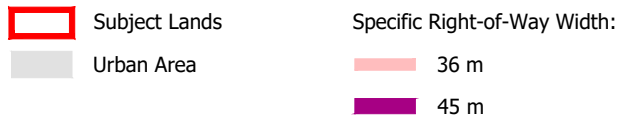


Figure 9 - Pickering OP: Schedule I. Land Use Structure

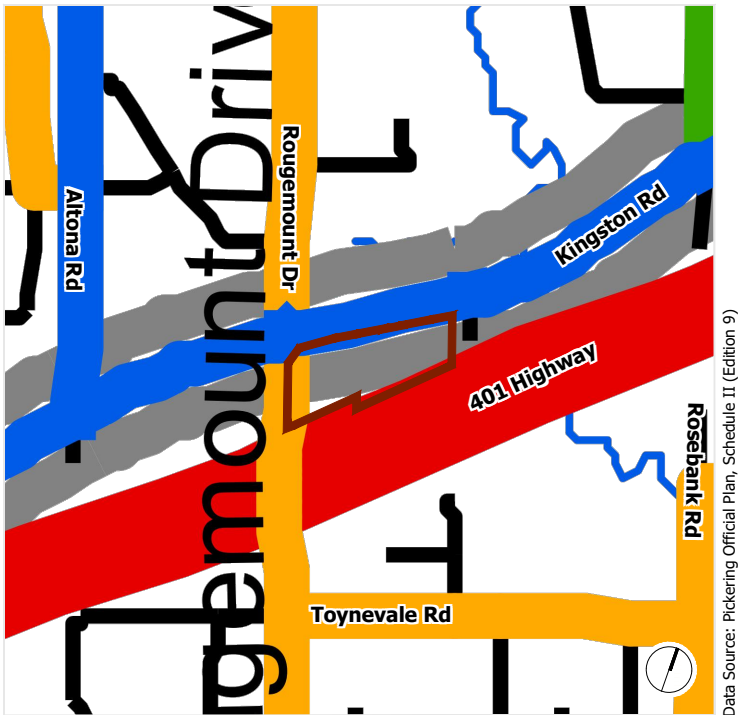


Figure 10 - Pickering OP: Schedule II. Transportation System

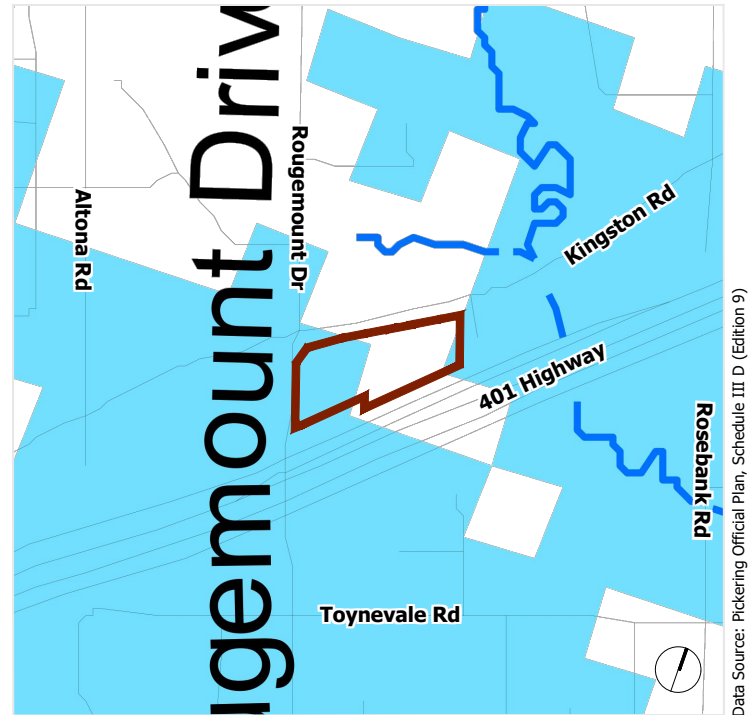
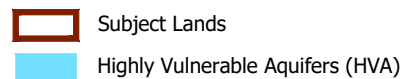


Figure 11 - Pickering OP: Schedule III D. Highly Vulnerable Aquifers



1.3.4 City of Pickering Official Plan Amendment 38

Official Plan Amendment No. 38 (“OPA 38”) was adopted by City Council on January 24, 2022 and was approved by the Region of Durham on November 4, 2022. OPA 38 has since been appealed to the Ontario Land Tribunal. While much of OPA 38 is now in force and effect, it remains entirely under appeal as applicable to the Subject Lands. As OPA 38 is not yet in effect, and the Original Application was submitted it is considered informative but not determinative in evaluating the proposal.

The Subject Lands are located within the Rougemount Precinct Intensification Area and designated “Mixed Use Type B”, on Schedule XIV: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas (**Figure 12**). A “Future Private Street” is identified running north-south and east west through the Subject Lands, east of the Subject Lands. A privately owned, publicly accessible space (a “POPS”) is identified at the corner of Kingston Road and Evelyn Avenue. While an Identified Heritage Resource was labelled on the original instrument, that structure designation was repealed by Council on June 10, 2024 and the notation was removed from the approved portion of OPA 38. The northwest portion of the Subject Lands is also within “Gateways”.

Lands within the “Mixed Use Type B” designation are to be developed with mid and high-rise buildings containing a mix of uses including residential, retail, and commercial uses at a lesser intensity than Mixed Use Type “A” Areas. Lands in the Kingston Mixed Corridor have a maximum and minimum net residential density of over 60 dwellings per hectare and a maximum FSI between 0.75 and up to and including 2.5 FSI. An FSI of up to 5.0 may be permitted in the Kingston Mixed Corridor subject to criteria outlined in the OP, including compatibility.

1.3.5 City of Pickering Zoning By-law 2511

The Subject Lands are subject to Zoning By-law 2511 as amended by By-law 5756-00 passed on October 16th, 2000, By-law 2497/87 passed on January 19, 1988, and By-law 6189/03. The Subject Lands are zoned “MU-12”, “M1-8” and “MU-17”, which permits a range of uses (**Figure 13**).

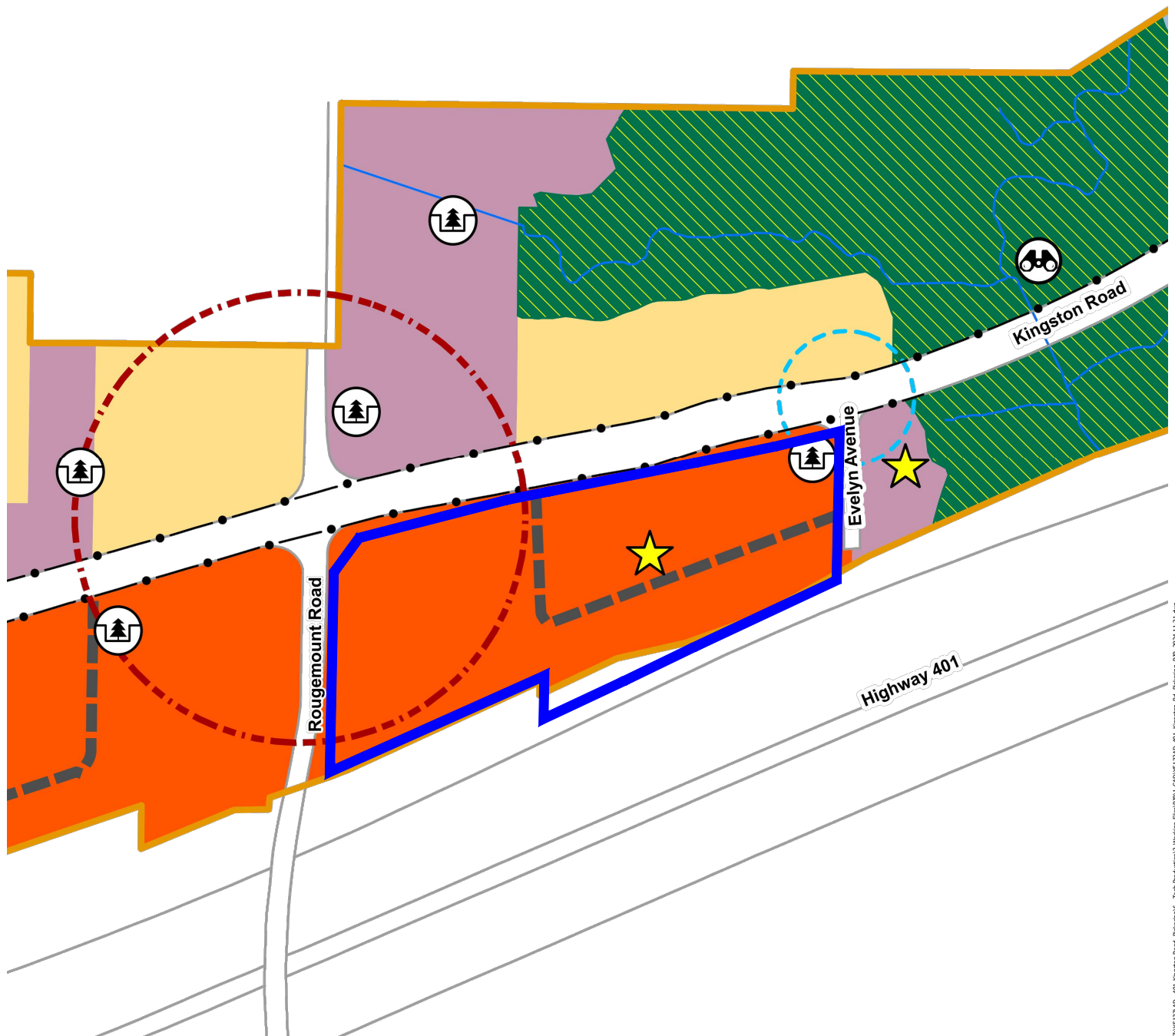














Figure 12 - Official Plan Amendment 38 - Rougemount Precinct Intensification Area

Data Source: City of Pickering Schedule 'B' to Official Plan Amendment 38

- | | | | |
|--|------------------|---|--------------------------------------|
|  | Subject Lands |  | Public Lookout |
|  | Mixed Use Type B |  | Privately Owned Public Spaces (POPS) |
|  | Mixed Use Type C |  | Future Private Street |
|  | Residential |  | Gateways |
|  | Natural Areas |  | Proposed Controlled Intersection |
|  | Heritage Path |  | Identified Heritage Resource |



1.4 The Proposal

The Owner is proposing to demolish the existing buildings on the Subject Lands to accommodate 2 high-rise mixed use buildings, consisting of four towers, 31, 32, 33, and 34-storeys in height. A public park is proposed at the northeast corner of the site at Kingston Road and Evelyn Avenue, totaling approximately 1,807 sq. m in size (representing 10 percent of the net lot area).

In total, the Proposal will contain a GFA of approximately 92,768 sq. m equal to 5.13 FSI across the entire site area. This provides for a proposed residential unit count of 1,356 apartment dwellings consisting of 899 one-bedroom and one-bedroom plus den units (66%), 449 two-bedroom and two-bedroom plus den units (33%), and 8 three-bedroom units (1%).

Building 1 is located on the eastern end of the Subject Lands, and contains a 4-storey podium, and two towers, 31 and 32-storeys (Tower A and Tower B respectively) in height. Building 2 is located at the corner of Rougemount Drive and Kingston Road. It includes a 4-storey podium, stepping up to 5 storeys at the corner of Kingston Road and Rougemount Drive). Two towers, 34 and 33-storeys (Tower C and Tower D respectively) in height are incorporated above the podium.

The development will be completed in two phases, with Building 1 and the public park completed in Phase One and Building 2 completed in Phase Two.

A north-south private laneway is proposed between the buildings connecting to Kingston Road, in addition to two laneways at the rear of the site, connecting to Rougemount Drive to the west and Evelyn Avenue to the east.

The proposal includes indoor and outdoor amenity space, which meet both requirements of the City Zoning By-law. There is approximately 1,399 sq. m of indoor amenity space and 4,210 sq. m of outdoor amenity space provided, for a total of 5,610 sq. m of combined indoor and outdoor amenity space.

The proposed indoor amenity space is being provided in a variety of spaces on the 4th and penthouse floors. Outdoor amenities are provided at terraces on the 4th floor, adjacent to indoor amenity spaces. Further, the majority of the residential units within the proposed buildings will have dedicated private balconies.

Parking is proposed within a two-level underground parking garage and on the ground floor, mezzanine, 2nd and 3rd floor levels, containing 1,154 parking spaces, which consists of 950 resident parking spaces and 204 visitor parking spaces (including 29 accessible spaces). A total of 871 bicycle parking spaces, consisting of 734 long-term residential spaces and 137 short-term residential parking spaces are proposed. Loading is being provided through four loading spaces located on the Ground Floor of the building. The total number of bicycle

parking spaces meets the requirements of City Zoning By-law. In addition, the Transportation Impact Study prepared by Crozier, and submitted in support of this Proposal, supports the number of parking, bicycle, and loading spaces as proposed.

Project Statistics Summary:

	Proposal
Total Building Height (plus MPH)	109.7 m
Floor Space Index	5.13
Gross Floor Area (Total)	92,768 sq. m
<i>Residential</i>	79,694 sq. m
<i>Non-Residential</i>	2,945 sq. m
Parkland Dedication	1,807 sq. m.
Residential Units	1,356
Bicycle Parking Spaces	734
Vehicular Parking Spaces	1,154
Amenity Area	5,610 sq. m.
<i>Indoor Amenity Area</i>	1,399 sq. m.
<i>Outdoor Amenity Area</i>	4,210 sq. m.

An attractive contemporary architectural design and a dynamic range of materials are provided to reflect a high level of quality and contribute to the existing and planned character of the surrounding neighbourhood.

Overall, the Proposal will serve to redevelop and intensify a portion of the south side of Kingston Road, while integrating with the existing and planned developments in the surrounding area.

1.5 The Applications

1.5.1 Official Plan Amendment

An Official Plan Amendment is sought to permit additional height and density within the City of Pickering Official Plan.

1. Notwithstanding Policy 3.6:

- a. the maximum net residential density shall be 813 dwelling units per hectare;
- b. the maximum floor space index shall be 5.13;

- c. the maximum height shall be 34-storeys.

Further rationale for the proposed Official Plan Amendment is provided in **Section 4.9.1** of this Report and a copy of the draft Official Plan Amendment is provided in **Appendix A** of this Report.

1.5.2 Zoning By-law Amendment

A Zoning By-law Amendment is required to rezone the Subject Lands from MU-12, M1-8 and MU-17 to MU-XX with site specific regulations for the entirety of the Subject Lands. The proposed amendments to City of Pickering By-law 2511, amended by By-laws 5756-00, 2497/87 and 6189/03, are related to the proposed apartment dwelling units as a permitted use, building setbacks, height, density, and proposed parking and loading rates.

A complete draft Zoning By-law Amendment to the City of Pickering By-law 2511, as amended, is included as **Appendix B** of this Report. Rationale for the proposed Zoning By-law Amendment can be found in **Section 4.9.2** of this Report.

1.5.3 Supporting Plans and Reports

The required technical studies in support of the proposal have been identified through pre-consultation meetings with City staff (May 23, 2024). In addition to this Planning Justification Report, the following technical studies have been prepared in support of the proposal:

- Sun/Shadow Study;
- Transportation Impact Study (TIS);
- Hydrogeological Studies;
- Functional Servicing (FSR) and Stormwater Management (SWM) Report;
- Flood Plain Study;
- Urban Design Brief; and
- Wind Study

1.6 Affordable Housing Brief

An Affordable Housing Brief has been requested by the City to assist with proposal review and housing monitoring within the City.

The proposal includes 1,356 residential units, a majority of which will be condominium units sold at market value as determined at time of marketing.

The Owner proposes to provide four (4) two-bedroom affordable housing units (one in each proposed tower) to an affordable housing provider as part of the development. These units will be provided as part of and in lieu of a Community Benefit Charge contribution for the Proposal.

The exact details of the housing provider, funding and the proposed affordable housing units will be confirmed through the OPA/ZBA application process. In our opinion, this provides for an appropriate community benefit contribution, and meets the City and Region's goals for affordable housing generation.

1.7 Sustainable Development Checklist & Summary

In accordance with the City's Integrated Sustainable Design Standards for Mid to High Rise development, the Residential & Non-Residential Checklist was completed and is included as **Appendix F** of this Report.

As described in Section 1.4 and 2.0 of this Report, the proposal consists of a high-rise mixed use development. This form of development is sustainable by providing for a high-density development that makes efficient use of land, services and nearby transit infrastructure.

In accordance with the completed Checklist, the Proposal can adhere to the Tier 1 Performance Standards including:

- Provision of outdoor amenity space;
- Provision of private pedestrian walkways;
- Providing for tree compensation;
- AODA compliant wayfinding signage; and
- Provision of bicycle parking spaces;

Overall, the proposal will adhere to the Tier 1 Performance Standards as required. Through the detailed design process at Site Plan, further measures may be considered.

1.8 Tenant Relocation Plan

The proposal is phased so that the existing plaza will remain in place until Phase 2 is developed. This phasing will allow existing tenants, if they wish and subject to typical commercial arrangements with the applicant, to relocate into Phase 1 before construction of Phase 2 begins.

Likewise, the Montessori school may relocate into Phase 1 if they choose to do so.

Ultimately, the proposed buildings will replace the existing retail space, with tenants able to move into the new space once it is occupiable.

2.0 Planning and Design Evaluation

2.1 Overall Context

The Subject Lands are located in the Mixed Use Corridor along Kingston Road. The Subject Lands are also designated “Mixed Use Type B” and located within a “Gateway” on Schedule “B” of OPA 38 which proposes building types of mid-rise and high-rise built form with a maximum height of 20-storeys in the Rougemount Precinct on the south side of Kingston Road, along Highway 401 to reflect the precinct character. While OPA 38 has a height restriction, it is under appeal. Further, we note the City of Pickering Official Plan currently only restricts density but does not have a height restriction. The clear intent is to intensify lands adjacent to the Highway 401 and Kingston Road in order to optimize transit infrastructure. To this effect, the proposal achieves this intent through the design proposed.

The overall design direction of the Mixed Use Corridors includes locating and massing new buildings to provide transition between different development intensities and scales and to limit shadow impacts on adjacent land uses. Development in Mixed Use Corridors should frame the edges of the street and provide an attractive, comfortable, and safe pedestrian environment. The proposal will adhere to the overall design objectives and direction of the Official Plan vis-à-vis the Mixed Use Corridor policies, the applicable built form policies and the applicable performance standards.

The proposal will ensure the necessary transitions are provided to the lower density areas immediately to the north, east and west. Within the greater context of the surrounding area the proposal will add to the mix of low, medium and future high density mixed use developments which are occurring along Kingston Road. More locally, the proposal will improve wayfinding and create a sense of place within the community.

However, the Subject Lands are also “sandwiched” between Kingston Road and the Highway 401 corridor. As a result, the proposal takes advantage of the opportunity to provide substantial increases in density in a location where there will be no impacts to lands to the south. To this effect, the Subject Lands are an ideal location for intensification of the scale contemplated by this revised application.

Furthermore, the proposal will contribute to the housing type options available for local residents while remaining compatible with the surrounding neighbourhood context and street network. Additionally, the proposal provides transit supportive density as it locates 1,356 new residential units in direct proximity to transit.



Figure 14: Proposed renderings of development

2.2 Housing

The proposal supports a full range of housing opportunities through the provision of dwelling units. As mentioned, redevelopment contemplates 1,356 new dwelling units. The proposed buildings are strategically designed to provide additional housing options within the City of Pickering and along the Kingston Road Corridor, thereby assisting both the neighbourhood and City of Pickering in providing attainable housing alternatives for residents.

The proposal contributes to the creation of a complete community by providing a diversity of housing sizes and amenity spaces to accommodate larger households, including a generous proportion of “family-sized” units, two-bedrooms or larger, which make up approximately 34% of the development’s overall unit composition. Of the total units provided, the proposal contemplates approximately 33% two-bedroom units and 1% three-bedroom units.

The City of Pickering Official Plan includes housing objectives which includes the encouragement of provisions for an adequate supply of housing throughout the City in terms of quality, quantity and diversity including the provision of an adequate supply of affordable, rental, assisted and special needs housing (**Policy 6.2**). The City’s policies respond to the needs for a diversity of housing needs by requiring that a minimum of 25% of new residential construction, on a City-wide basis, be of forms that would be affordable to households of low or moderate income (**Policy 6.4**).

