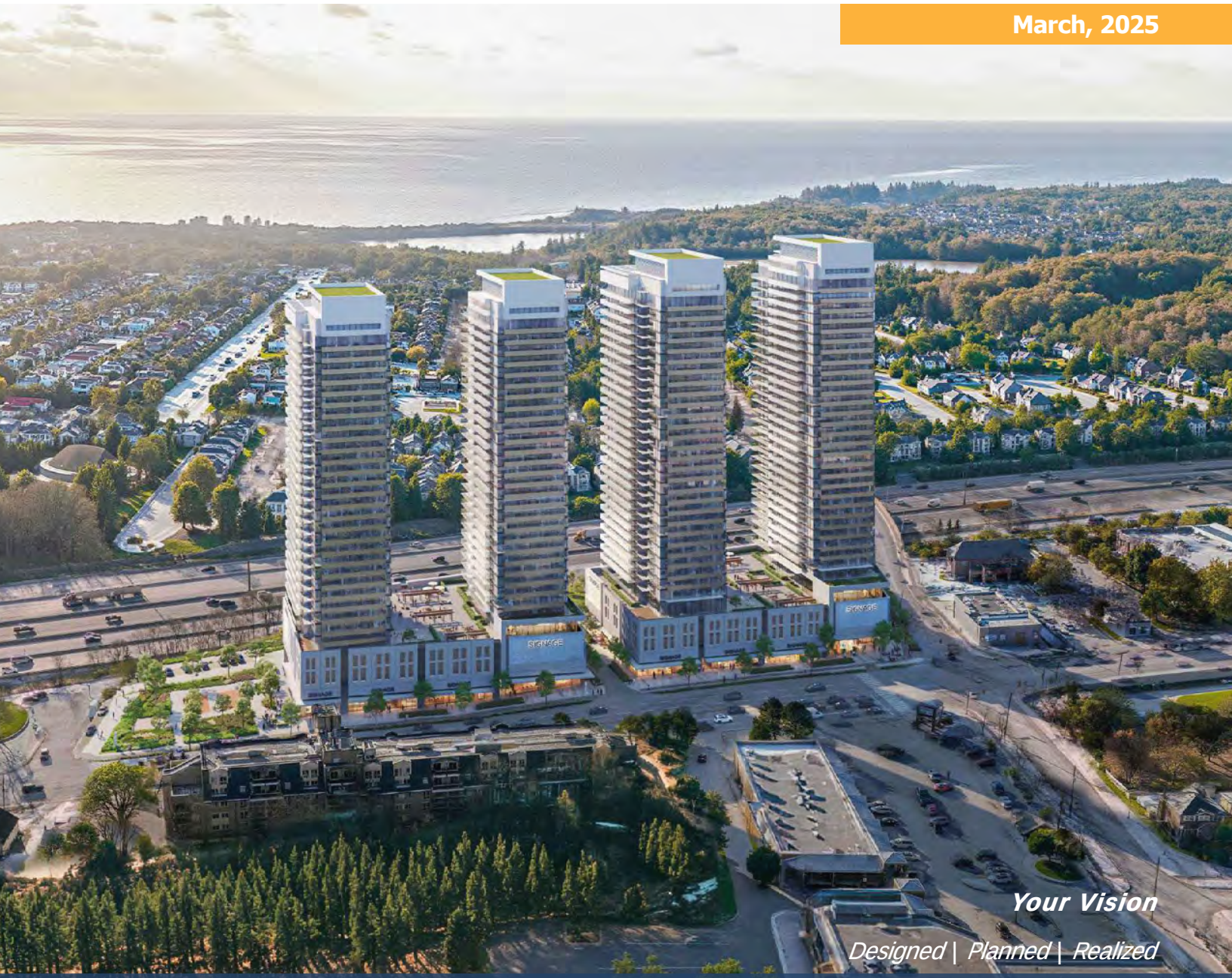
# URBAN DESIGN BRIEF

**PREPARED FOR:**

**Official Plan & Zoning By-Law Amendment**

**375 Kingston Road Corporation and 401 Kingston Road Corporation**
375-409 Kingston Road,
City of Pickering
File no. Y5132 AB

**March, 2025**

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# 1.0 INTRODUCTION

MHBC has been retained by 375 Kingston Road Corporation and 401 Kingston Road Corporation (hereinafter as the "Owners") to prepare an Urban Design Brief for the redevelopment of a lands bounded by Kingston Road to the north, Rougemount Drive to the west, Highway 401 to the south and Evelyn Avenue to the east. The lands are municipally addressed as 375-409 Kingston Road in the City of Pickering (hereinafter referred to as "the Subject Lands" or "the Site"). The purpose of the Urban Design Brief is to illustrate how the proposal will implement design objectives provided by the City of Pickering.