The proposal represents intensification at an appropriate scale for the mixed- use area along the Kingston Road Corridor. The proposal will provide for attainable units and add to the City’s housing supply through reinvestment and optimizing an underutilized portion of the site. The new tall building built form provides for smaller attainable units as compared to the majority of housing in the Rougemount neighbourhood, which is primarily made up of large, single detached dwelling units. The proposal therefore helps to diversify the City’s housing stock, and attainability, by introducing 1,317 new residential units within the proposal to accommodate various household sizes, as well as residents in various life stages and income within the community.

In addition, the proposal includes four (4) two-bedroom affordable units (one in each proposed tower) to assist in meeting the City’s city-wide affordability targets in fulfillment of the Community Benefits Contribution for the project.

In addition to the future residents’ respective individual unit space, they will have access to shared indoor and outdoor amenity spaces and the proposed public park. The proposal supports the City’s housing objectives by providing an infill development that will provide new housing opportunities to support a transit supportive, complete community.

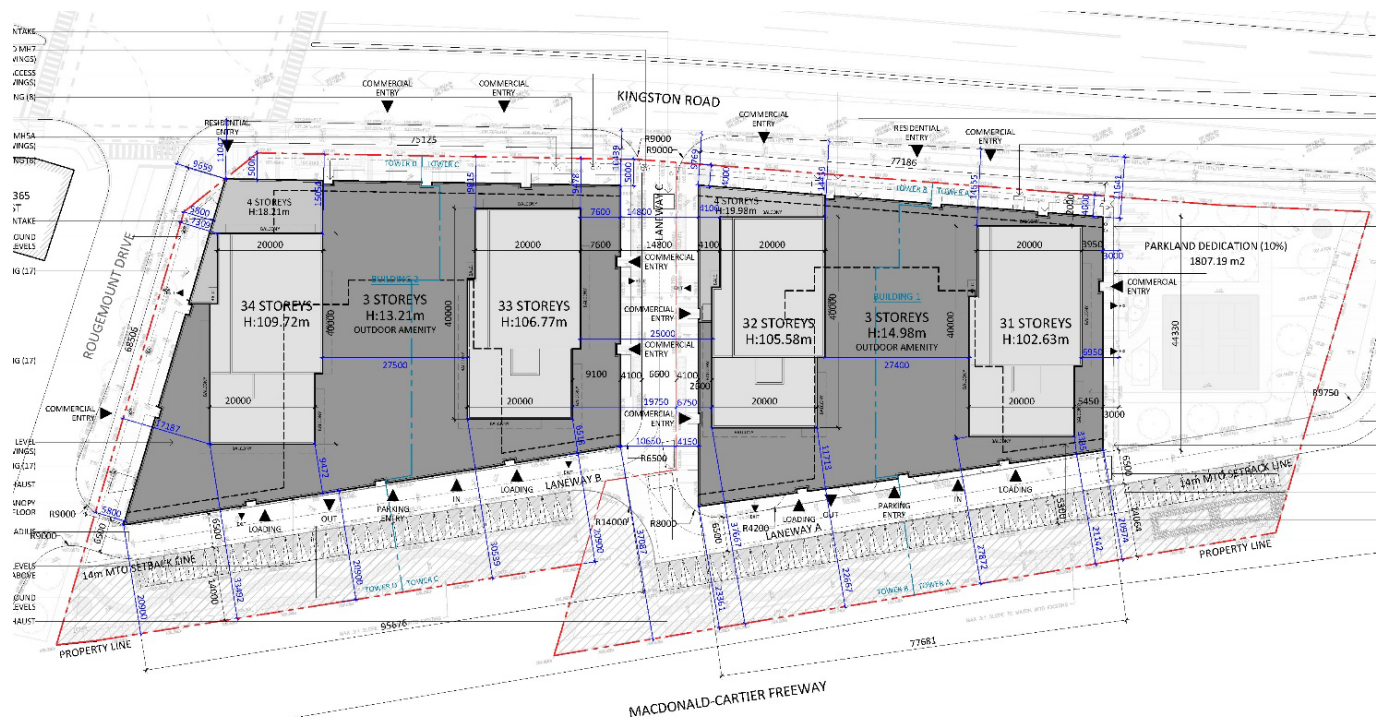


Figure 15: Proposed site plan, prepared by Studio JCI

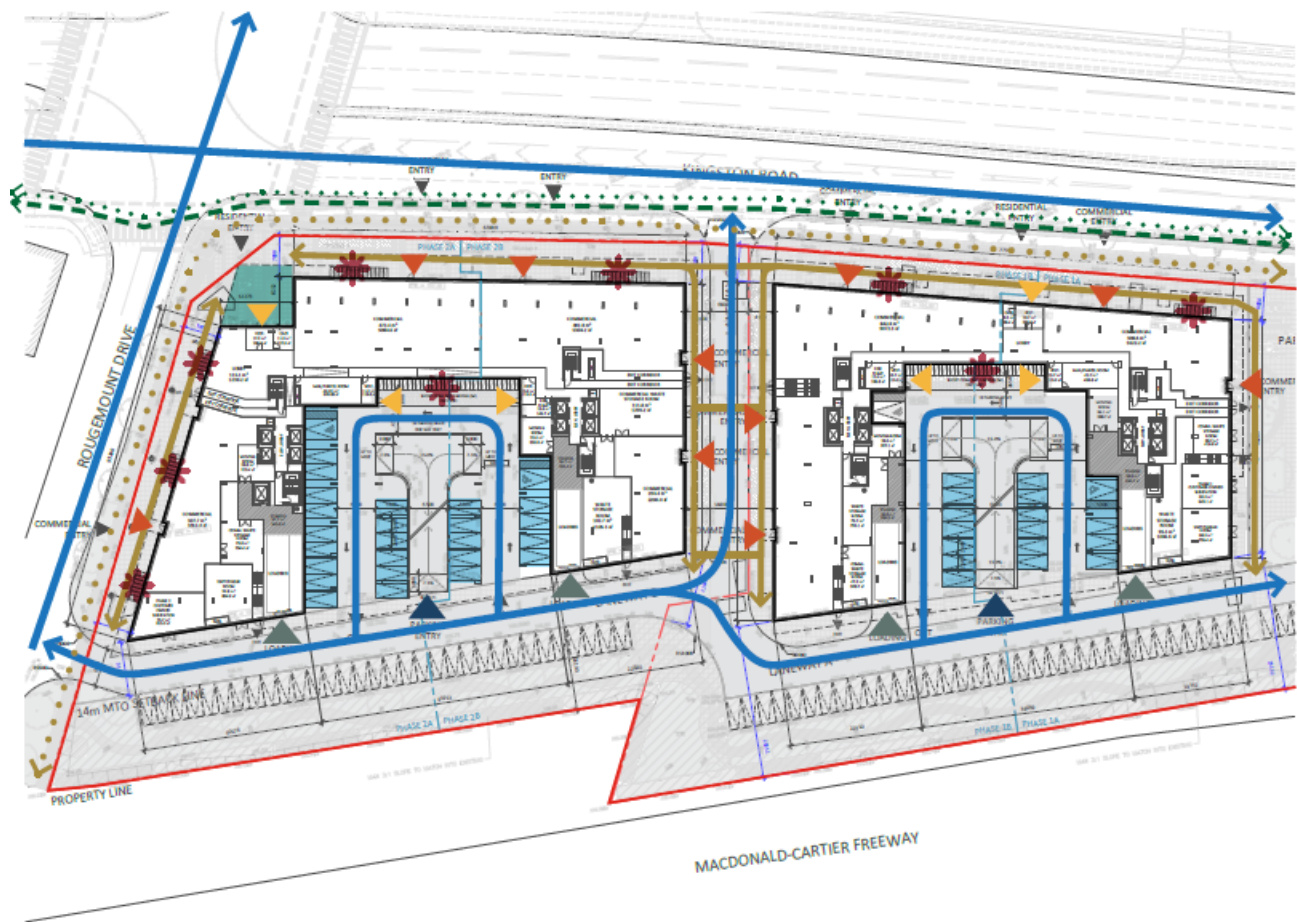
2.3 Pedestrian Circulation and Public Realm

The proposal has been designed to improve the pedestrian environment within the Subject Lands and along adjacent streets. This is achieved through enhanced streetscaping along Kingston Road and Rougemount Drive and the proposed public park.

Primary building entrances will be directly accessed from abutting streets. Proposed pedestrian walkways will ensure safe connections from building entrances to the public/private sidewalks. Landscaping will be designed adjacent to pedestrian walkways to further create an inviting public realm and to protect against adverse weather conditions to enhance pedestrian comfort. Pedestrian pathways are provided throughout the site, including across the park and the rear landscaped areas to provide additional pathfinding and opportunities for pedestrian activity.

Additional animation of the ground levels within each building will be provided through proposed at-grade commercial/retail uses, various lobby entrances and residential amenity uses.

As previously mentioned, the Subject Lands are located adjacent to Durham Regional Transit ("DRT") bus routes along Kingston Road, which provides convenient and direct access to transit for the public.



- | | |
|---|--|
| Subject Lands | ▲ Parking Ramp Access |
| Building at Ground Level | ▲ Loading Access |
| ▲ Pedestrian Residential Entrances | POPS Space |
| ▲ Pedestrian Retail Entrances | ★ Bike Parking |
| ↔ Pedestrian Circulation | ↔ Planned Cycling Path |
| - - - Public Sidewalks | - - - Planned Heritage Path |
| ↔ Vehicular Circulation | |
| Surface Parking | |

Figure 16: Site circulation figure, prepared by MHBC

2.4 Built Form and Massing

The proposal presents a high-rise and compact development along the Regional and Local transit spine intersection, within the Kingston Road Corridor at Rougemount Drive, a gateway location between the City of Pickering and the City of Toronto. The proposed tall buildings reflect the future planned context for the area while enhancing the gateway character and skyline through a high quality architecture, design, and material palette.

The proposal provides built form articulation and variation through deploying the density across the base building, which breaks up buildings' mass and allows it to be read as multiple buildings along the streetscape, and provides for an emerging skyline in this gateway location along the Kingston Corridor.

The tall building components are oriented and positioned to front onto and abut the main street and the vista corridor along Kingston Road, while maintaining greater than 25 metres separation distance between towers to protect sky-views and to minimize shadow impacts on the surrounding properties and the public realm. Proposed towers are located on 3 to 4-storey podiums to provide for density and height transition to the surrounding low-rise development.

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

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

The northwest corner of the site is recessed to enlarge the public realm through the introduction of a gateway feature. This recession continues along the designated primary frontage, fronting onto Kingston Road, to support additional spill-out opportunities for active commercial uses.

The public park proposed for the northeast corner of the site provides for further street activation and pedestrian activity.

A minimum setback has been provided along all building frontages to define the gateway feature, the proposed at-grade active uses, and the public park. The setback along the

primary frontage allows for these spill-out opportunities and a pedestrian connection with maximized indoor-outdoor space interaction.

The commercial elevation and building entrances will also support a pedestrian-oriented environment while promoting the safety of the pedestrian realm through informal surveillance.

As mentioned above, the overall building massing and height reflects future planned built form for the area while maintaining the existing balance and relationship with the context through the design of a podium, and increased setback. The podium retains a pedestrian-scaled development at street level and facilitates transition in height to the surrounding low-rise development. The proposed tall components are located appropriately on the podium and oriented to accommodate separation distance and minimize negative shadow impacts on the surrounding properties as well as outdoor public and amenity areas within the podium as described in **Section 1.3**.

The proposal contemplates architectural design features for wind reduction, including strategic placement of buildings and the use of base building and tower setbacks to deflect down washing winds. As per the Pedestrian Level Wind Study prepared by Gradient Wind, in the proposed Phase 1 & 2 scenario, most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis provided the landscaping plan is implemented as proposed. To ensure that all Level 4 outdoor amenity terraces will be safe and suitable for sitting or more sedentary activities throughout the warmer months, mitigation is recommended. No areas over the study site, apart from the noted areas over the Level 4 terraces, were found to experience wind conditions that are considered unsafe. The proposed design features, including parapet walls, stepping facades, balconies, landscaping and plantings to assist in mitigating wind conditions on the Subject Lands and contribute to anticipated pedestrian comfort conditions. Through the Site Plan Approval application process, detailed design and additional evaluation will occur to ensure mitigation of higher wind activity around the tower built form are achieved.

Overall, the proposal represents a compact built form that provides appropriate massing and built form transitions along major and minor streets. The proposed towers are proposed in locations that will create a vista / focal point for travelers heading west and eastbound on Kingston Road and north and southbound on Rougemount Drive. The height of the development ranges between 3 to 34-storeys, which will help to frame and provide prominence to the area. The development's terraced articulation, step backs, balconies, green roofs, and above-grade outdoor amenity spaces creates visual interest and overlook to actively engage with the street interface and appropriately respond to shadow and sky view considerations.

2.5 Architectural Design

An attractive architectural design and range of materials are provided to reflect high quality building design and contribute to the existing and planned residential, employment and commercial character of the area. A high quality building design at this location can create a welcome vista at this prominent location. The proposed building design will provide visual interest through a mixture of façade materials, such as glass and masonry. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

Building edges will be animated and articulated by incorporating breaks in the streetwall through a variety of setbacks. Building frontages and tower facades provide balconies creating a rhythmic pattern that creates visual interest. Building and tower step backs help to maintain sky-views and sunlight access to the public realm and surrounding land uses.

The development's open space network is complemented by landscaped amenity areas on building podium. These above-grade landscape areas will provide a cool roof design to help reduce the urban heat island effect and will assist in the retention / diversion of rainfall. Further, the proposed public park will provide for additional amenity and outdoor spill-out space for future residents and visitors.

The development's fenestration, grade related units, and building articulation (e.g., generous ground floor ceiling heights) provide active frontages on key streets and areas adjacent to primary building entrances. Fenestration adjacent to walkways also provide animation and enhanced safety through informal surveillance or "eyes on the street".

Overall, the development's proposed design is compatible and complimentary to the surrounding mixed use conditions (existing and, particularly, planned) through the appropriate application of building materials, building articulation, fenestration, and landscaping. The building design conforms to the vision and design direction of the Mixed Use Corridor and in our opinion is compatible with and complimentary to existing and future adjacent uses.

2.6 Landscape Design and Amenity

Landscaping will be provided in order to enhance visual interest along the street edge, softening the existing hard edges. Plantings around the active edges of the site will be consistent with local tree and plant species, as well as native, drought tolerant species.

The proposal will support a comfortable pedestrian realm along Kingston Road and Rougemount Drive. Pedestrian spillout areas are provided along the retail/commercial entrances to activate the street frontages along Kingston Road and Rougemount Drive, and the public park frontage. The streetscape also includes diverse seating options, as well as planters and trees for shade and wind protection.

A continuous pathway is provided throughout the site and connects to the public sidewalks along Rougemount Drive and Kingston Road. Public art is also proposed at gateway locations.

The overall development will provide 4,210 sq. m. of outdoor amenity space and 1,399 sq. m. of indoor amenity space. Amenity space is provided on the podium rooftops and at grade. This includes a dog run area and community garden plots on the south of the Subject Lands.

Attractive light standards and fixtures will be located around the building to enhance safety. Light standards will be of a similar design and style to existing light standards in the existing mixed use developments in the area to further integrate the proposal with its surrounding context. Cutoffs will be used to prevent light spillage onto adjacent properties.

The proposed signage will complement the overall design and program of the site. The proposed signage will provide wayfinding, identification and exposure along all abutting roads, as well as for the proposed residential and non-residential uses. The proposed signage will be of appropriate size and massing relative to the proposed building and will comply with City of Pickering sign standards.

Further, a public park is proposed at the northeast corner of the site which includes retail spill-out areas of the western side to facilitate pedestrian activity. Detailed consideration has been given to the function and programming of the park, which includes tree planting along the northern and western edges for shading and pedestrian comfort. Programming includes two pickleball courts and an outdoor exercise space. A pathway is located within the park that connects and integrates the space with the proposal and surrounding area. Given the lack of public park space south of Kingston Road, the proposed park will provide a significant public benefit to existing and future residents.

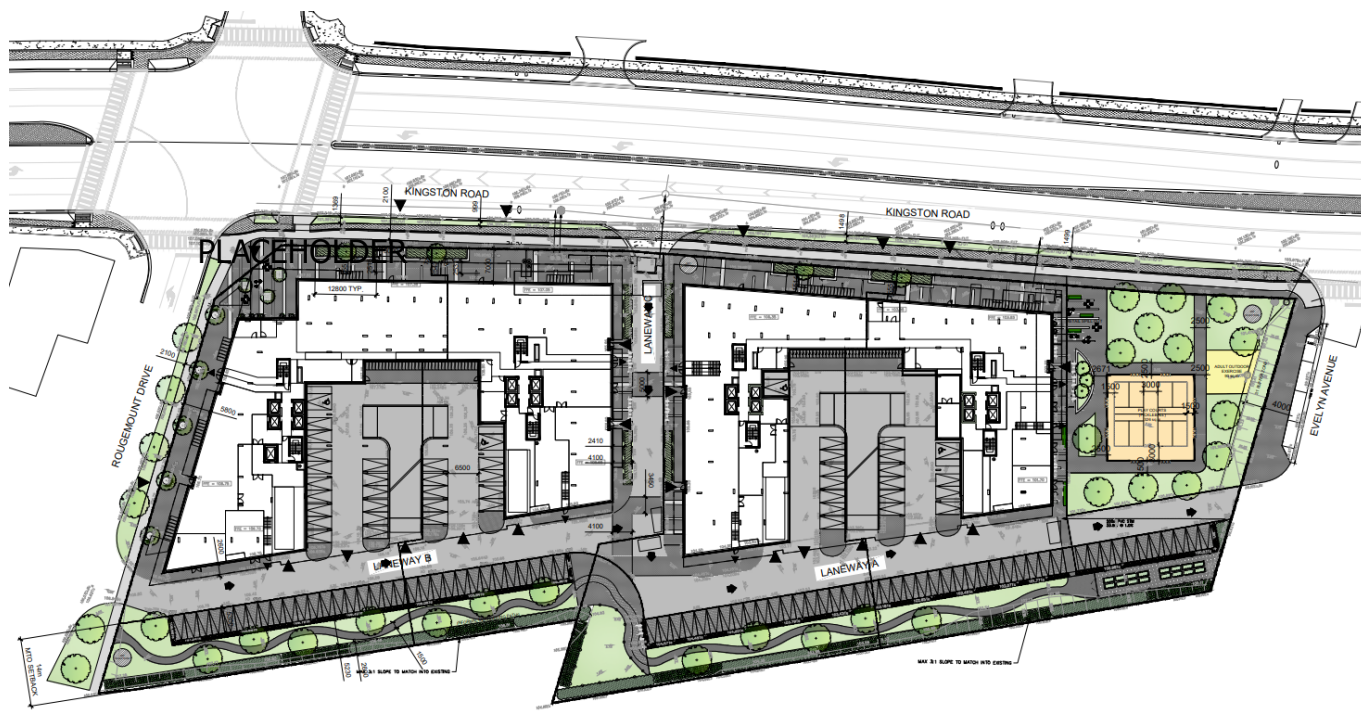


Figure 17: Proposed landscape plan, prepared by MHBC

2.7 Access, Parking and Servicing

A total of 1,154 parking spaces will be provided. Of these 1,154 parking spaces, 950 parking spaces will be for residential use and 204 parking spaces for visitor uses.

The proposal addresses the bicycle storage requirements by providing a total of 871 bicycle parking spaces comprised of 734 long term bicycle spaces and 137 short term bicycle parking for the development.

Four loading spaces are proposed for the development. These loading areas will be located at ground level. The loading facilities will all be located within the building envelope to ensure it is obscured from views from the adjacent public realm.

A 14 m setback along the south property line is provided on the proposed site plan in favour of the MTO Highway 401 access. The proposed buildings will be located outside of the 14 m setback.

With respect to site servicing, the FSR and SWM Report prepared by Schaeffers Consulting Engineers identifies:

- Sanitary servicing for the proposal will be provided by connections to the existing sanitary sewer on Kingston Road. As noted, the Region has reviewed the sanitary demand calculations and confirmed that there is sufficient capacity to service the development.
- Water supply for the proposal will be provided by connections fire services and domestic services to the existing watermain on Kingston Road.
- A stormwater management plan can be implemented to meet quantity, quality, and water balance requirements. On-site controls are proposed to ensure the actual release rates are within the allowable release rates to the existing storm sewer on Kingston Road. Filter units are proposed to provide at least 80% TSS removal.

2.8 Conclusions

Based on our review of the proposed design, the surrounding land uses, and applicable policies, it is our opinion that the proposal adheres to the existing design direction for the Mixed Use Corridor designation based on the following:

- The design of the Subject Lands will focus on improving the pedestrian environment along Kingston Road and internally by ensuring safe connection from the proposed buildings by introducing pedestrian walkways from building entrances that connect to the existing public sidewalk.
- The proposal will add to and improve upon the existing green space and public realm for future residents, visitors and employees to enjoy. The green space complemented by the proposal's landscape areas at grade and above grade across green roofs, outdoor amenity spaces and the proposed public park.
- The proposal will be appropriately massed and will create a pedestrian friendly atmosphere at-grade. The proposed buildings will incorporate retail uses, residential lobbies, and residential amenities to provide animation along both existing streets. The proposal's tower components are appropriately massed, featuring appropriately sized, compact floor plates.
- The massing and scale of the proposed buildings are appropriate given the existing and planned context and will compliment future intensification proposed in the area. The proposal is considered an appropriate height for a property.

- As demonstrated in the Shadow Impact Study, the proposal achieves overall compatibility through the placement and orientation of the towers towards central location of the buildings and by locating outdoor amenity space on roof tops and proposed appropriate setbacks to the street edge.
- The proposed building heights will provide presence within the Mixed Use Corridor. The introduction of a more substantial built form (critical mass) at this signaled intersection provides a more framed and enhanced streetwall condition compared to what exists within the area today.
- The proposal provides a mixture of residential unit types and sizes, including four two-bedroom affordable housing units, to meet City housing targets.

Overall, the proposal represents exceptional design principles that complement and build upon the area's existing mixed use character in an appropriate and reasonable manner while advancing the direction provided in the Official Plan.

3.0 Policy Analysis

The relevant planning policies have been analyzed to evaluate how the Official Plan Amendment and Zoning By-law Amendment and proposal support the intention and goals of the policies. The proposed Amendments and development are evaluated against the policies of the PPS, Regional OP and City OP.

The following sections provide a summary of the relevant policies and how they have been addressed. A detailed analysis for each policy documented can be found in **Appendices C to E**.

3.1 Section 2 of The Planning Act

The proposal has appropriate and sufficient regard to the matters of Provincial interest provided in Section 2 of *Planning Act* by:

- Protecting the ecological system. The proposal will not have any negative impacts on the environment;
- The proposed mixed use buildings will be supported by the existing transit and will promote patterns of development that reduce impacts on climate change;
- The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards;
- The proposal will efficiently use land that is currently underutilized, and will further contribute to the housing stock in this area of the City;
- The proposed high-rise buildings will contribute to the mix and range of uses within a Mixed Use Corridor and along a Rapid Transit Corridor;
- The proposed redevelopment will assist the City in meeting its long-term needs for growth; and
- The Subject Lands are located in an area designated for growth and development and not located in an area subject to any environmental, public health or safety concerns.

3.2 Provincial Planning Statement, 2024

The PPS was approved by the Ministry of Municipal Affairs and Housing on August 20, 2024 and came into effect on October 20, 2024. It provides general policy direction on matters relating to land use planning and development, and outlines policy for Ontario's long-term prosperity, economic health and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 2.1**. It helps to inform the management and promotion accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters of housing, protecting the environment and public health, and the efficient use of public services and infrastructure. Additionally, the PPS states that planning authorities shall maintain at all times the ability to accommodate residential growth for a minimum of 15 years.

The housing policies within **Section 2.2** require an appropriate range and mix of housing types and densities to meet current and projected needs. New housing types and densities are encouraged to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services.

The policies within **Section 2.3** and **Section 2.4** guide the development of settlement areas and strategic growth areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, use existing infrastructure and public services, support active transportation and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained.

The employment policies outlined in **Section 2.8** emphasize the need for a suitable mix of employment, institutional, and diverse uses to address long-term requirements. Strategic sites are encouraged to receive economic investment, promoting the development of compact, mixed-use environments that contribute to the creation of livable and resilient communities.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation. **Section 2.9** describes that these can be achieved by promoting compact forms and a structure of nodes and corridors, promoting the use of active transportation, and improving

the mix of employment and housing uses to shorten commute journeys, decrease congestion, and maximize energy efficiency.

The policies in **Chapter 3** require the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

The policies in **Chapter 5.2** concern natural hazards including flooding hazards and flood plains. Development and site alteration may be permitted in portions of hazardous lands given criteria are met, including floodproofing standards, protection work standards, and access standards. A Floodplain Study has been prepared and included with the submission.

A full analysis of the relevant Provincial Planning Statement in relation to the proposed applications can be found in **Appendix C**. In summary:

1. The Subject Lands are within a Mixed Use Corridor, and will allow for additional residential units to be developed through intensification, and will assist in meeting housing objectives of the Province and City, by permitting the development of 1,356 new residential units, supporting the housing policies set forth in the PPS.
2. The proposal for the Subject Lands, located within a settlement area, appropriately seeks to increase the permitted height and density in order to make the most efficient use of the site. The lands are located within an existing built up area and are designated for a mixture of uses. The proposal supports the existing built up area by intensifying an underutilized site in a prominent and strategic location, and offers a range of housing types, as well as employment opportunities.
3. The proposed Applications will ensure that the Subject Lands are developed in a manner which is compatible with and supportive of the adjacent uses in the surrounding area.
4. The proposal reflected in the Applications does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community.
5. The proposal will be compliant with the Ontario Building Code and AODA.
6. The proposal will incorporate low-impact development and other sustainable measures, including transportation demand management to assist the Province and City in increasing resilience to climate change. This level of detail will be addressed at the detailed design stage during Site Plan Approval.
7. The proposal will permit a development which will allow for the efficient use of the Subject Lands and will optimize available infrastructure including municipal water and sewage services, utilities, roads and public transit.

In our opinion, the proposed Official Plan Amendment, Zoning By-law Amendment and the proposal are consistent with the PPS.

3.3 Region of Durham Official Plan

The Regional OP was approved by the Ministry of Municipal Affairs and Housing, in part, with modifications on September 3, 2024. This Plan replaces the former Regional Official Plan that was approved in 1993.

The Regional OP designates the Subject Lands as “Rapid Transit Corridor” as shown on Map 1. Regional Structure – Urban and Rural Systems. Map 3a. Transit Priority Network identifies the proposal along a “Rapid Transit Spine”, Kingston Road. Map 3b. Road Network identifies the proposal along an “Existing Type B Arterial” (Kingston Road), and the Subject Lands nearby an “Existing Freeway” (Highway 401). Map 3d. Active Transportation Network identifies Kingston Road and Rougemount Drive as a “Future Primary Cycling Network”. Kingston Road has a Specific Right-of-Way Width of 45 metres on Map 3e. Regional Road Right-of-Way Requirements.

Lands designated Rapid Transit Corridors are intended to provide essential connections to other Strategic Growth Areas in the Region and have been assigned a transit supportive density of 150 people and jobs per hectare to support the implementation of planned higher order transit services.

A full analysis of the relevant Regional OP policies in relation to the proposed application can be found in **Appendix D**. In summary:

1. The proposed applications will promote the development of a complete community in the City of Pickering by revitalizing and intensifying underutilized lands and increasing their vitality.
2. The proposed applications conform to the policies set out in the Regional OP for development as the development seeks to encourage a more efficient and cost effective use of existing land and the optimization of infrastructure.
3. The proposed application respect housing policies of the Region OP by providing a variety of new housing stock. The proposal will permit the addition of 1,356 units within the City (including 4 affordable units) and approximately 34% of the proposed units are two-bedrooms or larger, providing for more “family” sized units.
4. The proposed applications will allow for a development which conforms to the Rapid Transit Corridor policies of the Regional OP, by providing a compact built form that includes residential and commercial-retail uses, as well as an entirely new public park.

5. The proposed application will contribute to making the City of Pickering a healthier and complete City by promoting strong active transportation options that will be universally accessible.
6. The pedestrian pathways will create linkages that will help integrate the development into the existing fabric of the neighbourhood.

In our opinion, the proposed Official Plan Amendment, Zoning By-law Amendment and the proposal they would permit conform to the Regional OP.

3.4 City of Pickering Official Plan

The City of Pickering Official Plan was adopted by Council of the Corporation of the Town of Pickering on March 3, 1997. The City of Pickering Official Plan is in its 8th edition.

The Subject Lands are located within a "Mixed Use Corridors" as shown on Schedule I: Land Use Structure. Further the Subject Lands are identified along "Existing Type B Arterial Roads" (Kingston Road) and "Existing Collector Roads" (Rougemount Drive) on Schedule II: Transportation System. Schedule III D: Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas shows the Subject Lands within "Highly Vulnerable Aquifers (HVA)".

Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of residential, retail, commercial, businesses, office, services, recreation and community and cultural uses.

A full analysis of the relevant Pickering OP in relation to the proposed application can be found in **Appendix E**. In summary:

1. The proposal will permit a high-density mixed use development within the Kingston Road Mixed Use Corridor which provides for a range of housing unit types and retail space.
2. The proposal will support a pedestrian-focused area, further supporting and optimizing the use of existing transit.
3. The proposed amendments will allow for transit supportive development at a height and density which is suitable and appropriate for the Subject Lands.
4. The proposed amendments conform to the policies set out in the Pickering OP for development of residential and non-residential uses. The proposal will permit 1,356 units, providing a range of housing types. The proposal supports the achievement of the population targets set out by the City of Pickering.

5. The proposal will support new mixed use development with heights and density that will support the optimization of significant transit infrastructure within a Mixed Use Corridor. The proposal will establish a more intensified built form than what currently exists on the Subject Lands.
6. The development will efficiently utilize and support the optimization of existing and planned infrastructure, including municipal water and sewage services, utilities, roads and public transit.

In our opinion the proposed Official Plan Amendment, Zoning By-law Amendment and the overall proposal would conform to and appropriately implement the policy direction of the Pickering OP (as proposed for amendment).

3.5 City of Pickering Official Plan Amendment 38

The City of Pickering, in partnership with SvN, AECOM and 360 Collective undertook the Kingston Road Corridor and Specialty Retailing Node Intensification Plan in 2019, which informed OPA 38. OPA 38 was adopted by City Council on January 24, 2022 and was approved by the Region of Durham on November 4, 2022. OPA 38 has since been appealed to the Ontario Land Tribunal. As OPA 38 is not yet in effect, it is considered informative but not determinative in evaluating the Proposal.

The Subject Lands are located within the Rougemount Precinct Intensification Area and designated "Mixed Use Type B", on Schedule XIV: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas. A "Future Private Street" is identified running north-south and east west through the Subject Lands, east of the Subject Lands. A POPS is identified at the corner of Kingston Road and Evelyn Avenue. An Identified Heritage Resource is also labelled. The northwest portion of the Subject Lands is also within "Gateways".

Lands within the "Mixed Use Type B" designation are to be developed with mid and high-rise buildings containing a mix of uses including residential, retail, and commercial uses at a lesser intensity than "Mixed Use Type A" Areas. Lands in the Kingston Mixed Corridor have a maximum and minimum net residential density of over 60 dwellings per hectare and a maximum FSI between 0.75 and up to and including 2.5 FSI. An FSI of up to 5.0 may be permitted in the Kingston Mixed Corridor subject to criteria outlined in the OP, including compatibility.

A full analysis of the relevant OPA 38 policies can be found in **Appendix E**. In summary:

1. The proposal provides for a mixed use, walkable, liveable and human-scaled environment and will include the addition of a public park.

2. The proposed high-density buildings are located along the south side of Kingston Road that incorporates active non-residential uses at grade, as intended by OPA 38. A variety of commercial unit sizes are provided.
3. The proposal appropriately addresses the built form policies of OPA 38 by proposing a high-quality site and building design that provides for compatibility and appropriate transitioning with the public realm and adjacent uses, and provides adequate access to sunlight and sky views.
4. The proposal will provide sustainable initiatives for the Subject Lands and within the proposed buildings that include low-impact development measures, as determined at the Site Plan stage.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendments conform to the overall policy direction of OPA 38.

3.6 City of Pickering Zoning By-law

The Subject Lands are subject to Zoning By-law 2511 as amended by By-law 5756-00 passed on October 16th, 2000, By-law 2497/87 passed on January 19, 1988, and By-law 6189/03. The Subject Lands are zoned "MU-12", "M1-8" and "MU-17", which permits a range of commercial/retail uses .

A Zoning By-law Amendment is required to rezone the Subject Lands from MU-12, M1-8 and MU-17 to MU-XX with site specific regulations for the entirety of the Subject Lands. The proposed amendments to City of Pickering By-law 2511, amended by By-laws 5756-00, 2497/87 and 6189/03, are related to the proposed apartment dwelling units as a permitted use, building setbacks, height, density, and proposed parking and loading rates.

A complete draft Zoning By-law Amendment to the City of Pickering By-law 2511 is included as **Appendix B** of this Report.

3.7 Kingston Road Corridor Urban Design Development Guidelines (2019)

The Draft Urban Design Guidelines have been developed through a collaborative process that included landowners, developers City and Regional Staff and community members, together with other relevant stakeholders. The intent of the document is to provide a guide for new development within the Kingston Road Corridor and specialty Retailing Node, with an emphasis on place-making and sustainability on a study area-wide scale.

A full analysis of the relevant Draft Urban Design Guidelines in relation to the proposed application can be found within the Urban Design Brief prepared by MHBC Planning. In summary the proposal achieves these objectives by supporting a denser development, with variety of uses, activities, and housing types in a compact form. The Subject Lands are also along a Rapid Transit Corridor and will accommodate a significant share of population and employment growth along Kingston Corridor and within the City Major link/connection via representing mixed use development in a transit-oriented built form.

In our opinion the proposal will meet the general intent of the City of Pickering draft Urban Design Guidelines.

3.8 Rationale For The Proposed Amendments

3.8.1 Official Plan Amendment

The applications seek an Official Plan Amendment for the Subject Lands. The proposal the contemplate is located within the Kingston Road Mixed Use Corridor and is subject to height permissions with permitted densities of 2.5 times the lot area and a maximum of 140 units per net hectare within the City of Pickering Official Plan. Furthermore, OPA 38 permits a maximum of 5.0 FSI on the Subject Lands (as subject to City approval).

The proposal represents a compact built form that provides appropriate massing and built form transitions along major and minor streets. The towers are proposed in locations that will create a vista / focal point for travelers heading west and eastbound on Kingston Road. The height of the development ranges between 3 to 34-storeys, which will help to frame and provide prominence to the area. The massing and setbacks ensure that the development is well-integrated into the existing and future neighborhood fabric and contributes to a

comfortable pedestrian experience at grade within a dynamic public realm. The development's terraced articulation, step backs, balconies, green roofs, and above-grade outdoor amenity spaces creates visual interest and overlook to actively engage with the street interface and appropriately respond to shadow and sky view considerations.

Relative to the increased density, the OPA will intensify underutilized lands and will assist the Region and City in optimizing infrastructure and achieve population / job targets within a Rapid Transit Corridor, all in keeping with the general planning vision within OPA 38.

Furthermore, the proposed heights are reasonable, with shadows being appropriately limited through the design and positioning of the towers, to minimize shadows on low rise neighbourhoods to the north of the Kingston Road corridor. Shadowing moves off the neighbourhood to the north after 10:18 am on the spring and fall equinoxes (March 21 and September 21).

Discussion within **Section 2.0** and **3.0** of this report concludes that the proposal is consistent with the PPS and conforms to the policies of the Regional Official Plan and the City's Official Plan (except as is proposed to be amended).

It is our opinion that the proposed amendment is in the public interest and represents good planning. A copy of the draft Official Plan Amendment can be found in **Appendix A**.

3.8.2 Zoning By-law Amendment

Additional Permitted Uses

The proposed addition of "Apartment Dwellings" as permitted a use that conforms to policy directions within the Regional Official Plan, City of Pickering Official Plan and OPA 38. In fact, the proposed addition of "Apartment Dwellings" is likely required in order for the Zoning By-law to reflect the clear policy direction of those instruments. As a result, the proposed uses will help achieve a complete community as envisioned in the respective OPs and OPA 38.

Setbacks and Landscape Buffers

The general intent and purpose of a front setback and landscape buffers is to create orientation of a building in relation to the development area property line. The proposed setback reductions will maintain adequate separation between buildings and the property line. Furthermore, the proposed landscape buffers will provide adequate and high quality landscaping to ensure no adverse impact on adjacent uses and create an active street frontage.

Height and Density

The general intent and purpose of a maximum gross floor area ("GFA") requirement is to ensure that the sizes of the proposed uses are appropriate for the development of the Subject Lands. The proposal contemplates an FSI of 5.13 times the lot area (total net lot coverage of 54%). The proposed GFA is in keeping with recently approved residential and mixed use buildings within the Kingston Road Mixed Use Corridor and supports the intensification of an underutilized site within a Rapid Transit Corridor with proximity to transit facilities.

The proposed building heights (ranging from 30-storeys to 34-storeys) meet the intent of OPA 38 and is generally in keeping with other residential and mixed use buildings proposed, built and under construction in the area as identified previously. The proposed heights will enhance the Kingston Road Mixed Use Corridor skyline without creating undue shadow, wind or privacy impacts. This is particularly acute as a result of the Subject Site being sandwiched between Kingston Road and the Highway 401 corridor.

Relative to the increased building height, the proposed mixed use buildings will have a maximum height of 114.72 m to the top of the mechanical penthouse. As noted above, the proposed building heights are within the range of planned and existing building heights in the area. Overall, the proposed heights and stepping represents an appropriate level of intensification and is in keeping with the existing and planned heights of the area.

Parking and Loading

The general intent and purpose of the minimum parking/loading requirement is to ensure the parking/loading demand generated from a property can be accommodated on site. The proposed reductions in parking requirements and size are supported by transit infrastructure located in proximity to the Subject Lands. The proposed parking and loading is supported by Crozier and Associates' review and analysis and was found to be acceptable given the transportation context.

The requested Zoning By-law Amendment, provided in **Appendix B**, adds the site-specific provisions regarding the above matters.

4.0 Summary and Conclusions

MHBC has prepared this Planning and Urban Design Rationale Report in support of requested Official Plan Amendment and Zoning By-law Amendment by the Owners to set in place the policy framework for the proposal.

The redevelopment consists of a mixed use, high density transit supportive development consisting of residential and non-residential uses. The proposed redevelopment is located within the Kingston Road Mixed Use Corridor. The proposed OPA and ZBA defines the development vision by establishing maximum height, densities and design criteria that is in keeping with the character of the emerging built form occurring in the immediate area.

The proposal supports and effectively responds to the significant infrastructure improvements in the area, specifically the bus routes along Kingston Road. In addition, the proposal seeks to achieve the Provincial, Regional and City objectives of comprehensive and integrated redevelopment within an intensification area.

This Planning and Urban Design Rationale Report concludes that the proposed OPA and ZBA will achieve a transit supportive development and high quality architecture and landscaping creating a sense of space, is in the public interest and represents good planning for the following reasons:


1. The proposal has regard to matters of Provincial interest as outlined in Section 2 of Planning Act.
2. The proposed amendment is consistent with the Provincial Planning Statement.
3. The proposal conforms to the Region of Durham Official Plan.
4. The proposal conforms to the City of Pickering Official Plan.
5. The proposal is compatible within the existing and planned land uses of the surrounding area within the Mixed Use Corridor along Kingston Road and the adjacent lands.

6. The proposal is in keeping with the intent and vision of OPA 38.
7. The proposed Official Plan Amendment and Zoning By-law Amendment will support the utilization and optimization of existing and planned municipal infrastructure and provide for a compact built form that represents an efficient use of land.
8. The development is transit supportive and will take advantage of, and enhance the viability of multi-modal transportation available to this area.
9. The proposed Official Plan Amendment and Zoning By-law Amendment will conform to policies on sustainable development and promoting a sustainable community by incorporating low impact development measures, and transportation demand management measures.


We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Yours truly,

MHBC


David A. McKay, MSc, MLAI, MCIP, RPP
Vice President and Partner




Maire Stea, BES
Intermediate Planner

A

Appendix A: Draft Official Plan Amendment

5.0 Amendment No. ### To the City of Pickering Official Plan

Purpose: The purpose of this Amendment is to permit the development of a mixed use development within a maximum height of 34-storeys, maximum density of 5.13 times the lot area and 753 units per net hectare for lands located on the southeast corner of Kingston Road and Rougemount Drive, described as Part of Lots 17, 18, & 19, Registered Plan 230 and Part of Lot 6 & 19, Registered Plan 350, City of Pickering.

Location: The Amendment affects an area of approximately 1.8 hectares, located on the southeast corner of Kingston Road and Rougemount Drive, municipally addressed as 375-417 Kingston Road.

Basis: The Amendment is based on an application to amend the City of Pickering Official Plan (File: OPA-20__-W/##) as submitted by Decade Group, who proposes to re- develop the subject lands with 31, 32, 33 and 34-storey mixed use development.

The proposal is located within the *Mixed Use Corridors* designation of the City of Pickering Official Plan. The maximum net residential density for this designation is 140 dwellings per net hectare and FSI of 2.5. The residential density of the proposal is approximately 754 units per net hectare and FSI of 5.13 which exceeds the provisions of the Mixed Use Areas policies.