The Owners are requesting amendments to the City of Pickering Official Plan (the "Pickering OP") and Zoning By-law 2511 (the "Zoning By-law") to allow for increased building height, higher density, and site-specific development standards. Previously, Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications (files OPA 22-001/P and A 02/22, collectively referred to as the "Original Applications") were submitted in 2021 for 375 Kingston Road only.

The revised OPA and ZBA applications expand the scope to include additional lands extending from 375 Kingston Road to Evelyn Avenue, for a comprehensive development plan for this section of Kingston Road.

The proposal seeks redevelopment of five existing 1 to 2- storey non-residential buildings to a high-rise mixed-use development. The proposal includes a high-density, mixed-use, transit-oriented development with a total gross floor area (GFA) of 92,767.5 sq. m. (998,541.1 sq. ft.), incorporating both residential and non-residential uses. Further details on the proposal can be found in Section 15 of this report.

Overall the proposal represents intensification within the boundaries of the City's Mixed Use Intensification Corridor identified as Kingston Road Corridor, optimizing development through intensification that encourages reinvestment and revitalization of the existing built-up area and leverages public investment on an area with higher order transit options. The proposed development will promote the use of multi-modal transportation options such as walking and cycling, and will support the use of local transit routes with connections to the City Center and Downtown Area.

In response to this design vision, MHBC on behalf of the Owners have prepared this Urban Design Brief to illustrate how the proposed development has responded to the Policies and design guidelines by the City's Official Plan, Official Plan Amendment 38, and the relevant guidelines for the City's Intensification Area including the Kingston Road Urban Design Guideline and the Kingston Road Intensification Study.

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

**MHBC**

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Data Source: First Base Solutions Inc.

Subject Lands

Figure 1.1 Location Map

# 2.0
# HOW TO READ THIS BRIEF


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

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

# 3.0
# DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

The development proposal will support the revitalization of underutilized lands through infill development in the form of a sustainable complex. This reinforces the future planned context of the area while maintaining the area character as a Mixed-Use Area located along the Kingston Road Intensification Corridor. The development proposal seeks to develop strong linkages throughout the site which connect to existing neighbourhoods and public open spaces while providing a mixture of housing and retail opportunities. The design will assist with the new community and urban design measures for the gateway. The proposed development represents a compact urban form with a transit-supportive massing which provides for transitions to the surrounding areas. The proposal provides a range of housing options to serve the growing population of Pickering.

The proposal seeks to maintain and enhance connection to surrounding network of green spaces through the provision of enhanced public realm spaces throughout the Subject Lands, including a unique gateway feature at the northwest corner. The design of these areas combined with at-grade active uses will fulfil quality design parameters such as legibility, permeability, vibrancy, and safety and meets functional requirements such as screening, shading, and buffering for the comfort of pedestrians and cyclists. These areas and features will also serve as placemaking elements to enhance the public realm.

The design of the built form will establish interesting views and vistas that contribute to a visually appealing skyline and unique architectural character of the intensification corridor. Open and green spaces will be well defined by the site design orientation and built form composition, providing a sense of arrival.

The proposal will implement a permeable and accessible space structure that prioritizes pedestrian circulation on and around the site. The proposal sets back from the right-of-way at grade to provide an extended public realm at grade which, along with an enhanced sidewalk along Kingston Road, will serve the development's commercial frontages and allow for spill-out and gathering spaces.

The massing rationale responds to existing and planned neighbouring development through creating a transition in height which corresponds to the Highway and proposed street widths, providing an appropriate human-scaled environment and sense of enclosure. Gateway buildings and main entrances to the site reflect the significance of their siting on the street through appropriate design and orientation. Retail frontages will further animate the pedestrian realm. Continuous building façades and articulated podium will frame streets and sidewalks.