The proposal is consistent with the policies of the Provincial Planning Statement as it will the use of lands within an urban area, will make more efficient use of existing municipal infrastructure and public service facilities.

The subject property is located within the 'Built Boundary' of the City of Pickering as defined by the Province and conforms to the Regional Official Plan regarding compact and pedestrian oriented development.

The proposal will contribute to the intensification of urban lands within the City of Pickering with a complementary and compatible built form.

The subject lands are suitable for the proposed use and would be compatible with the existing and designated uses of surrounding lands.

Supporting documentation has been provided which confirms that the proposal can be accommodated by existing municipal infrastructure. Further, traffic generated by the proposal is not anticipated to have any impact on the existing transportation network.

Development of the subject lands would be subject to the provisions in the implementing Zoning By-law.

Actual Amendment: The City of Pickering Official Plan is hereby amended by:

6.0 1) By adding the following new subsection to Policy 3.6– Mixed Use Areas, to be appropriately placed following the last subsection:

3.6.1 Notwithstanding Policy 3.6 the following shall be permitted on lands municipally addressed as 375 Kingston Road:

- i. the maximum net residential density shall be 754 dwelling units per hectare;**
- ii. the maximum floor space index shall be 5.15;**
- iii. the maximum height shall be 34-storeys.**

Interpretation: The interpretation provisions of the City of Pickering Official Plan, as amended, shall apply to this amendment.

B

Appendix B: Draft Zoning By-law Amendment

The Corporation of the City of Pickering

By-law No. xx

Being a By-law to amend Zoning By-law 2511, as Amended by Zoning By-law 5756-00, 2497/87 and 6189/03, to implement the Official Plan of the City of Pickering, the Region of Durham, at 375 Kingston Road, Pickering

WHEREAS the Council of The Corporation of the City of Pickering received an application to rezone the subject lands being 375 Kingston Road, in the City of Pickering to permit a commercial development.

AND WHEREAS it is appropriate to amend By-law 2511, as amended by Zoning By-law 5756-00, 2497/87 and 6189/03, to permit such uses;

NOW THEREFORE the Council of The Corporation of the City of Pickering hereby enacts as follows:

1. SCHEDULE 1

Schedule 1 attached hereto with notations and references shown thereon is hereby declared to part of this By-law.

2. GENERAL PROVISIONS

No building, structure, land or part thereof shall hereinafter be used, occupied, erected, moved or structurally altered except for conformity with the provisions of this By-law.

3. DEFINITIONS

In this By-law,

- (1) "Business Office" shall mean any building or part of a building in which one or more persons are employed in the management, direction or conducting of an agency, business, brokerage, labour or fraternal organization but shall not include a retail store;
- (2) "Commercial-Recreational Establishment" shall mean a commercial establishment in which indoor recreational facilities are provided, and which may include an athletic or recreational club, but shall not include an adult entertainment parlour as defined herein, or any uses permissible within a place of amusement or entertainment as defined herein.
- (3) "Dry Cleaning Depot" shall mean a building or part of a building used for the purpose of receiving articles, goods, or fabrics to be subjected to dry

cleaning and related processes elsewhere, and of distributing articles, goods or fabrics which have been subjected to any such processes.

- (4) "Financial Institution" shall mean a building or part of a building in which money is deposited, kept, lent or exchanged.
- (5) "Personal Service Shop" shall mean an establishment in which a personal service is performed and which may include a barber shop, a beauty salon, a shoe repair shop, a tailor or dressmaking shop or a photographic studio, but shall not include a body rub parlour as defined in the Municipal Act, R.S.O. 1990, Chapter M.45, as amended from time-to-time or any successor thereto.
- (6) "Professional Office" shall mean a building or part of a building in which medical, legal or other professional service is performed or consultation given, and which may include a clinic, the offices of an architect, a chartered accountant, an engineer, a lawyer or a physician, but shall not include a body rub parlour.
- (7) "Retail Store" shall mean a building or part of a building in which goods, wares, merchandise, foods, substances, articles or things are stored, kept and offered for retail sale to the public.
- (8) "Restaurant" shall mean a building or part of a building where food is prepared and offered or kept for retail sale to the public for immediate consumption on the premises or off the premises, on both on and off the premises, but shall not include an adult entertainment parlour as defined herein.

4. PROVISIONS (MU- XX)

(1) USES PERMITTED

- a. Eating Establishment
- b. Retail Store
- c. Commercial Uses
- d. Business Office
- e. Commercial-Recreational Establishment
- f. Financial Institution
- g. Professional Office
- h. Day care facility
- i. Personal service shop
- j. Dry cleaning depot
- k. Restaurant
- l. Apartment Dwelling Uses

(2) ZONE REQUIREMENTS

No person shall within the lands zoned MU-XX on Schedule I attached hereto use any lot or erect, alter or use any building or structure except in accordance with the following provisions:

a. BUILDING REQUIREMENTS

- i. Lot Coverage (maximum): 64%
- ii. Front Yard Setback: 5.5 m
- iii. Interior Side Yard Setback: 2.8 m;
- iv. Flankage Side Yard Setback: 5.5 m
- v. Rear Yard Setback: 10.0 m
- vi. Building Height: 114.72 m
- vii. Gross Floor Area (Maximum): 93,500 sq. m
- viii. Floor Space Index (Maximum): 5.2 times the lot area

b. PARKING REQUIREMENTS:

- i. A minimum residential parking rate of 0.7 parking spaces per unit;
- ii. A minimum residential visitor and commercial use parking rate of 0.15 parking spaces per unit;
- iii. Residential visitor and commercial use parking shall be shared.

c. LOADING REQUIREMENTS:

- i. A minimum of 2 loading spaces shall be required.

5. AREA RESTRICTED

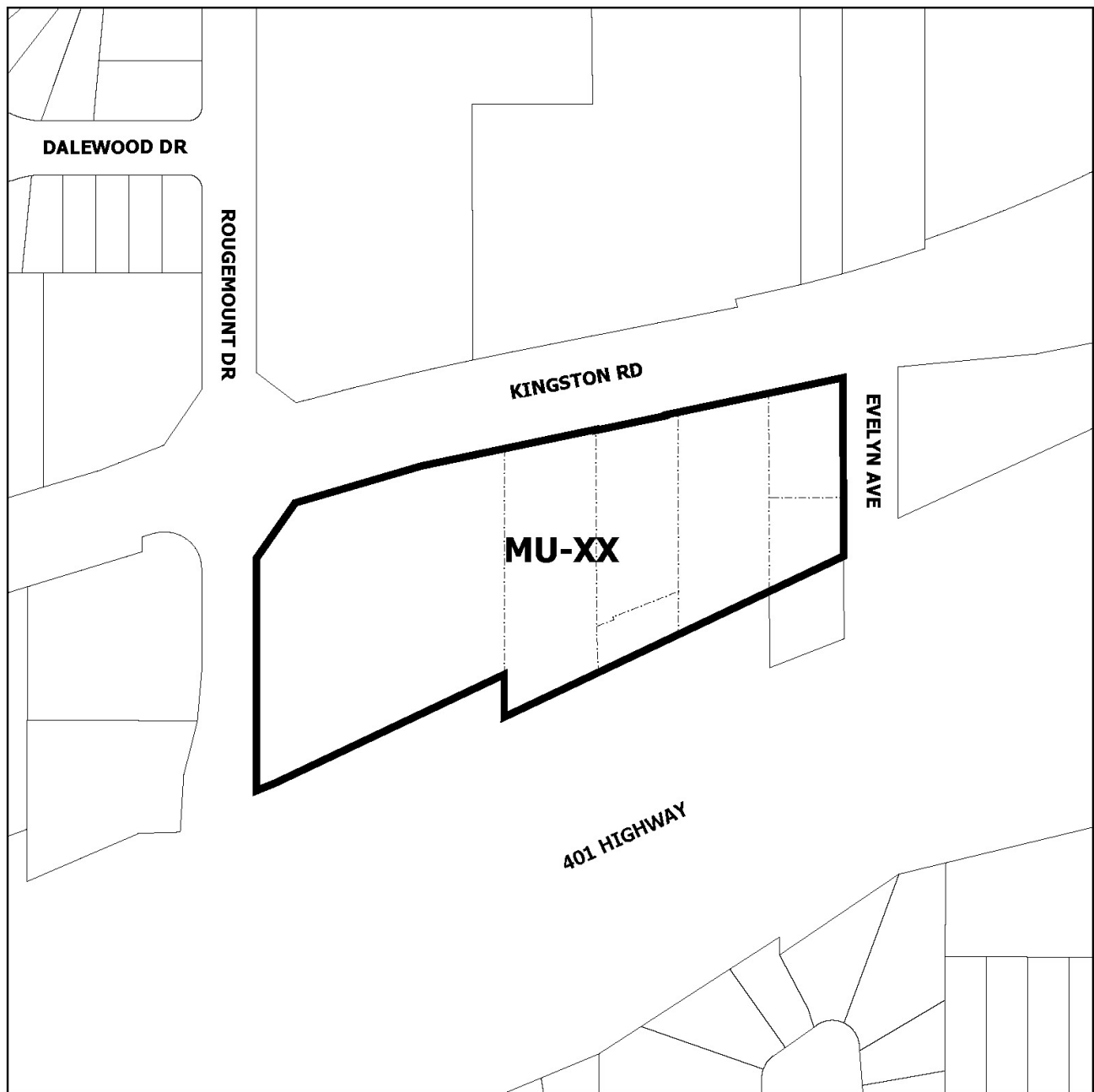
By-law 2511 is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as set out in Sections 1 and 2 above, and as set out in Schedule I attached hereto.

6. EFFECTIVE DATE

This By-law shall come into force in accordance with the provisions of the Planning Act.

By-law passed this _____ day of _____, 202__.

Kevin Ashe, Mayor



Schedule X to By-law XXX

Susan Cassel, City Clerk

C

Appendix C: Provincial Planning Statement 2024 Analysis

The PPS is a streamlined province-wide land use planning policy framework that replaces both the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* while building upon housing-supportive policies from both documents. The PPS was issued under section 3 of the *Planning Act* and came into effect on October 20, 2024.

The PPS provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to plan for and support development, and increase the housing supply across the province, align development with infrastructure to build a strong and competitive economy that is investment-ready, foster the long-term viability of rural areas, and protect agricultural lands, the environment, public health and safety.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Section 2.1 – Planning for People and Homes

Policy 2.1.4 states *to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

Evaluation: The proposal contributes to the City of Pickering’s ability to accommodate residential growth for a minimum of 15 years. The proposal will provide for 1,356 new residential units on the Subject Lands. The proposed buildings have been strategically designed to provide additional residential housing options within the City of Pickering, thereby assisting both the neighbourhood and City of Pickering in providing additional housing units. As indicated by the Functional Servicing and Stormwater Management Report, the development proposal will connect to the existing service and utilities available on the Subject Lands and will have the capacity to service the proposed buildings, with no need for future infrastructure improvements.

Policy 2.1.6 states *planning authorities should support the achievement of complete communities by:*

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-*

term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Evaluation: The proposal assists in the achievement of complete communities by:

- Providing a diverse range and mix of housing options, including over 33% family-sizes units (2-bedroom or larger) to accommodate people at all stages of life, including a diverse range of household sizes and incomes, with nearby community services and facilities to support daily needs;
- Providing 2,945 sq. m. of commercial uses to offer additional services to local residents in the immediate area of the City;
- Providing conveniences to the community through the following:
 - Proximity to a transportation modes, including existing bus routes along Kingston Road;
 - Located proximity to a range of retail, employment and residential uses and a proposed public park on site;
 - Enhancing the living conditions and quality of life for future residents and employees by providing increased landscaping, improved energy efficiency and the additional provision of amenity space;
- Proposing a high-quality built-form with high visual interest;
- The proposal will help reduce the demand for vehicles within the City by being located adjacent to transit options, encouraging alternative modes of travel by providing bicycle parking facilities, and provided transportation demand measures, thereby reducing travel demand and greenhouse gas emissions;
- The proposal can incorporate low impact development measures and other green infrastructure to assist the Province and City in becoming resilient to climate change. This level of detail will be addressed at the detailed design stage during Site Plan Approval;

Section 2.2 – Housing

Policy 2.2.1 states *planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Evaluation: The proposal will provide 1,356 residential units, in the form of 899 1-bedroom units (66%), 449 2-bedroom units (33%) units and 8 3-bedroom units (1%) within the proposed buildings, representing a redevelopment of underutilized commercial lands. The proposal contemplates a unit composition of approximately 33% family-sized units (two-bedroom or larger). Further, approximately 4 units will be provided as affordable rental units. This will contribute to a range of housing options in the surrounding area, including accommodating the needs of different household sizes, and will make more efficient use of the Subject Lands by providing for a more compact form.

In addition, the proposed density of 5.13 FSI will optimize the usage of existing and planned public services facilities. The proposal supports active transportation and transit use in the area by provided long-term and short-term bicycle parking and access to TTC bus and subway routes within walking distance.

Section 2.3 – Settlement Areas and Settlement Area Boundary Expansions

Policy 2.3.1.1 states *settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in applicable, strategic growth areas, including major transit station areas.*

Evaluation: The Subject Lands are located within an existing Settlement Area and are designated for growth. No expansion to the existing settlement area boundary is required to accommodate the proposal.

Policy 2.3.1.2 states *land uses patterns with settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate;...*

Evaluation: The proposal offers a transit-supportive density, by proposing an FSI of 5.13 to utilize the area's existing and planning transit infrastructure and to support active modes of transportation. Further, The proposal will connect to the existing service and utilities available to the existing buildings on the Subject Lands, and will have the capacity to service the proposed residential components of the buildings, with no need for future infrastructure improvements.

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

Evaluation: The proposal contributes to the City of Pickering's ability to accommodate residential growth by providing 1,356 residential units in the form of 899 1-bedroom units (66%), 449 2-bedroom units (33%) and 8 3-bedroom units (1%), ensuring The proposal contributes to a range of housing options in the surrounding area, including accommodating the needs of different household sizes. Approximately 4 units will be provided as affordable units. As well, a total of 2,945 sq. m. of commercial space is provided which offer additional services to local residents and tourists in the immediate area, ensuring The proposal adheres to the creation of a complete community.

Policy 2.3.1.4 states *planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

Evaluation: The proposal has been designed to provide a range of housing unit types such as 1-bedroom, 2-bedroom, and 3-bedroom units to accommodate people at all

stages of life within this neighbourhood and the City. The proposal provides 1,356 new residential units, which will assist the City by providing additional residential units to the housing supply. In addition, the proposal will assist increasing the overall density on this underutilized site through appropriate intensification.

Policy 2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

Evaluation: The proposal provides 1,356 new residential units, which will assist the City by providing additional residential units to the housing supply, and 2,945 sq. m of retail space. It is anticipated that the Proposal will provide for 2,402 residents and 93 new jobs, resulting in an overall population and jobs of 2,494, or 1,540 residents and jobs per hectare in proximity to public transit opportunities.

Section 2.8 – Employment

Policy 2.8.1.1 states *planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities;...*

Evaluation: The proposal includes 2,945 sq. m. of commercial uses at grade, conveniently accessible to existing riders nearby a Transit Priority Segment that is well serviced by transit infrastructure. The proposal also provides bicycle parking spaces to promote the use of active transportation modes.

Section 2.9 – Energy Conservation, Air Quality and Climate Change

Policy 2.9.1 states *planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

- a) support the achievement of compact, transit-supportive, and complete communities;*

- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Evaluation: The proposal represents a compact built form that makes for an efficient use of land and infrastructure at a density of 5.13 times the lot area. The proposal will be well served by the existing and future public transportation and active transportation systems that offer connections to higher order transit opportunities. Further, the proposed bicycle and pedestrian amenities, and appropriate parking rate will lead to encourage reduced automobile dependency and congestion. The proposal will maximize energy efficiency and conservation through energy conservation measures and low-carbon solutions. The proposal maximize vegetation across the development site in the form of a public park, outdoor amenity, street trees and vegetative plantings, and rooftop terrace plantings.

Chapter 3: Infrastructure and Facilities

Section 3.1 – General Policies for Infrastructure and Public Service Facilities

Policy 3.1.2 *states before consideration is given to developing new infrastructure and public service facilities:*

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

Evaluation: The proposal will utilize the existing public service facilities as well as support the use and optimization of existing infrastructure. The Functional Servicing and Stormwater Management Report indicates that the proposal will be serviced by existing infrastructure.

Section 3.2 – Transportation Systems

Policy 3.2.1 *states transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.*

Evaluation: The Subject Lands are serviced by existing local transit routes operated by the Durham Region Transit and GO Transit. The site is located within short walking distance to bus services such as Routes 900, 920, 921 and 92.

Policy 3.2.2 states *efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.* Further, **Policy 3.2.3** states *as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

Evaluation: The proposed mixed-use development will intensify the Subject Lands and support the existing transportation infrastructure. The Subject Lands are well serviced by the existing bus routes along Kingston Road, with connections to GO Stations. The Traffic Impact Study concludes that the proposal will have a minimal impact on the traffic operations in the study area. The proposal offers transportation demand strategies that will further assist in increasing the proportion of travel by transit, walking and cycling, these include:

- TDM Information Packages for New Residents
- Secure Bicycle Parking
- Bicycle Repair Station
- Unbundled Parking
- Short-Term Visitor Parking Spaces
- Real-Time Transit Information
- Explore Micro-Mobility & E-Mobility Partnerships (E-Scooter & E-Bike Sharing)
- Explore On-Site Bike Share Facility
- Wayfinding Signage
- Support School Travel Plans for Student Residents
- Semi-Private/Communal Amenities to Support Work from Home
- Shared Parking
- Mixed-Use Complete Community

Section 3.3 – Transportation and Infrastructure Corridors

Policy 3.3.3 states *planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

Evaluation: The Proposal is located nearby a planned corridor, which is compatible to the existing and proposed transportation modes such as the DRT bus routes and GO stops. The proposal will minimize negative impacts on the corridor and will be efficiently designed such that it will provide convenient and easy access to the existing and future transit networks, which will further increase transit usage in the immediate area.

Section 3.5 - Land Use Compatibility

Policy 3.5.1 states *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

Evaluation: A Roadway Traffic Noise Assessment has been prepared by Gradient Wind in support of the application. It concludes that:

- Upgraded building components will be required where noise levels exceed 65 dBA.
- Noise levels at the outdoor living areas (OLA) could be reduced to below the 60 dBA criterion with a 1.5 m tall barrier surrounding the perimeter
- Where necessary, noise screens and silencers can be placed into the design.
- The building will be designed to comply with the NPC-300 sound level limits..

Section 3.6 – Sewage, Water and Stormwater

Policy 3.6.1 states *planning for sewage and water services shall:*

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:*
 - a) can be sustained by the water resources upon which such services rely;*
 - b) is feasible and financially viable over their life cycle;*
 - c) protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - d) aligns with comprehensive municipal planning for these services, where applicable.*
- c) promote water and energy conservation and efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process;...*

Evaluation: The proposal represents intensification on underutilized lands within settlement areas and will utilize the existing municipal sewage services and municipal water services as mentioned in our response to Policy 3.6.1 above.

Policy 3.6.2 states *municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

Evaluation: As mentioned in our response to Policy 3.6.1, the Proposal will connect to the existing municipal water and sewer services along Kingston Road and will not require the establishment of new, unplanned municipal services.

Policy 3.6.8 states *planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

Evaluation: The Functional Servicing and Stormwater Management Report confirms the following relative to stormwater management for the Proposal:

- Sanitary servicing for the proposal will be provided by connections to the existing sanitary sewer on Kingston Road. As noted, the Region has reviewed the sanitary demand calculations and confirmed that there is sufficient capacity to service the development.
- Water supply for the proposal will be provided by connections fire services and domestic services to the existing watermain on Kingston Road.

- A stormwater management plan can be implemented to meet quantity, quality, and water balance requirements. On-site controls are proposed to ensure the actual release rates are within the allowable release rates to the existing storm sewer on Kingston Road. Filter units are proposed to provide at least 80% TSS removal.

Chapter 5: Protecting Public Health and Safety

Section 5.1 – General Policies for Natural and Human-Made Hazards

Policy 5.1.1 states *development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*

Evaluation: A Floodplain Study will be prepared by Shaeffers for submission that will address the relevant policies.

Policy 5.1.1.8 notes *Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*

- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*
- b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*
- c) new hazards are not created and existing hazards are not aggravated; and*
- d) no adverse environmental impacts will result.*

Evaluation: A Floodplain Study will be prepared by Shaeffers for submission that will address the relevant policies.

Based on the above, the proposed OPA is consistent with the PPS.

D

Appendix D: Region of Durham Official Plan Analysis

The Durham Regional Official Plan was adopted by Regional Council on June 5, 1991 and approved by the Minister of Municipal Affairs and Housing on November 23, 1993. The new Official Plan contains policies and maps, which guide the type and location of land uses in the Region to 2031.

The Regional OP designates the Subject Lands as “Rapid Transit Corridor” as shown on Map 1. Regional Structure – Urban and Rural Systems. Map 3a. Transit Priority Network identifies the proposal along a “Rapid Transit Spine”, Kingston Road. Map 3b. Road Network identifies the proposal along an “Existing Type B Arterial” (Kingston Road), and the Subject Lands nearby an “Existing Freeway” (Highway 401). Map 3d. Active Transportation Network identifies Kingston Road and Rougemount Drive as a “Future Primary Cycling Network”. Kingston Road has a Specific Right-of-Way Width of 45 metres on Map 3e. Regional Road Right-of-Way Requirements.

The following are the policies which pertain to the Subject Lands and the proposed OPA and ZBA.

CHAPTER 1 - REGIONAL STRUCTURE

Section 1.1 states that it is the policy of Council to:

Policy 1.1.3 *Direct population and employment growth to the Urban System with limited growth permitted within the Rural System, including Rural Settlements, where it is appropriate and compatible with surrounding uses, in accordance with Section 6.5.*

Policy 1.1.4 *Plan for a balance of residential growth with increased employment growth to achieve the population and employment forecasts outlined in this Plan, while aspiring to achieve a more balanced job to population ratio of 50% (one job for every two residents).*

Policy 1.1.5 *Ensure that necessary regional services and infrastructure are in place to accommodate the provincial population and employment forecasts within the Regional Structure by 2051:*

- a) 1,300,000 people; and*
- b) 460,000 jobs.*

Policy 1.1.6 *Plan for and implement services and infrastructure to enable the achievement of a minimum 50% annual rate of intensification region-wide.*

Evaluation: The proposal aligns with Regional Structure policies by directing growth within the Urban System, contributing to balanced population and employment expansion. By accommodating 1,356 residential units in an urban setting, the project supports the goal of achieving a higher residential density, which is essential for the targeted 50% intensification rate. The Subject Lands location near Durham Regional

Transit bus routes ensures excellent access to public transit, connecting residents with employment, retail, and community amenities, fostering walkability and reducing car dependency. The development's housing variety enhances local housing diversity, fulfilling objectives for a balanced housing stock within the Region of Durham and the Town of Pickering. Approval of this proposal will advance the Region's population and employment targets while supporting sustainable growth within the designated Urban System.

CHAPTER 2 – A PROSPEROUS REGION

Policy 2.1.13 states that it is the policy of Council to *Encourage greater diversification of the Region's economic base with a range of high-quality employment opportunities by:*

- f) ensuring housing strategies provide for the development of a full range of housing options, sizes and tenure that are attainable and accessible for residents of all ages, ability and stages of life to meet the needs of a diverse labour force;*

Evaluation: The proposal aligns with Policy 2.1.13 by contributing to the diversification of the Region's economic base through the provision of a range of housing options. The proposal supports the creation of a healthy, complete, and sustainable community by utilizing underutilized lands designated as Rapid Transit Corridor in the Region's Official Plan. By offering housing options that are attainable and accessible to residents of various ages, abilities, and life stages, the development addresses the needs of a diverse labor force.

CHAPTER 3 – HEALTHY COMMUNITIES

Policy 3.1.2 indicates that Council is to *Provide a minimum of 15-year supply of land through residential intensification, redevelopment, on lands designated and available within Settlement Areas for residential development and through Urban Area Boundary expansions, in accordance with Section 5.7, if necessary.*

Policy 3.1.4 also aims to *Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.*

Evaluation: The proposal aligns with Policies 3.1.2 and 3.1.4 by contributing to the Region's housing initiatives through the efficient use of designated lands within Settlement Areas and a Rapid Transit Corridor for mixed use development. The proposal supports intensification objectives by delivering a housing type and size that addresses market demand while considering the adequacy of municipal services, as further set out in the Functional Servicing and Storm Water Management Report

prepared by Schaffers Consulting Engineers and submitted to support the proposal. By providing attainable and accessible housing options through thoughtful design, the development enhances the diversity and availability of housing stock within the Urban Area, fulfilling the intent of these policies.

Policy 3.2.11 *Encourage new development to:*

- d) support active transportation by providing safe and sheltered bicycle parking and storage;*

Evaluation: The development incorporates features that support active transportation, such as providing safe and sheltered bicycle parking and storage. These elements contribute to a more sustainable urban environment while encouraging residents to adopt eco-friendly commuting options.

Policy 3.2.3 notes that it is policy of Council to *Reduce GHG emissions, improve air quality, encourage sustainability, and adapt and mitigate impacts of a changing climate by encouraging the following measures through development, redevelopment and infrastructure projects:*

- a) green infrastructure, including low impact development and stormwater management systems, planting of native species, green roofs, bird-friendly design and other sustainable design practices, in accordance with the policies of this section and Section 4.1;*
- b) increasing the tree canopy by promoting tree planting, naturalizing priority areas and reducing energy use through sheltering and shading, in accordance with Policy 3.2.22;*
- c) protecting and enhancing the natural environment, in accordance with the policies in Chapter 7;*
- d) energy efficient construction and green building design, including net-zero and net-zero ready development, in accordance with the policies of this section;*
- e) energy conservation and production, including the development and use of renewable and/or district energy systems and technologies and including infrastructure that encourages the use of zero-emission vehicles, in accordance with Section 4.3;*
- f) integrated solid waste management that preserves the natural environment, in accordance with Section 4.2;*
- g) designing and constructing infrastructure projects to be more resilient to the effects of climate change;*
- h) community design that promotes intensification, walkable communities and compact built form, and prioritizes active transportation, supports public transit and transportation demand management, reduces single occupancy vehicle use, and supports measures to balance jobs and population growth to reduce long distance single occupancy vehicle trips to reduce GHG emissions caused by vehicles, in accordance with Sections 8.1, 8.2 and 8.3;*

- i) *partnerships with area municipalities, agencies and stakeholders to develop and implement programs identified within the Low Carbon Pathway in the Durham Community Energy Plan; and*
- j) *complementary programs from other levels of government, agencies and stakeholders that address the impacts of a changing climate, community planning and public health considerations.*

Evaluation: The proposal incorporates such features as tree planting, outdoor amenity areas, and bicycle parking spaces, to respond to a changing climate. Further, the proposal intensifies the Subject Lands with a high-density, compact, built-form and contributes to a more walkable community that supports transit along Kingston Road.

Policy 3.2.8 notes *Reduce GHG emissions from vehicle use by:*

- a) *implementing transportation demand management measures, in accordance with Section 8.3;*
- b) *enhancing opportunities for active transportation, including walking, cycling, taking public transit and carpooling through built form, including the co-location of public facilities, amenities and retail uses, in accordance with Section 8.2; and*
- c) *ensuring communities are designed for all road users, while prioritizing the safety of pedestrians and cyclists.*

Evaluation: The proposal incorporates such features as unbundle parking, TDM information packages, and a bicycle repair station, as outlined in the Transportation Impact Study prepared by Crozier. The proposal will provide access to transit options along Kingston Road (a Rapid Transit Corridor), and adequate pedestrian and cycling facilities, by way of 734 bicycle parking spaces.

Policy 3.2.11 notes to *Encourage new development to:*

- a) *include electric vehicle charging facilities, or at a minimum, pre-install conduits and other infrastructure to support future charging facilities;*
- b) *be net-zero or net-zero ready upon construction;*
- c) *support alternative, renewable energy sources and energy storage, including district energy and green technology, in accordance with Section 4.3;*
- d) *support active transportation by providing safe and sheltered bicycle parking and storage;*
- e) *incorporate sustainable and green design principles, identified in Policy 3.2.10; and*
- f) *include measures which provide for water conservation and reuse through greywater systems, rain barrels, low flow taps and toilets, and drought-tolerant native plantings and trees.*

Evaluation: The proposal will incorporate 871 bicycle parking spaces, including 137 short-term and 694 long-term spaces. Consideration for other features, such as water conservation and reuse will be considered at the Site Plan stage.

3.3 Complete Communities

Policy 3.3.1 notes that it is the policy of Council to: *Support the development of healthy, sustainable and complete communities that incorporate:*

- a) *a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1;*
- b) *employment opportunities in accordance with Policy 2.1.13;*
- c) *community hubs that cluster together community uses, services, facilities, and shopping, in accordance with Policies 3.3.26 to 3.3.28;*
- d) *active transportation and the use of multi-modal transportation options;*
- f) *safe, publicly accessible recreation areas, parks, open spaces, trails and other recreation facilities;*
- g) *age-friendly and universally accessible spaces for residents of all ages and abilities through universal accessibility design principles, in accordance with Policies 3.3.14 to 3.3.16;*
- j) *vibrant places and spaces, including a public realm characterized by compact built form; and*
- k) *climate resilient development, with an emphasis on the reduction of GHG emissions, in accordance with Sections 3.2 and 4.1.*

Evaluation: The proposal responds to this policy by:

- Providing 1,356 residential units, including 899 1-bedroom units (66%), 449 2-bedroom units (33%) units and 8 3-bedroom units (1%) in a compact built form;
- Addition of 2,945 sq. m of non-residential space at-grade;
- Access to transit options along Kingston Road, including DRT and GO Transit routes;
- Inclusion of an approximately 1,807 sq. m public park;

Policy 3.3.6 notes to *Require a noise study completed by an acoustical engineer where noise sensitive land uses are proposed in the vicinity of uses that create noise, or where uses that create noise are proposed near existing noise sensitive land uses, as specified in Table 1.*

Evaluation: A Roadway Traffic Noise Assessment has been prepared by Gradient Wind in support of the application. It concludes that:

- upgraded building components will be required where noise levels exceed 65 dBA.

- Noise levels at the outdoor living areas (OLA) could be reduced to below the 60 dBA criterion with a 1.5 m tall barrier surrounding the perimeter
- Where necessary, noise screens and silencers can be placed into the design.
- The building will be designed to comply with the NPC-300 sound level limits..

CHAPTER 4 – SUPPORTIVE INFRASTRUCTURE & SERVICES

Policy 4.1.2 notes to *Prioritize the provision of municipal water and sewage services within Urban Areas to development and redevelopment applications which produce an intensive and compact form of development to optimize the use of the services. This includes prioritizing the provision of municipal services and infrastructure to Strategic Growth Areas.*

Evaluation: The proposal is located within a Strategic Growth Area and contemplates an intensified development that effectively utilizes existing municipal services and infrastructure.

Policy 4.1.17 notes *Promote the development and redevelopment of lands, and upgrades and retrofits of existing infrastructure and buildings that incorporate:*

- green infrastructure to minimize the impacts of stormwater runoff, including low impact development, based on the existing water budget for the development application;*
- energy efficient building and site design, including low carbon, net-zero and net-zero ready homes and buildings in accordance with Policy 3.2.10; and*
- water conservation.*

Further, **Policy 4.1.18** notes to *Encourage stormwater management planning, practices and retrofits including low impact development measures in the design and construction of development to reduce flood risk and strain on stormwater infrastructure, such as:*

- green roofs that reduce the urban heat island effect and enhance urban ecology;*
- permeable pavement and permeable surfaces such as soft landscaping;*
- rainwater harvesting to promote water reuse;*
- infiltration facilities and vegetated swales that incorporate native or non-invasive species;*
- bioretention; and*
- natural landscapes to minimize water use and consumption.*

Evaluation: The proposal will consider low impact development measures at the Site Plan stage, as appropriate. A completed Pickering Integrated Sustainable Design Standards Mid to High-Rise Residential & Non-Residential Checklist has been included with the submission.

CHAPTER 5 – VIBRANT URBAN SYSTEM

Policy 5.1.6 states that *a minimum of 50% of all new residential units across the region to be provided through intensification on an annual basis within the delineated built-up area. The boundaries of the delineated built-up area are shown on Map 1.*

Evaluation: The proposal will intensify lands within the delineated built-up area contributing to the Region's minimum target.

Policy 5.1.8 indicates Council to *Strive to ensure development within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities, by prioritizing and promoting intensification, redevelopment and growth within:*

- a) *Strategic Growth Areas, including:*
 - iv. *Rapid Transit Corridors*

Evaluation: The proposal is within a Rapid Transit Corridor as identified on Map 1 Regional Structure – Urban & Rural Systems. The proposal supports the efficient use of existing infrastructure as it contemplates intensifying the Subject Lands, utilizing existing municipal water and sewage services and is accessible by public transit, enhancing accessibility and supporting the efficient use of infrastructure.

Policy 5.1.11 states that *on an annual basis, a minimum of 50% of all new residential units across the Region as intensification and be constructed within the delineated built-up area.*

Evaluation: The proposal will intensify lands within the delineated built-up area, adding new residential units and contributing to the Region's minimum target.

Policy 5.1.12 indicates that Council will *Prioritize intensification within the delineated built-up area in accordance with the hierarchy of places, as outlined in Policy 5.1.8.*

Evaluation: The proposal will intensify lands within the delineated built-up area contributing to the Region's minimum target.

Policy 5.1.15 states *Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles:*

- a) *the achievement of compact, urban and pedestrian-oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;*

- b) *logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas. The development of larger sites shall occur through detailed planning processes, in accordance with Policies 5.4.9 to 5.4.16;*
- c) *a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public service facilities;*
- d) *built form that considers social equity, human health and improves overall quality of life by developing high-quality urban environments that are accessible to people of all ages, abilities and incomes, in accordance with Section 3.3;*
- e) *commercial uses are provided in appropriate locations, with larger concentrations directed to Strategic Growth Areas as deemed appropriate in area municipal official plans, as well as Rural Regional Centres, Regional Corridors, and Local Centres and Corridors;*
- f) *existing underutilized shopping centres and plazas are encouraged to redevelop at higher densities with a mix of uses including residential uses, incorporating transit supportive and pedestrian-oriented built form, particularly within Strategic Growth Areas;*
- g) *providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity, in accordance with Section 8.2;*
- h) *the integration, protection and enhancement of the Greenlands System, including appropriate minimum setbacks and buffers between development and environmental features and other sensitive and vulnerable areas, in accordance with Sections 7.1, 7.4 and 7.5;*
- i) *with consideration of sustainability and the effects of development on the environment in accordance with Section 3.2;*
- j) *locating outside of and away from hazardous lands, in accordance with Section 7.6;*

Evaluation: The proposal provides for a compact, mixed use built form that is pedestrian-oriented and includes active uses at grade, on an underutilized site. The proposal optimizes existing infrastructure, as well as existing transit routes along Kingston Road. A public park is proposed on site for future and current residents of the area, and adds to a complete community. Consideration for active transportation is provided through the long-term and short-term bicycle spaces provided. Sustainability measures will be considered at the Site Plan stage.

Policy 5.2.1 notes to *Designate Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Rapid Transit Corridors as Strategic Growth Areas on Map 1.*

Further, **Policy 5.2.2** notes to *Direct intensification and higher density, compact forms of residential, commercial and employment generating uses such as office and major office, major institutional uses and mixed-use development to Strategic Growth Areas.*

Evaluation: The proposal is located within a Rapid Transit Corridor, and includes a high-density, compact mixed-use development within a Strategic Growth Area.

Policy 5.2.3 notes to *Plan for the achievement of the following long-term transit supportive density targets within Strategic Growth Areas. The targets apply to the entirety of the area within the boundary delineation and when measuring are not netted of undevelopable features and are not applied on the basis of individual parcels:*

Figure 11. – Strategic Growth Area targets table:

Strategic Growth Area	Minimum Transit Supportive Density Target (people and jobs per gross hectare)
Urban Growth Centres	200
Regional Centres (located along the Rapid Transit Corridor)	150
Regional Centres (located off of the Rapid Transit Corridor)	100-150
Protected <u>Major Transit Station Areas</u>	150*
Rapid Transit Corridor	150

Evaluation: The proposal will contribute to the minimum transit supportive density target of 150 people and jobs per gross hectare by providing a density of approximately 1,540 people and jobs per gross hectare.

Policy 5.2.6 states that municipalities are *to plan for Strategic Growth Areas by updating official plans, secondary plans and zoning by-laws to:*

b) Set out appropriate:

a. minimum residential and employment density targets in accordance with Figure 11;

Evaluation: Figure 11 states that Rapid Transit Corridors should have a minimum transit supportive density target of 150 people and jobs per gross hectare. The proposal is designated Rapid Transit Corridors and helps achieve this minimum target by adding 1,356 residential units to the Subject Lands. The proposal will intensify an underutilized area and aid in meeting the minimum intensification requirements of Rapid Transit Corridors.

Policy 5.2.8 states to *Plan for development within Strategic Growth Areas that:*

- a) incorporates transit-oriented development design principles, in accordance with Policy 8.1.3, and including:*
 - i. enhancing mobility to and from transit services through an urban grid system of streets and walkways, and providing for active transportation connections within Strategic Growth Areas and adjacent neighbourhoods;*
 - ii. orienting development and entrances towards streets and towards transit station and stop locations;*
 - iii. incorporating design elements that contribute to complete, active and pedestrian-oriented streets and public places as part of a high-quality public realm through measures such as sidewalks, street furniture, patios, seating areas, street trees, landscaping, wayfinding and gateway features;*
 - iv. providing active uses and entrances at grade, and integrating open space, parks and plazas along with public art and community spaces, and other considerations, in accordance with Section 3.3;*
 - v. providing a mix of uses including residential uses, retail and commercial uses, compatible employment generating uses such as office and major office, educational and other institutional uses, public service facilities and entertainment and cultural facilities;*
 - vi. providing compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit station locations while providing appropriate transition to adjacent neighbourhoods;*
 - vii. facilitating the integration of transit stations within the community by optimizing street crossings to stations, reducing walking distances and, providing sheltered connections where appropriate;*
- b) provides a range of housing options, including additional residential units and affordable housing, in accordance with Section 3.1;*
- c) contributes to, and does not detract from, the long-term transit supportive density targets, in accordance with Policy 5.2.3;*
- d) adheres to development limitations and setbacks to natural features and areas and other vulnerable areas as described in Chapter 7;*

Evaluation: The proposal responds to the above policy by:

- Providing for a transit-oriented, high-density mixed use development that orients development towards the public streets. Active non-residential uses are provided at grade along the public streets. A public park is provided on site.
- A range of housing options are included in the development, including a range of housing types, family-sized units (two bedrooms or larger), and four affordable housing units.

- The proposal contributes to the long-term transit supportive density target, by providing a FSI of 5.13.

Rapid Transit Corridors

Policy 5.2.24 states to *Support the planning and development of Rapid Transit Corridors based on a built form that is compact, pedestrian-friendly, and implements transit-oriented development design principles. Rapid Transit Corridors are intended to provide for a full range and mix of uses including commercial, retail, institutional, residential, personal services, offices and other uses while implementing the built form principles contained in Policies 5.2.8 and 8.1.3.*

Evaluation: The proposal provides for a compact, pedestrian friendly building, that includes a mix of residential and non-residential uses, within a Rapid Transit Corridor.

Based on the above analysis, the proposal conforms to the Region of Durham Official Plan.

E

Appendix E: City of Pickering Official Plan Analysis

The City of Pickering Official Plan was adopted by Council of the Corporation of the Town of Pickering on March 3, 1997, and approved by Council of the Regional Municipality of Durham in September 1997. The Official Plan came into effect on October 21, 1997 except for those parts still under appeal or deferred to the Ontario Municipal Board (OMB). Several consolidations have occurred since 1997 which are inclusive of amendments that have been approved at the OMB, including Amendment 26 which implemented the 2006 Growth Plan and Region of Durham Growth Plan conformity amendment (Amendment 128 as noted in Section 2.3 above). The latest consolidation of the Official Plan – Edition 8 (2018) was used for this report.

The Subject Lands are located within a “Mixed Use Corridors” as shown on Schedule I: Land Use Structure. Further the Subject Lands are identified along a “Type B Arterial Roads” and “Transit Spines” (Kingston Road) and “Collector Roads” (Rougemount Drive) on Schedule II: Transportation System.

Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of residential, retail, commercial, businesses, office, services, recreation and community and cultural uses.

The following is an analysis of the proposal and the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Application in relation to the City of Pickering’s Official Plan.

Chapter 2 – The Planning Framework

Urban Systems

Policy 2.6 states that *the City Council adopts the following as its goals for its urban system:*

- a) To establish and encourage a “complete” urban area with a wide mix and diversity of uses, activities, experiences and opportunities*
- b) to recognize and nurture important interrelationships between local culture, local identity and the local economy;*
- c) to provide an adaptable, durable, safe and accessible urban environment; and*
- d) to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the urban system.*

Evaluation: The proposal on the Subject Lands creates a compact urban form containing a high-rise mixed use development within the Kingston Corridor in the City of Pickering. The Subject Lands are located within a mixed use area and serviced by public transit.

Policy 2.7 states that *the City Council shall:*

- a) encourage a variety of uses in close proximity to one another through a well-designed, compact urban form;*
- b) make efficient use of infrastructure, land and services, and facilitate local economic and social interactions between people;*
- c) increase overall the number of housing, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area;*
- d) direct new residents, jobs, and activities to areas where adequate amenities, services, and facilities either exist or will be provided;*
- e) encourage the integration of people of varied backgrounds, cultures, and lifestyles into the urban system;*
- g) improve the physical design of neighbourhoods, streets and the public realm, making them safer, more attractive, more comfortable, more human in scale, and more respectful of cultural and natural heritage.*

Evaluation: The proposal contributes mixed use opportunities to the City of Pickering, and offers a range of housing options and business opportunities for existing residents and new residents to work and shop in the urban area of the City of Pickering in more compact urban form. The proposal will provide approximately 1,540 people and jobs¹ per hectare on the Subject Lands. The proposal contemplates a gateway feature at the corner of Kingston Road and Rougemount Drive to enhance the pedestrian realm. In addition, the Subject Lands are supported by multiple bus routes that run along Kingston Road to provide easy access for local and future residents. Sufficient parking spaces are also provided on the Subject Lands for residents and employees of the area.

South Pickering Urban Area

Policy 2.10 regarding *the South Pickering Urban Area Employment Target* states that *City Council:*

- a) adopts an employment target for the South Pickering Urban Area of 51,200 jobs for the year 2016;*
- b) shall endeavour to accommodate this population over the times from of the Plan generally as set out in Table 1;*
 - a. Rougemount 3,400 population target by 2016.*

¹ "City of Pickering 2022 Development Charges Background Study", Watson & Associate Economists Ltd, 2022.

Further, **Policy 2.11** states City Council:

- a) adopts an employment target for the South Pickering Urban Area of 51,200 jobs for the year 2016;*
- b) despite Section 2.11(a) adopts an employment target for the City Centre of 13,500 jobs for the year 2031; and*
- c) shall endeavour to accommodate urban employment in the South Pickering Urban Area as follows:*
 - i. primarily in Mixed Use Areas and Employment Areas as designated on Schedule I to this Plan; and*
 - ii. as home occupations in Urban Residential Areas.*

Evaluation: The proposal will contribute approximately 1,540² people and jobs per hectare within the Subject Lands supporting population and employment targets for the South Pickering Urban Area Employment.

Chapter 3 – Land Use

Table 2: Land Use Categories and Subcategories

Land Use Category	Criteria for Determining Subcategories	Land use Subcategories
Mixed Use Areas	The location, scale and relative number of people served by the Mixed Use Area	Local Nodes Community Nodes Mixed Use Mixed Corridors Specialty Retailing Node City Centre

Mixed Use Areas

Policy 3.6 states City Council:

- a) shall recognize as Mixed Use Areas on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;*
- b) may zone lands designated Mixed Use Areas for one or more purposes as set out in Table 5, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 6;*
- c) in establishing performance standards, restrictions and provisions for Mixed Use Areas, shall have particular regard to the following:*

² “City of Pickering 2022 Development Charges Background Study”, Watson & Associate Economists Ltd, 2022.

- i. *encouraging development in an integrated manner for a wide variety of uses and purposes; and*
 - ii. *encouraging intensification over time, up to the maximum net residential densities and maximum floorspace indices;*
- d) *despite Section 3.6(c)(ii) and Table 6, may limit net residential densities, floorspace indices, and gross leasable floorspace for the retailing of goods and services below the maximums set out in the Table:*
 - i. *to address concerns related to such matters as design, compatibility and scale of development;*
 - ii. *in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12);*
- e) *despite Section 3.6(c)(ii) and Table 6, may permit net residential densities and floorspace indices below the minimums set out in the Table, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in the Table;*
- f) *shall ensure Mixed Use Areas are designed and developed consistent with the community design provisions of this Plan (Chapters 9 and 14), and any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);*

Table 5

Mixed Use Areas Subcategory	Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)
Mixed Corridors	Community gardens; Farmers' markets; All uses permissible in Local Nodes and Community Nodes, at a scale and intensity equivalent to Community Nodes; Special purpose commercial uses.

Table 6

Mixed Use Areas Subcategory	Maximum and Minimum Net Residential Density (in dwellings per hectare)	Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)	Maximum Floorspace Index (total building floorspace divided by total lot area)
Mixed Corridors	over 30 and up to and including 140	determined by site-specific zoning	up to and including 2.5 FSI

Evaluation: The proposed amendments seek to permit a maximum of 814 units per hectare, with a maximum FSI of 5.15. The proposed density is appropriate given the site's proximity to public transportation infrastructure and emerging policy changes for the Kingston Road Mixed Use Corridor. In addition, the proposal will allow residents to live at a location where their daily needs can be met. The proposed residential uses will contribute to a complete community, providing a range of housing stock within walking distance to a mix of uses which will support the residential density proposed. The proposal, while exceeding the current density limits, is in keeping with the density limits proposed through OPA 38.

Chapter 4 – Transportation

Section 4.10 b) (ii) states that *Type B Arterial Roads: are designed to carry moderate volumes of traffic at moderate speeds, within a municipality; have some access restrictions; and generally have a right-of-way width ranging from 30 to 36 metres.*

Evaluation: Kingston Road is designated as "Type B Arterial Roads". The proposal has incorporated existing widenings along Kingston Road to carry larger volumes of traffic at moderate high speeds.

Chapter 5 – Economic Development

Policy 5.2 states *City Council shall:*

- a) support local businesses, create more local jobs, and diversify the City's economic base;*
- b) identify, attract and support businesses that can provide local employment opportunities that are socially and ecologically responsible, and that operate in a global economic setting;*
- c) provide a wide range of locations for economic activities;*
- d) improve the balance between the City's residential and commercial-industrial tax base; and*
- e) create a major node of corporate offices in the City Centre.*

Evaluation: The proposal will contribute to the intended retail and service job growth by providing for 2,945 sq. m. of at-grade commercial space.

Chapter 6 – Housing

Policy 6.2 state *City Council shall:*

- a) encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*
- b) ensure that a sufficient supply of designated and serviceable residential land is available to meet the existing and future housing needs of the City;*
- c) encourage the provision of an adequate range of housing and tenure types to be available and integrated within the City's neighbourhoods and villages to meet the needs of existing and future populations; and*
- d) encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing.*

Evaluation: The development will contribute to providing for the intended residential growth within the Kingston Road Mixed Use Corridor by providing a total of 1,356 new residential units. The proposed residential units will consist of a range of sizes appropriate in an urban environment. These units will be designed to meet the accessibility needs of seniors and residents with special needs. The proposal will offer units that represent attainable housing options in the City of Pickering (as noted previously), as well as four affordable housing units.

Policy 6.3 states *City Council shall promote an adequate supply and mix of housing by:*

- a) maintaining a minimum 10 year supply of residentially designated lands to meet anticipated long-term housing demands;*
- b) maintaining a minimum 3 year supply of residential land in the form of draft approved plans and/or registered plans, to meet anticipated short-term housing demands;*
- c) encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location, as established in Appendix I - Quality of Life Indicators and Performance Targets; and*
- d) obtaining the following distribution of housing forms throughout the municipality during the timeframe of this Plan:*
 - i. 57 percent single detached homes;*
 - ii. 12 percent semi-detached homes;*
 - iii. 19 percent attached homes; and*
 - iv. 12 percent apartments*

Evaluation: The proposal contributes to the City of Pickering's ability to accommodate residential growth for a minimum of 10 years through residential intensification of an underutilized site. Further, the proposed high rise mixed use development will support a range of housing forms within the City.

Policy 6.4 states *City Council shall:*

- a) require that a minimum 25 percent of new residential construction, on a City-wide basis, be of forms that would be affordable to households of low or moderate income, reflecting affordable housing forms identified in Appendix I - Quality of Life Indicators and Performance Targets;*
- b) encourage the affordable component of new residential construction to be in the early phases of a development;*
- c) encourage the provision of housing for people with special needs, including assisted housing for low income people, seniors, emergency accommodation, and other forms of supportive housing;*
- d) zone to permit the operation of group homes within all residential areas;*
- e) zone to permit accessory apartments, garden suites, and rooming homes where appropriate; and*
- f) support providers of assisted and special needs housing, including the Durham Region Non-Profit Housing Corporation, in the provision and integration of assisted and special needs housing in the City.*

Evaluation: The proposed residential units will consist of a range of sizes appropriate in an urban environment. These units will be suitable for all residents and will be designed to meet the accessibility needs of seniors and those with special needs. The proposal assists in meeting the attainable housing target (which is measured across the entire City) by providing units of varying sizes and ultimately price points that represent attainable housing options in the City of Pickering and the regional housing market, therefore addressing the affordable housing policies. Furthermore, the proposal will provide for four affordable housing units.

Policy 6.5 states *City Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging:*

- a) major intensification in Mixed Use Areas as designated on Schedule I;*
- b) infill development of vacant or under utilized blocks of land;*

- c) *in Mixed Use Areas and Residential Areas, redevelopment and conversion of non-residential uses to residential uses, including the addition of residential uses in mixed use forms; and*
- d) *methods for the provision of compact housing form, with regard to housing type, architectural design and cost-effective development standards, where technically feasible.*

Evaluation: The proposal contributes to the City of Pickering's target of 11,500 additional residential units within the South Pickering Urban area by providing 1,356 new residential units.

Chapter 7 – Community Services

Section 7.10 states *City Council shall:*

- a) *encourage appropriate intensification and use of existing municipal infrastructure, including roads and storm sewers;*
- b) *encourage appropriate intensification and use of existing regional infrastructure, including roads, piped water and sanitary sewers;*

Evaluation: The Subject Lands will take advantage of the existing and planned municipal infrastructure, including roads and storm sewers through intensification.

OPA 31 Section 7.12 states *City Council shall require, subject to approval of the applicable jurisdiction with responsibility for the road, and any requirements of any other applicable agencies, the inclusion of conduit for fiber optic cable in all public rights-of-way, where such conduits or trenches do not already exist or where a need is identified, through new development, redevelopment, road construction and reconstruction, in accordance with the City's "Dig Once" Standard, and shall:*

- a) *ensure that all new development or development is designed to provide the infrastructure for the delivery of, current or future, leading edge information and communication technologies; and*
- b) *require applications for development to provide an ICT Implementation Plan which demonstrates how ICT technologies are to be designed and implemented, including information regarding conduit construction and ownership, and demonstrates that the associated conduit and wiring meets or exceeds the minimum industry standards.*

Evaluation: Through the Site Plan Approval process, the Owner shall work with internet / utility providers to incorporate state-of-the-art internet communications technology within the residential and non-residential components of the buildings and

where necessary off-site connections to ensure the most commercially viable service to the residents and employees within the development occurs.

Chapter 9 – Community Design

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

Evaluation: The proposed building structures will be consistent with the surrounding buildings and to provide good, high quality community design that offer enjoyment, aesthetics, comfort and safety for all users.

Section 9.2 states that to achieve the community design goal, City Council shall:

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

- i) *encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use.*

Evaluation: The proposal responds to these design objectives in the following manner:

- By proposing a development that ensures pedestrians/residents are able to traverse the development safely (i.e. sidewalks will be connected with adjacent lands). The proposal also includes an assortment of landscaping features within its design to compliment the adjacent natural features and reduce the carbon footprint.
- The proposal will provide for residential and commercial uses that will maintain the low-rise scale of the surrounding community.
- The proposed scale and form of the buildings will seamlessly integrate with the surrounding areas and promote a high quality public realm.

Chapter 12 – Urban Neighbourhoods

Policy 12.7 states City Council shall:

- a) *in the established residential areas along Woodview Drive, Twyn Rivers Drive, Sheppard Avenue and Rougemount Drive, encourage and where possible require new development to be compatible with the character of existing development;*

Evaluation: An attractive architectural design and range of materials are provided to reflect high quality building design and contribute to the existing and planned residential, employment and commercial character of the area. A high quality building design at this location can create a welcome vista at this prominent location. The proposed building design will provide visual interest through a mixture of façade materials, such as glass and masonry. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

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

The proposal contemplates architectural design features for wind reduction, including strategic placement of buildings and the use of base building and tower setbacks to deflect down washing winds. As per the Pedestrian Level Wind Study prepared by

Gradient Wind, in the proposed Phase 1 & 2 scenario, most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis provided the landscaping plan is implemented as proposed. To ensure that all Level 4 outdoor amenity terraces will be safe and suitable for sitting or more sedentary activities throughout the warmer months, mitigation is recommended. No areas over the study site, apart from the noted areas over the Level 4 terraces, were found to experience wind conditions that are considered unsafe. The proposed design features, including parapet walls, stepping facades, balconies, landscaping and plantings to assist in mitigating wind conditions on the Subject Lands and contribute to anticipated pedestrian comfort conditions. Through the Site Plan application process, detailed design and additional evaluation will occur to ensure mitigation of higher wind activity around the tower built form are achieved.

The Transportation Impact Study prepared by Crozier and Associates states the proposed mixed-use development can be supported from a transportation operations and safety perspective with the noted recommendations.

Chapter 14 – Detailed Design Considerations

Section 14.2 regarding Community Image states that City Council shall

- a) require that development at all scales creates, reinforces, and enhances distinctive neighbourhoods, nodes and corridors, and enhances the specific character of existing developments and neighbourhoods.*
- b) consider identifying at certain locations in the City, gateways and landmarks and require that these locations be maintained and enhanced through community design measures;*

Evaluation: The scale of the proposal will set a high standard for buildings in the surrounding areas to enhance the corridors and the character of existing neighbourhoods.

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

The podium and tower elements will be clearly distinguished through setbacks and material selection. The application of masonry materials is proposed within the podium to anchor the buildings and to help the proposal fit into the Urban Village character defined for the Rougemount Precinct, whereas lighter materials such as metal panel

and spandrel glass are applied to the tower portion to minimize the perceived mass and weight.

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

Section 14.6 regarding Views and Vistas states that City Council shall:

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

Evaluation: The proposed buildings will be oriented towards the arterial road corridors to establish a gateway in this location enhancing views in the area. Proposed sidewalks will provide connections for residents, employees and visitors that commute by public transit to access to the Subject Lands.

Policy 14.7 states City Council shall:

- a) promote the design, preservation, enhancement and creation of significant public open spaces in both the urban and rural areas that contribute to the City's image;*
- b) encourage public open spaces that complement and support the uses and activities generated by surrounding buildings and uses;*
- c) promote the provision of public open spaces for community uses and activities such as festivals and other public gatherings in areas that are readily accessible to people, or where demand warrants;*

- d) encourage in urban areas the creation of smaller outdoor spaces such as small parks, gardens and courtyards, where appropriate, and endeavour to ensure these spaces are defined and complemented by the architectural and design features and the scale of the buildings that surround them;*
- e) encourage within publicly-accessible open spaces, a high quality environment with adequate amenities such as appropriate paving, benches, bicycle racks, refuse containers, lighting and other elements that accommodate the intended users of the space;*
- f) consider elevated public open spaces, both natural and built (including rooftops, bridges, hilltops and embankments) as possible vantage points that provide panoramic views of the surrounding landscape from which people may better appreciate and understand Pickering's image;*
- g) encourage the design of open spaces to consider the user's sensory experiences of light, sound, smell, colour, water and temperature;*
- h) encourage the design of private space adjacent to public streets and open space areas (e.g., outdoor patios) to support the function and enhance the appearance of the adjacent public streets or areas; and*
- i) encourage the inclusion of water features, such as fountains, reflecting pools and spray features in the design of public and publicly-accessible open spaces.*

Further, **Policy 14.8** states *City Council shall:*

- a) support the creation of specialty treatments including planted boulevards and median strips, theme lighting and street furniture, and other design features, on strategic streets in Pickering;*
- b) encourage landscape design along streets to complement adjacent built forms and open spaces, to provide shade in the summer and visual interest throughout all seasons, and to accentuate the special character of particular streets;*
- c) support, where appropriate, the use of sidewalks and adjacent publicly-accessible open spaces as outdoor patio restaurants;*
- d) promote a unified design of decorative treatment for sidewalks within strategic areas, such as the City Centre, community nodes and other important shopping areas;*
- e) require the partial vertical screening of surface parking lots through the use of low fences, walls or landscape elements;*
- f) encourage reducing the scale of large surface parking lots by dividing the area through the use of landscaping, fencing and walls;*

- g) require the provision of adequate weather protection, seating, visibility and lighting at transit stops on major roads;*
- h) endeavour to ensure that seating on public and private streets is provided for pedestrians at waiting areas, bus stops, and near public facilities and institutions, and to support leisure activities, conversation and social interaction in commercial, civic or mixed use areas;*
- i) require the provision of secure bicycle parking facilities on public streets, at bus terminals, transit stations, GO stations and near entrances to buildings that are important destinations, such as retail commercial buildings, and community or cultural facilities;*
- j) endeavour to ensure that the design and pattern of pavement for pedestrian paths and sidewalks enhance the character of high activity areas along the street; indicate pedestrian crossing with a continuation of the sidewalk pattern over the crosswalk; indicate points where vehicular routes cross pedestrian paths; and accommodate higher volumes of pedestrian movement by widening sidewalks at intersections;*
- k) require the planning and design of roads such that the placement of underground utilities supports the planting of trees and other large scale plant materials;*
- l) where possible, endeavour to ensure that street accessories such as mailboxes, telephone booths, signage, vending machines, refuse containers, cycle racks and public and private above ground utilities are designed to enhance the aesthetic qualities and character of streetscapes, and located to minimize physical and visual obstruction;*
- m) require the design of streetscaping elements to support on-street parking in areas of the City that are characterized by high pedestrian and commercial activity, to reduce vehicle speeds and to serve as a protective buffer between pedestrians and moving vehicles;*
- n) where possible, endeavour to ensure that street fixtures such as traffic lights, traffic signs, lighting fixtures, fire hydrants, parking metres and cycle parking facilities are designed and located in a consistent and integrated manner to avoid clutter and to facilitate easy legibility and use;*
- o) encourage an underground location for local utility lines and cables;*
- p) where appropriate support the use of traffic calming measures to create safer environments for pedestrians and vehicles, and to maintain designated vehicle speeds and patterns of movement;*

- q) support, where appropriate, the provision of cycling lanes within the paved surface of roads, which are separated from vehicular traffic by design features such as distinctive surface treatments, painted lines, symbols and signage;*
- r) encourage utility providers to provide innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts and transit shelters;*
- s) encourage utilities and infrastructure related to district energy to be considered and planned early in the development approvals process in order to minimize disruption and be cost effective; and*
- t) require roadway lighting and other outdoor lighting be directed to eliminate or minimize, to the extent possible, direct light trespass, glare or up light.*

Evaluation: The proposal will consist of residential and commercial uses, amenity space, an underground parking structure and a public park. The proposed built form is urban in nature and will contribute to the distinct Corridor atmosphere along Kingston Road.

Landscaping will be provided in order to enhance visual interest along the street edge, softening the existing hard edges. Plantings around the active edges of the site will be consistent with local tree and plant species, as well as native, drought tolerant species. Together the proposal will support a comfortable pedestrian realm along Kingston Road and Rougemount Drive.

The overall development will provide 4,210 sq. m. of outdoor amenity space and 1,399 sq. m. of indoor amenity space. A public park is proposed at the northeast corner of the site, approximately 1,807 sq. m in size. The park will be programmed to include a variety of passive and active uses, including seating, play areas/sport courts, and pathways.

Attractive light standards and fixtures will be located around the buildings to enhance safety. Light standards will be of a similar design and style to existing light standards in the existing mixed use developments in the area to further integrate the proposal with its surrounding context. Cutoffs will be used to prevent light spillage onto adjacent properties.

The proposed signage will complement the overall design and program of the site. The proposed signage will provide wayfinding, identification and exposure along all abutting roads, as well as for the proposed residential and non-residential uses. The proposed signage will be of appropriate size and massing relative to the proposed buildings and will comply with City of Pickering sign standards.

Section 14.9 regarding *Human Scale* states that *City Council* shall:

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

Evaluation: The proposal meets the intent of policy 14.9 by:

- Articulating the proposed mixed use buildings along Kingston Road and Rougemount Drive to create a vibrant pedestrian realm which does not exist on site today. The proposal will create a vibrant pedestrian realm through reduced setbacks along the street, edge, enhanced landscaping and pedestrian walkways to connect residents, employees and visitors to the Subject Lands and surrounding area.
- Having the height of the proposed buildings will be consistent with the adjacent buildings in the areas.
- Incorporating at grade windows, which will be glazed, along all frontages to ensure visibility and safely for visitors.
- The design of buildings and entrances will be refined at the Site Plan stages.

Section 14.10 for the Design of Buildings states that *City Council* shall:

- a) encourage buildings that can be identified and appreciated at various scales, including up close, from the immediate area (including nearby streets that offer direct views of the building), and when appropriate, from locations beyond the immediate area;*
- b) where groupings of buildings are proposed, require built forms, massing and architectural treatments that create cohesive and unified developments, and are architecturally compatible with each other and surrounding areas;*
- c) where new development is proposed within an existing neighbourhood or established area, encourage building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and building area to site area ratios;*

- d) require designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns and internal divisions, to assist in defining human scale and providing visual interest;*
- e) discourage the placement of building functions which do not directly support public activities, such as loading bays, utility rooms and other building mechanical features (e.g., exhaust grilles), from being located on building façades adjacent to streets;*
- f) require the orientation of the main front entrances to commercial, industrial, apartment and public buildings towards the street whenever possible, and to be visible from main pedestrian routes and vehicular approaches;*
- g) encourage building designs that consider both the initial lifespan of the building or structure, and its potential for future adaptation;*
- h) require the height, form, massing and articulation of the façade of new buildings to reflect its "position" or significance on the street (e.g., designing a commercial building that capitalizes on special opportunities provided at street corners or at the end of a view corridor);*
- k) encourage the use of high quality, low maintenance building materials to help ensure an attractive appearance over time;*
- l) discourage the use of corporate image building design and promote design which reflects neighbourhood character;*

Evaluation: An attractive architectural design and range of materials are provided to reflect high quality building design and contribute to the existing and planned residential, employment and commercial character of the area. A high quality building design at this location can create a welcome vista at this prominent location. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, masonry, concrete, and back-lit glass. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

Building edges will be animated and articulated by incorporating breaks in the streetwall through a variety of setbacks. Building frontages and tower facades provide balconies creating a rhythmic pattern that creates visual interest. Building and tower step backs help to maintain sky-views and sunlight access to the public realm and surrounding land uses.

The development's open space network is complemented by landscaped amenity areas on building podiums. These above-grade landscape areas will provide a cool roof design to help reduce the urban heat island effect and will assist in the retention / diversion of rainfall. In addition, a public park is proposed on site that will also assist in this regard.

The development's fenestration, at grade commercial units, and building articulation (e.g., generous ground floor ceiling heights) provide active frontages on key streets and areas adjacent to primary building entrances. Fenestration adjacent to walkways also provide animation and enhanced safety through informal surveillance or "eyes on the street".

Overall, the development's proposed design is compatible and complimentary to the surrounding mixed use conditions (existing and future) through the appropriate application of building materials, building articulation, fenestration, and landscaping. The building design conforms to the vision and design direction of the Mixed Use Corridor and in our opinion is compatible with and complimentary to existing and future adjacent uses.

Section 14.11 regarding *Personal Security* states that *City Council* shall:

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

- i) endeavour to ensure developments are designed to provide users a choice of routes between parking areas, public streets or walkway systems, and building entrances and exits; and*
- j) discourage public or publicly-accessible underground pedestrian routes which do not enable adequate surveillance.*

Evaluation: The Subject Lands are supported by multiple bus routes run along Kingston Road to provide publicly-accessible spaces and high activity spaces to enable public surveillance. Sidewalks will be provided along Kingston Road and Rougemount Drive which enable adequate surveillance, lighting and pedestrian connectivity throughout the Subject Lands. The pedestrian connections provided on Subject Lands will create a gateway landscape at the corner of Kingston Road and Rougemount Drive where the landscape features will carry throughout the Subject Lands.

Section 14.12 c) regarding Barrier-Free Access states that City Council shall endeavour to ensure that barrier-free features are well integrated with the functional and aesthetic design of developments to preclude the perception of segregation.

Evaluation: The proposal achieves barrier-free access by providing sidewalks to adjacent streets and multiple bus routes for residents to access from and to the Subject Lands.

Policy 14.13 states City Council shall:

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

Evaluation: The Owner will work with City staff to determine the most appropriate form and location of public art opportunities (as required). Currently the proposal is offering a gateway feature at the corner of Kingston Road and Rougemount Drive for an opportunity for a public art installation.

Section 14.14 regarding lighting stations:

- a) promote the use of lighting to enhance and define the aesthetic and functional quality of public places such as promenades, sidewalks, squares and parks;*
- b) promote the use of lighting fixtures that are compatible with the scale of pedestrian activity;*

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

Evaluation: The proposal will provide adequate lighting throughout the site to ensure safe pedestrian activity on the site. The proposed lighting will be contained wholly within the site and will be designed to be dark-sky friendly.

Policy 14.15 states City Council Shall:

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

Evaluation: Proposed signage will complement the overall design and program of the site. The proposed signage will provide wayfinding, identification and exposure along all abutting roads, as well as for the proposed residential and non-residential uses. The proposed signage will be of appropriate size and massing relative to the proposed buildings and will comply with City of Pickering sign standards.

OPA 38

Official Plan Amendment No. 38 was adopted by City Council on January 24, 2022 and was approved by the Region of Durham on November 4, 2022. OPA 38 has since been appealed to the Ontario Land Tribunal. As OPA 38 is not yet in effect, it is considered informative but not determinative in evaluating the Proposal.

The Subject Lands are located within the Rougemount Precinct Intensification Area and designated "Mixed Use Type B", on Schedule XIV: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas. A "Future Private Street" is identified running north-south and east west through the Subject Lands, east of the Subject Lands. A POPS is identified at the corner of Kingston Road and Evelyn Avenue. An Identified Heritage Resource is also labelled. The northwest portion of the Subject Lands is also within "Gateways".

Policy 11A.1 states that *The design of compatible and attractive built forms, streetscapes and sites will be promoted within the intensification areas. Accordingly, City Council shall require development to have regard to the following:*

- a) creation of a distinct character for the Corridor and Node while also providing for variation based on the unique conditions within each precinct in accordance with the specific precinct policies outlined in Sections 11A.3 – 11A.6, as well as, a strong sense of community, a context for healthy lifestyles, and a high quality of life;*
- b) encourage the transformation of the areas into more liveable, walkable and human-scaled neighbourhoods with inviting public spaces such as parks, squares and streets;*
- c) location and integration of commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life;*
- d) development of streetscapes, public spaces and pedestrian routes that are inclusive, safe and comfortable for all, and accessible and easy to navigate regardless of physical ability;*
- e) encourage the transformation of existing strip-commercial development and lots with single-detached dwellings into mixed use transit-supportive areas;*
- f) prioritize placemaking opportunities on public lands including existing parks and community facilities within and adjacent to the intensification areas for capital funding, and seek opportunities to partner with the private sector to incorporate designs that advance the placemaking opportunities in development plans on private lands; and*
- g) the Detailed Design Considerations of this Plan and the applicable urban design guidelines.*

Evaluation: The proposal will transform the Subject Lands into a mixed use, walkable, liveable and human scale environment and will include the addition of a public park. Grade-related non-residential uses will be provided adjacent to the public realm and will abut streetscapes and pedestrian routes along Kingston Road and Rougemount Drive that are safe and comfortable.

Policy 11A.2 notes that *City Council recognizes key intersections throughout the areas as Gateways as shown on Schedule XIV. Accordingly, City Council:*

- a) requires building articulation, including vertical projections, recessions and other distinctive architectural details, at gateway locations to create an enhanced visual interest and a human-scaled environment;*
- b) encourages the establishment of privately-owned publically accessible spaces (POPS) within Gateways including features such as urban squares, green spaces, transit stop waiting areas, and public art;*
- c) recognizes the particular regional significance of Gateways at Altona Road, as the western gateway to Durham Region from the City of Toronto, and the Gateway at*

*Brock Road as the eastern gateway into the City of Pickering from the Town of Ajax;
and*

- d) promotes the development of Gateway locations in accordance with the applicable urban design guidelines.*

Evaluation: The proposal will include a high level of building articulation and fine architectural details to enhance the visual interest of the area, particularly as a Gateway to the City of Toronto.

Policy 11A.3 notes that *City Council shall require development within the Rougemount Precinct, as identified on Schedule XIV, Sheet 1 of 4, to be in accordance with the following:*

- a) the greatest densities and building heights shall be directed to the south of Kingston Road along Highway 401, and away from the stable residential neighbourhoods to the north and the Rouge National Urban Park;*
- b) development fronting on to the north side of Kingston Road shall generally be limited to low and mid-rise buildings to ensure compatibility and implement appropriate transition in relation to the stable residential neighbourhoods to the north;*
- c) urban design that contributes to the character of the precinct, particularly achieving a village-like main street character along Kingston Road, will be encouraged and supported;*
- d) development that reinforces the relationship and connections between the precinct and the Rouge National Urban Park abutting the precinct to the west is encouraged. Accordingly, development adjacent to the Park shall consider the Rouge National Urban Park Management Plan, in particular, connectivity to the Park, environmentally-friendly design, minimizing visibility of new development from the public use and campground areas of the park, and adverse lighting impacts;*
- e) the consolidation of driveways and access points to improve safety and traffic circulation is encouraged; and*
- f) in respect of the character of the area, existing established residential neighbourhoods, and the Rouge National Urban Park, maximum heights within this precinct shall be limited in accordance with Section 11A.10.1(d). Further, all development proposals west of Rougemount Drive shall demonstrate to the satisfaction of the City, in consultation with Parks Canada, that there will be no adverse shadow, visibility, or lighting effects on the Park's natural and public use areas*

Evaluation: The proposal will provide for high rise towers on the south side of Kingston Road as noted. Driveway access has been consolidated to one point from Kingston Road, Rougemount Drive and Evelyn Avenue respectively, minimizing conflict points with pedestrians. The urban design of the project has been outlined in the Urban Design Brief included with this submission.

Policy 11A.3.1 notes that *City Council,*

- a) *shall collaborate with the Region of Durham and the City of Pickering's Heritage Committee to implement a Heritage Path as shown on Schedule XIV in the Rougemount Precinct, to commemorate the history of the area, facilitate active transportation, provide a pleasant pedestrian environment, and contribute to the achievement of a "Main Street" character;*
- b) *encourages the inclusion of heritage plaques, directional signage, enhanced landscaping and paving materials, and pedestrian amenities, along the Heritage Path; and*
- c) *supports connection of the Heritage Path to Rouge National Urban Park, in a manner coordinated with Parks Canada, to strengthen the connection between the entrance to the park, the Rougemount Precinct and the rest of the corridor.*

Evaluation: The proposal incorporates a four-storey podium that provides for pedestrian scaled environment at grade, which creates a pleasant pedestrian environment. The incorporation of long-term and short-term bicycle spaces on site supports active transportation in the area.

Policy 11A.9 notes that *The following policies are intended to apply to all development within the intensification areas. Accordingly, City Council shall:*

- a) *promote the integration of residential and office uses in conjunction with retail, commercial and institutional uses in support of developing complete communities;*
- b) *ensure the function of the intensification areas as key retail shopping destinations within the City, supporting various sizes and types of retail uses, is maintained and that expansion and establishment of new office and commercial uses is encouraged;*
- c) *promote and encourage the establishment of community services and facilities including educational, cultural, recreational, health and emergency services, in preferred locations as identified conceptually on Schedule XIV, as well as other locations throughout the intensification areas to serve community needs. Accordingly:*
 - a. *establish and secure locations for community facilities through detailed block planning in accordance with Policy 11A.14(a);*
 - b. *where appropriate, encourage community facilities to be integrated into multi-storey, mixed use developments;*
 - c. *where a need has been determined, require new community facilities or enhancements to existing facilities, be delivered in a timely manner, concurrent with development, to support growth; and*
 - d. *encourage development to accommodate temporary community facilities until such time as permanent community facilities are constructed and/or outfitted.*
- d) *in accordance with the policies of Sections 7.11 and 7.12 of this Plan, require all development to be designed to provide, where feasible, for the implementation of leading edge technologies and robust Information and Communication Technology infrastructure;*

- e) *support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate;*
- f) *encourage lot consolidation, particularly for smaller lots within the intensification areas; and*
- g) *ensure through development and re-development that the overall arrangement of streets, blocks, open spaces and buildings is achieved and that sites are designed and developed in a manner that anticipates change over time.*

Evaluation: The proposal addresses the above policy by:

- Including a mix of uses (residential and non-residential) integrated within the development;
- Providing for a range of commercial unit sizes at grade, to accommodate a variety of business types;
- Inclusion of an 1,807 sq. m parkland dedication on site to provide for community services and facilities, which is easily pedestrian accessible; and
- Providing for lot consolidation within an intensification area;

Policy 11A.9.3 states that *The following policies apply to the Mixed Use Type B land use designation as shown on Schedule XIV. Within these areas, City Council:*

- a) *shall require areas designated as Mixed Use Type B on Schedule XIV to be developed predominantly with mid- and high-rise buildings containing a mix of uses including residential, retail, and commercial uses at a lesser intensity than Mixed Use Type A Areas;*
- b) *shall require a significant proportion of retail and commercial uses in these areas, which predominantly consist of small- to medium-scale neighbourhood-oriented businesses to satisfy local needs. These uses are encouraged to be located on the first and second floors of mixed use buildings or in separate buildings on mixed use sites; and*
- c) *may permit office uses in these areas, in conjunction with residential, retail and commercial uses.*

Evaluation: The proposal addresses the above policy by providing high-rise buildings that contain a mix of commercial and residential uses. The commercial/retail uses are located on the first floor of the mixed use buildings.

Policy 11A.10 states that *City Council shall require built form within the intensification areas to reflect the following principles:*

- a) *promote higher-density residential and mixed use development which respects the character and scale of established neighbourhoods through proper transitioning, which may include, limiting building heights, implementing angular planes, applying appropriate building setbacks, landscaping, and other design elements, as appropriate, to ensure compatibility with adjacent development;*

- b) through the design of buildings, enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility.*
- c) taller buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where mid- rise or high-rise development is directly adjacent or in close proximity to existing low-rise neighbourhoods;*
- d) new development shall be designed, located and massed in such a way that it limits shadowing on adjacent residential land uses, the public realm, parks and public spaces, and protects and buffers the pedestrian realm from prevailing winds, in order to achieve adequate sunlight and comfort in the public realm through all four seasons; and*
- e) all urban design matters regarding built form should have regard for the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the applicable urban design guidelines.*

Evaluation: The proposal addresses the above policy by:

- Provides for a high-density mixed use development that respects the character and scale of the surrounding neighbourhood with the use of stepbacks and setbacks of the podium and tower.
- High-quality landscaping is offered along the street edges and internal to the site.
- As demonstrated in the Shadow Study, the Proposal limits shadowing on the low rise neighbourhoods north of Kingston Road;
- As demonstrated in the Wind Study, appropriate wind mitigation measures have been implemented in the proposed design.
- An Urban Design Brief has been included with this submission that details how the proposal responds to applicable Urban Design Guidelines and policies;

Policy 11A.10.1 states that City Council shall,

- a) direct high-rise buildings, consisting of buildings 13 storeys to a maximum of 35 storeys in height, to generally be located within appropriate major gateway locations at the intersection of transit spines and major arterials, along Highway 401, and proximate to highway interchanges;*
- b) encourage the development of mid-rise buildings, consisting of buildings 5 storeys to 12 storeys in height, where appropriate, throughout the intensification areas;*
- c) consider in the review of development applications for mid-rise and high-rise development, the following performance criteria:*
 - i. that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;*
 - ii. that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level;*

- iii. *that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized;*
 - iv. *that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces;*
 - v. *what buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining public open spaces and sidewalks;*
 - vi. *that living areas, windows and private open spaces be located to minimize the potential for overlooking adjoining residential properties;*
 - vii. *that informal or passive surveillance of streets and other public open spaces be maximized by providing windows to overlook street and public spaces and using level changes, floor and balcony spaces elevated above the street level to allow views from residential units into adjacent public spaces whilst controlling views into these units; and*
 - viii. *that protection be provided for pedestrians in public and private spaces from wind down drafts;*
- d) *despite Section 11A.10.1(a), limit the maximum building heights to:*
- i. *a maximum of 20 storeys in the Rougemount Precinct on the south side of Kingston Road, along Highway 401 to reflect the precinct character; and*
 - ii. *low and mid-rise buildings, up to a maximum of 12 storeys, where appropriate, for sites located immediately adjacent to existing low-rise residential areas to ensure adequate transition;*
- e) *despite Sections 3.6(d) and 3.6(e) and Table 6, require all new buildings in the Intensification Area to be at least 3 functional storeys except for community facilities and in the Open Space System – Natural Areas designation;*
- f) *despite Section 11A.10.1(f), permit expansions or additions to existing buildings in the intensification areas to be less than 3 functional storeys, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in Table 6 of this Plan; and*
- g) *consider, where appropriate, flexibility in massing and height, if the general intent of the Plan is met.*

Evaluation: The proposal provides for a high-density development at a maximum height of 34 storeys within a Rapid Transit Corridor. This provides for a gateway location at the corner of Kingston Road and Rougemount Drive. While higher than the heights listed in Policy 11A.10.1, it is our opinion that the Proposal is appropriate given this location and proximity to transit and the lack of planning impacts created by the proposed height.

The proposed buildings are appropriately massed in relation to Kingston Road and provide for a pedestrian scaled 3-4 storey podium along the public roadways. The proposed towers are set back from the podium in a point form. As demonstrated in the Shadow Study prepared by Studio JCI, the Proposal limits shadowing on the low rise neighbourhoods north of Kingston Road. As demonstrated in the Wind Study prepared by Gradient Wind, appropriate wind mitigation measures have been implemented in the proposed design. The proposed active uses at grade and use of balconies provide for informal surveillance onto the adjacent roadways and public park.

Policy 11A.10.3 states that *City Council shall,*

- a) encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life;*
- b) require development to have regard for the relevant guidelines pertaining to active frontages contained within the applicable urban design guidelines;*
- c) encourage primary frontages to be developed with the highest levels of active uses such as retail that generates pedestrian activity; and*
- d) encourage secondary frontages, to be developed to support high levels of public realm animation and pedestrian activity, but with less of a focus on retail activity.*

Evaluation: The proposal provides for active non-residential uses at grade along the public roadways and public park to promote a vibrant, pedestrian oriented development that animates the street.

Policy 11A.11 states that *City Council shall,*

- a) recognize parks, green spaces, privately-owned publically accessible spaces (POPS), boulevards, and connections as interconnected components of the public realm in the intensification areas;*
- b) encourage all residences and places of employment to be within a 5 minute walk (400 metres) of existing and planned public parks and privately-owned publically accessible spaces such as an urban square, courtyard, parkette, green space, or community garden;*
- c) prioritize connectivity between public spaces within the intensification areas as well as improved access to and enhancement of existing public spaces, including Public Parks, within a 10 minute walk (800 metres);*
- d) require the provision of high quality indoor and outdoor amenity spaces as a component of all development within the intensification areas with a prioritization of spaces which are accessible to the public;*
- e) further to Policy 11A.11(d), encourage the provision of green roofs as a component of private outdoor amenity space for all high density residential development;*
- f) encourage the provision of public access points to the Internet and infrastructure that supports this access in public spaces throughout the intensification areas and at Transit Stop locations, where possible;*

- g) encourage the provision of amenities for pedestrians such as seating areas, digital kiosks, play structures, fountains or feature benches in the public realm, as appropriate;*
- h) in accordance with the public art policies of Section 14.13, encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure;*

Further, **Policy 11A.11.1** states that *City Council shall,*

- a) prioritize the enhancement of existing public parks within the intensification areas, and within a 10 minute walk (800 metres), to accommodate an increase service levels, as well as improve access and connectivity;*
- b) require the provision of Public Parks as shown on Schedule XIV. All new Public Parks are intended to be developed as Neighbourhood Parks, with the exception of the new park in Brock Precinct, adjacent to the existing Beechlawn Park, which together is intended to be redeveloped into a Community Park;*
- c) require all Public Parks to have at least one frontage on a Public Street;*
- d) consider minor modifications to Public Parks as shown on Schedule XIV through detailed block planning, as long as the general intent of these spaces meet the City's requirements; and*
- e) encourage the development of Public Parks in accordance with the City's Parks and Recreation Master Plan and the applicable urban design guidelines.*

Evaluation: The proposal addresses the above policies by providing for a public parkland on site that will be highly connected to the surrounding area for current and future residents to enjoy. The parkland will have frontage onto Kingston Road and Evelyn Avenue. The proposal includes 5,610 sq. m of high quality amenity space, including 1,399 sq. m indoor and 4,210 sq. m outdoor amenity space for future residents.

In our opinion the proposed Official Plan Amendment and Zoning By-law Amendment applications conform with the City of Pickering Official Plan (as is proposed to be amended) and appropriately responds to the intent of OPA 38.

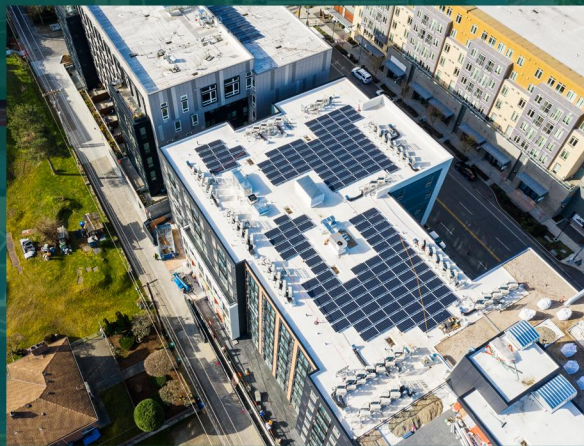
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Appendix F: Pickering Integrated Sustainable Design Standards Mid to High-Rise Residential & Non-Residential Checklist

Pickering Integrated Sustainable Design Standards

Mid to High-Rise

Residential & Non-Residential Checklist



Instructions

The Pickering Integrated Sustainable Design Standards (ISDS) for Mid to High-Rise Residential & Non-Residential development, applies to residential buildings 4 storeys and higher, and all Industrial, Commercial and Institutional (ICI) buildings.

Tier 1 performance measures are required by the City of Pickering and must be included as part of your complete development application.

Tier 2 performance is encouraged, but optional.

Words and terms identified in **bold** in the Performance Criteria and Documentation cells are defined further in the Glossary of the User Guide. Performance criteria apply to all building types except where specified.

Applicant Information:

Applicant/Agent: MHBC Planning

Name (First, Last Name): David McKay

Telephone Number: 905-761-5588 x214

Email: dmckay@mhbcplan.com

Address of Subject Land (Street Number and Name): 375-417 Kingston Road

Registered Owner (First, Last Name):
375 & 401 KINGSTON ROAD CORPORATION

Project Information:

Project Name:

Date Checklist Completed (yyyy-mm-dd): 2025-03-05

Is this checklist revised from an earlier submission (Yes/No): No

Gross Floor Area (square metres): 92,768 sq m Number of Storeys: 34 Non Residential Gross Floor Area (square metres): 2,945 sq. m

Proposal Description (narrative of your project):

The proposed amendments will permit a mixed use, high density transit-oriented development with a total gross floor area of 97,767.5 sq. m. (998,541 sq. ft.) consisting of residential and non-residential uses. A public park is proposed at the northeast corner of the site at Kingston Road and Evelyn Avenue, totaling approximately 1,807 sq. m in size (representing 10 percent of the net lot area).

Education

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
E1	Resident Education	For residential buildings, provide a Resident Education Information Package (hardcopy or digital through website link) to residents that explains the use and maintenance of sustainable building features as well as sustainable lifestyle practices.	<input checked="" type="checkbox"/>	Meet Tier 1 and post signage and other education materials onsite to educate residents and visitors of sustainability features.	<input type="checkbox"/>	<input type="checkbox"/> Educational package or other educational materials demonstrating compliance.	Acknowledged, to be provided through SPA stage.

Energy & Resilience

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
ER1	Urban Heat Island Reduction	<p>Roof: For flat roofs (low slope $\leq 2:12$) over 500 m², buildings must provide.</p> <p>1. Green roof for at least 50% of available roof space;</p> <ul style="list-style-type: none">Where possible, green roof area should be incorporated into visible or accessible locations such as podiums.Where the green roof is accessible, the common outdoor amenity space may be reduced by no more than 25%.Where green roof is edible landscaping, the whole garden area including pathways and adjacent terraces, may be counted as common outdoor amenity space. <p>or</p> <p>2. Cool roof installed for 90% of available roof space and if the roof is over 2,500 m² a minimum of 1,000 m² will be designated solar ready.</p>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/> Roof plan indicating heat island reduction measures, including the SRI values(s) of roof materials.	<p>Green roof plan provided; further details requested to be provided at SPA stage.</p> <p>g Plans will be provided in SPA stage.</p>



Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
		or 3. A combination of a green roof, cool roof and solar PV installed for at least 75% of available roof space.					
		Non-Roof: Treat 50% of the hardscapes (i.e., roads, sidewalks, and driveways) with heat island reduction measures such as: <ul style="list-style-type: none">• High-albedo paving materials with an initial solar reflectance of at least 0.33 or Solar Reflectance Index (SRI) of 29;• Open grid pavement with at least 50% perviousness;• Shade from existing tree canopy or new tree canopy within 10 years of landscape installation;• Shade from architectural structures that are vegetated or have an initial solar reflectance of at least 0.33 at installation or an SRI of 29; and• Shade from structures with energy generation.	<input checked="" type="checkbox"/>	Non-Roof: Treat 75% of the hardscapes (i.e., roads, sidewalks, and driveways) with heat island reduction measures.	<input type="checkbox"/>	Plan(s), drawing(s), or other documentation indicating heat island reduction measures measure(s).	MHBC: Provided, further detail to be provided at SPA stage

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
ER2	Building Energy Performance and Emissions	Design and construct all buildings to meet or exceed the Energy Performance Emissions' Total Energy Use Intensity (TEUI), Thermal Energy Demand Intensity (TEDI) and GHG Emission Intensity (GHGI) targets.	<input checked="" type="checkbox"/>	Design and construct all buildings to meet or exceed the Energy Performance Emissions' Total Energy Use Intensity (TEUI), Thermal Energy Demand Intensity (TEDI) and GHG Emission Intensity (GHGI) targets.	<input type="checkbox"/>	<input type="checkbox"/> Energy Modelling Report or other documentation demonstrating compliance with the target standard and a Commissioning Closeout Report.	To be confirmed at SPA detailed design stage.
ER3	Energy			Incorporate on-site renewable energy of power generation to meet 5% or more of the building energy needs. or Incorporate peak shaving devices like battery storage.	<input type="checkbox"/>	<input type="checkbox"/> Drawings, plans, or other documentation demonstrating compliance.	Lighting will be provided in SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
ER4	Building Resilience			<p>For high-rise residential buildings greater than 12 storeys, provide:</p> <ul style="list-style-type: none"> • A 72 hour minimum back-up power system, preferably using a non-fossil fuel source, to ensure power is provided to the refuge area, and to the ground floor or the first two floors as applicable to the building use, to supply power to: building security systems, domestic water pumps, sump pumps, at least one elevator, boilers and hot water pumps to enable access and egress and essential building functions during a prolonged power outage. 	<input type="checkbox"/>	<input type="checkbox"/> Drawings, plans, or other documentation demonstrating that the project incorporates resilient measures.	

Neighbourhood

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
N1	Private Pedestrian Walkways	Provide on-site private pedestrian walkways from buildings to features outside of the development site, such as public sidewalks, multi-use trails, transit stops and adjacent buildings. All connections must be AODA compliant.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> Site plan(s) highlighting on-site walkways.	Pedestrian walkways are provided on site, see architectural and landscape plans.
N2	Private Play Area & Structures	All private play areas and play structures must be AODA compliant.	<input checked="" type="checkbox"/>			<input type="checkbox"/> Site plan(s) highlighting play areas with accessibility features.	Noted, will be addressed at SPA stage.
N3	Building Access	Provide the same means of entrance for all users to public entrances of buildings on site, or provide equivalent access when access by the same means is not possible.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> Plan(s), drawing(s), or other documentation indicating building entrance(s).	Noted, will be addressed at SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
N4	Wayfinding Signage	Install AODA compliant wayfinding signage (e.g., braille and/or tactile signage) in all buildings and public spaces.				<input type="checkbox"/> Plan(s), drawing(s), or other documentation indicating implemented measure(s).	AODA compliant signage will be provided, and confirmed at SPA stage.
N5	Community Safety	Design the project using CPTED principles to create a safe space.				<input type="checkbox"/> Report demonstrating community safety techniques.	To be addressed at SPA stage.

Land & Nature

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN1	Topsoil	The topsoil layer should have a minimum depth of 30 cm for all turf areas, and a minimum depth of 45 cm of high quality topsoil for all planting beds and scarify hard packed subsoil in all soft landscape areas prior to placement of topsoil.	<input type="checkbox"/>	Meet Tier 1 and a minimum depth of 60 cm of high-quality topsoil for all planting beds.	<input type="checkbox"/>	<input type="checkbox"/> Landscape Plan(s) and/or other documentation indicating applicable soil characteristics (depth, pH, organic matter content) and planting depth.	Provided. Planting Plans will be provided in SPA stage.
LN2	Light Pollution Reduction	Require all exterior lighting to be Dark Sky Compliant with the exemption of street lighting which is governed by the City's Street Lighting Requirements. If a Dark Sky Fixture Seal of Approval is not available, fixtures must be full-cutoff and with a colour temperature rating of 3000K or less.	<input type="checkbox"/>	Meet Tier 1 and use motion sensors or timers for outdoor lights to maintain security without excessively lighting the building's exterior.	<input type="checkbox"/>	<input type="checkbox"/> Exterior Lighting Plan, Schedule(s), or other documentation indicating lighting type, orientation and location.	Lighting will be provided in SPA stage.
LN3	Native and Non-Invasive Species	Plant 50% native plant species , including trees, shrubs and herbaceous plants preferably drought-tolerant and pollinator-friendly outside of the buffer area and within the development limit. Remaining non-native species must be non-invasive.	<input type="checkbox"/>	Plant 75% or greater with native plant species .	<input type="checkbox"/>	<input type="checkbox"/> Landscape Plan(s), drawings or other documentation demonstrating the percentage of native plant species, preferably are drought-tolerant and pollinator-friendly.	Provided. Planting Plans will be provided in SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN4	Vegetated Buffers	The disturbed buffer area between the development limit and a key natural heritage feature shall be restored with 100% native plant species , including trees, shrubs and herbaceous plants, preferably drought-tolerant.	<input type="checkbox"/>			<input type="checkbox"/> Landscape Plan(s), drawings or other documentation demonstrating that plant species are 100% native, drought-tolerant.	Provided. Planting Plans will be provided in SPA stage.
LN5	Tree Preservation and Removal Compensation	Plant 60 mm caliper deciduous trees and 1.8 m high coniferous trees in accordance with the tree compensation requirements to ensure no net loss. This applies to the removal of any existing trees that are 15 cm or more in diameter at breast height.	<input checked="" type="checkbox"/>	Provide a site design solution that includes the preservation and protection of existing mature trees and a net gain of tree canopy through additional tree plantings in accordance with the tree compensation requirements .	<input type="checkbox"/>	<input checked="" type="checkbox"/> A Tree Inventory Report and Preservation Plan that includes all trees on the development site and those on adjoining lands that may be affected by the proposed construction activities.	TPP Plan has been provided. Further comment to be addressed in SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN6	Healthy Street Trees	Plant 60 mm caliper deciduous trees on both sides of private streets and in public boulevards at an interval rate of 1 tree per 8 m of street frontage or spaced appropriately having regard to site conditions; and Design, implement, and pay for a watering and fertilizing program for at least the first 2 years of planting.	<input checked="" type="checkbox"/>	Meet Tier 1 and provide 30 m ³ high quality soil for street trees with a minimum top soil depth of 75 cm.	<input type="checkbox"/>	<input type="checkbox"/> Tree Planting Plan(s), drawings or other documentation demonstrating species, and quantity for each planting area. <input type="checkbox"/> Watering program methods and watering schedule.	60mm caliper trees, 2 year watering program and 30m3 of soil will be provided. Planting plans, soil volume plan will be provided in SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN7	Common Outdoor Amenity Space	For residential buildings with 20 or more dwelling units, provide 4.0 square metres of common outdoor amenity space per dwelling unit (a minimum contiguous area of 40.0 square metres must be provided in a common location). Where lot areas are constrained in some cases, flexibility on providing the common outdoor amenity space requirement may be provided at the discretion of the Director, City Development. and Where a green roof functions as an amenity space, no more than 25% of the outdoor component may be on the green roof.	<input checked="" type="checkbox"/>	For residential buildings with 20 or more dwelling units, provide 6.0 square metres of common outdoor amenity space per dwelling unit (a minimum contiguous area of 40.0 square metres must be provided in a common location).	<input checked="" type="checkbox"/>	<input type="checkbox"/> Site Plan(s), drawing(s), or other documentation indicating size and location of outdoor amenity area.	Bicycle parking spaces are provided. Details to be addressed at SPA stage.

Bicycle parking spaces are provided. Details to be addressed at SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
LN8	Natural Heritage Features and Open Space Enhancement	<p>Protect key natural heritage features and key hydrologic features on site.</p> <p>or</p> <p>Where all alternatives to protect and enhance key natural heritage features and open spaces on site have been evaluated and determined to not be feasible, provide compensation for the loss of ecosystem functions due to development impacts.</p>	<input type="checkbox"/>	<p>Maintain and enhance key natural heritage features and key natural hydrologic features on site and</p> <ul style="list-style-type: none"> • Create new natural heritage features on or off-site. <p>or</p> <ul style="list-style-type: none"> • Restore and enhance connectivity among natural heritage features on or off-site. 	<input type="checkbox"/>	<input type="checkbox"/> Landscape Plan(s), drawing(s), or other documentation highlighting implemented feature(s) and/or an Ecosystem Compensation Report where required.	N/A. No natural heritage features are present.
LN9	Bird-Friendly Design	<p>For residential and non residential buildings, use a combination of bird-friendly design treatments for a minimum of 90% of all exterior glazing within the first 16 m of the building above grade or the height of the mature tree canopy (including all balcony railings, clear glass corners, parallel glass and glazing surrounding interior courtyards and other glass surfaces).</p>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/> Elevations indicating bird-friendly glazing measures implemented, including treated area, type of treatment, density of visual markers, etc. Summary table of treated glazing areas for each elevation.	To be addressed at SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
		Where green roof is constructed with adjacent glass surfaces, glass is to be treated within 12 metres above green roof surface.	<input type="checkbox"/>			<input type="checkbox"/> Elevations indicating bird-friendly glazing measures implemented, including treated area, type of treatment, density of visual markers, etc.	

Transportation

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
T1	Electric Vehicles including plug in hybrid vehicles	For multi residential buildings, require 40% EV Rough-in & 10% EV Ready charging infrastructure or equivalent electric vehicle energy management systems (load sharing/circuit sharing) capable of providing Level 2 or higher charging for the resident parking spaces; or Require EV Ready charging infrastructure capable of providing Level 2 charging or higher for 50% of the resident parking spaces.	<input type="checkbox"/>	For multi-residential buildings, require EV Ready charging infrastructure capable of providing Level 2 charging or higher for 100% of the parking spaces excluding visitor parking.	<input type="checkbox"/>	<input type="checkbox"/> Parking plan(s) indicating the location of EV Rough-in or EV Ready parking spaces. <input type="checkbox"/> Electric Vehicle (EV) Charging Infrastructure Plan, drawings or other documentation.	To be addressed at SPA stage.
T2		For non-residential buildings, require EV Rough-in charging infrastructure for 20% of the parking spaces.		For non-residential buildings, require EV Ready charging infrastructure for 20% of the parking spaces.	<input type="checkbox"/>	<input type="checkbox"/> Parking plan(s) indicating the location of EV Rough-in or EV Ready parking spaces.	

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
T3	Bicycle Parking and Storage Facilities	For residential buildings, provide 0.5 long-term bicycle parking spaces (includes adaptive bikes, trikes, and scooters for people with disabilities) in weather protected areas located within a secure area of the building or common garage for each dwelling unit. and At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.	<input checked="" type="checkbox"/>	For residential buildings, provide 0.75 long-term bicycle parking spaces (includes adaptive bikes, trikes, and scooters for people with disabilities) in weather protected areas located within a secure area of the building or common garage for each dwelling unit. and At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Plan(s) indicating location, number and type (long-term) of bicycle parking spaces.	Bicycle parking spaces are provided. Details to be addressed at SPA stage.
		For residential buildings, provide 0.1 short-term bicycle parking spaces per dwelling unit in locations that are highly visible and in close proximity to primary entrances.	<input type="checkbox"/>			<input type="checkbox"/> Plan(s) indicating location, number and type (short-term) of bicycle parking spaces.	Bicycle parking spaces are provided. Details to be addressed at SPA stage.

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
		For non-residential buildings and mixed use buildings, provide long-term bicycle parking spaces at a rate of 1.0 bicycle parking space for each 1,000 square metres of gross leasable floor area and at least one bicycle rack shall be installed for short-term bicycle parking.	<input type="checkbox"/>			<input type="checkbox"/> Plan(s) indicating location, number and type (long-term) of bicycle parking spaces.	Bicycle parking spaces are provided. Details to be addressed at SPA stage.
		For non-residential buildings and mixed use buildings, provide two trip-end facilities (i.e., showers and a change room) for every 60 long term bicycle parking spaces (minimum of 1 facility when more than 5 bicycle parking spaces are provided).	<input type="checkbox"/>			<input type="checkbox"/> Plan(s) indicating trip-end facilities.	Bicycle parking spaces are provided. Details to be addressed at SPA stage.

Waste Management

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory	Met	Tier 2 Optional	Met	Documentation	Comments
WM1	Construction Waste Reduction	Divert 50% or more of all non-hazardous construction, demolition, and land clearing waste from landfill.	<input type="checkbox"/>	Divert 75% or more of all non-hazardous construction, demolition, and land clearing waste from landfill.	<input type="checkbox"/>	<input type="checkbox"/> Commitment letter to divert waste through a third-party hauler.	Details to be addressed at SPA stage.
WM2	On-Site Storage	For multi-storey residential buildings, provide a tri-sorter or separate chutes to direct and separate materials into either recyclables, organics or waste. Ensure there is adequate storage space for accumulated recyclables, waste and organics generated between collection days and be designed to minimize litter and pests.	<input type="checkbox"/>	Meet Tier 1 and include a dedicated space for materials such as textiles, batteries and electronics is provided.	<input type="checkbox"/>	<input type="checkbox"/> Drawing(s) demonstrating compliance.	Details to be addressed at SPA stage.
		For non-residential development, provide a dedicated area or area attached to the building for the separate collection and storage for accumulated recyclables, waste and organics.	<input type="checkbox"/>			<input type="checkbox"/> Site plan(s) or Drawing(s) indicating location of waste storage area.	Details to be addressed at SPA stage.

Water

Performance Measures		Performance Criteria			For Submission		
Number	Development Feature	Tier 1 Mandatory Requirement	Met	Tier 2 Optional Requirement	Met	Documentation	Comments
W1	Stormwater Management	<p>Achieve a level one/enhanced stormwater treatment for all stormwater, and achieve runoff reduction of a minimum 5 mm of rainfall depth;</p> <p>and</p> <p>Demonstrate that the applicable groundwater recharge targets are met based on site-specific water balance/budget studies, in accordance with the CTC Source Protection Plan;</p> <p>and</p> <p>Provide an enhanced level of protection for water quality through the long-term average removal of 80% of Total Suspended Solids (TSS) on an annual loading basis from all runoff leaving the site, in accordance with the City of Pickering Stormwater Management Design Guidelines.</p>	<input type="checkbox"/>	<p>In a manner best replicating natural site hydrology processes, manage on-site runoff using at least two of the following low-impact development (LID) and green infrastructure:</p> <ul style="list-style-type: none"> • permeable pavement • bioswales • soakaways • rain gardens • filtered strips • infiltration trenches <p>or</p> <p>Achieve post-development runoff reductions to no more than 50% of annual precipitation (approx. 10 mm of rainfall event retention from all site surfaces) through infiltration, evapotranspiration, water harvesting and reuse.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Stormwater Management Report, Plan(s), and drawing(s) to verify compliance.	Details to be addressed at SPA stage. SWM Report provided with submission.

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W2	Building Water Efficiency	Install WaterSense® labeled water fixtures.	<input type="checkbox"/>	All buildings reduce indoor aggregate potable water consumption (not including irrigation) by 30% better than the Ontario Building Code baseline.	<input type="checkbox"/>	<input type="checkbox"/> Plumbing fixture specifications or other documentation demonstrating WaterSense® labelling and flush/flow rates. X <input type="checkbox"/> Calculations demonstrating water use reduction. or Third party verification of water reductions with systems like Home Energy Rating System H2O or WaterSense® labeling. Hand calculations could be done according to LEED version 4.1 approach.	Details to be addressed at SPA stage.
W3	Rainwater Harvesting			For mid to high-rise residential development, each building includes a separate, non-potable subsurface watering system for irrigation and outdoor–reuse purposes.	<input type="checkbox"/>	Plan(s), drawing(s), or other documentation indicating non-potable water system.	