## GUIDING PRINCIPLES & OBJECTIVES

The proposal will achieve an overall compliance to ensure that the vision, goals, and objective of the Regional Official Plan and City's Official Plan for growth and development within South Pickering Urban Area are Implemented successfully through:

- Promoting a unique, complete, and healthy community with a wide mix and diversity of uses, housing, activities, and opportunities that responds to the evolving needs, and adopt population target set by OP for South Pickering Urban Area
- Providing distinct, adaptable, safe and accessible urban environment along one of the main gateways (Rougemount), and along the Regional Corridor (Kingston Spine)
- Promoting an urban design that is sustainable, transit supportive, and pedestrian-oriented and facilitate local economy and social interaction
- Establishing an architectural, landscape, Site design that promote Rougemount precinct character as an Urban Village
- Ensuring efficient use of infrastructure, land and services by revitalizing an underutilized development, and creating a quality development with variety of uses in a compact form
- Promoting a broad range of uses and activities to broaden the life span of built environment and respond to ever-changing needs of residents
- Improving the physical design of neighbourhood, streetscape and public realm by making them more attractive, conformable, and safer
- Ensuring a context sensitive development that maintains the different identities and character of the Rougemount Neighbourhood as it is currently and evolves over time.

The proposal also endeavours to achieve an overall design compliance to ensure that the community design policies of the Official Plan and guidelines for Intensification and Mixed Use Corridor are Implemented successfully through:

- Establishing a development that responds to the ten Community Design Concerns set by POP including; human scale, mixed uses, context, places versus buildings, legibility, pedestrian comfort, permeability, building adaptability, attractive public spaces, and natural heritage,
- Creating private and public spaces that provide an integrated mix of uses, activities and experiences, and offer pedestrian and users a high level of comfort, enjoyment, and personal protection,
- Incorporating and optimizing access to sunlight and viewsheds through strategic built form placement and building separation into the overall design of the community.
- Providing context sensitive density, uses, architectural styles, massing, height, elevations and materials to ensure visual interest and unity are maintained along the public and private streetscapes,
- Enhancing the existing character of the neighbourhood by representing compact, sustainable and transit-supportive development with high quality architectural design and articulation that create visually appealing façades and pedestrian-oriented public realm.
- Creating a high quality built form and streetscape fabric that provides a diverse, safe, and pedestrian friendly experience.
- Emphasizing streetscape activation through active use frontages with direct connections to the public streetscape to support an active and vibrant community setting.
- Ensuring that landscaping, streetscapes, signage, lighting and street furniture are designed with a coordinated theme.
- Defining gateway and entrance features through landscaping, decorative surface treatment, and other ornamental features.
- Encouraging energy efficiency and conservation practices where feasible.

# 4.0
# CONTEXT ANALYSIS

The site is bounded by Kingston Road to the north, Rougemount Drive to the west, Highway 401 to the south and Evelyn Avenue to the east, in the City of Pickering. The Subject Lands are currently occupied with five 1- to 2-storey non-residential buildings as illustrated in Figure 1.1. The retail plaza at 375 Kingston Road is served by a large surface-level parking lot at the intersection of Kingston Road and Rougemount Drive, and is accessed via both Kingston Road and Rougemount Drive. The other buildings on the site are accessed via a laneway from Kingston Road. The site slopes gradually downward from Rougemount Drive to Evelyn Avenue.

The Subject Lands are approximately 1.8 ha (4.46 acres) in size (Figure 3.1). 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. The site has approximately 211 metres frontage along Kingston Road, approximately 86 metres frontage along Rougemount Drive and approximately 55 m of frontage along Evelyn Avenue. The Site is currently surrounded by the following uses:

**North**: Immediately to the north is Kingston Road and further north are combination of low rise commercial and residential units laid along Rougemount Drive.

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

**South:** Immediately to the south is the 401 Highway. The lands across the highway are designated low density Residential and include single detached dwellings.

**West:** Rougemount Drive is located immediate to the west. Further west are Montessori School Complex and a range of commercial and office uses.

The Subject Lands are located within the Mixed Use Corridor along Kingston Road and are designated "Mixed Use Type B" in a "Gateway" area, as per Schedule "B" of OPA 38. This designation allows mid-rise and high-rise buildings up to 20 storeys within the Rougemount Precinct, aligning with the area's character. While OPA 38 includes a height restriction, it is currently under appeal. Notably, the City of Pickering Official Plan regulates density but does not impose a height limit on the Subject Lands. The intent is to intensify development near Highway 401 and Kingston Road to optimize transit infrastructure, which the proposal supports through its design.

The Mixed Use Corridor policies emphasize appropriate building placement, transitions between development intensities, and a pedestrian-friendly streetscape. The proposed development aligns with these principles, ensuring smooth transitions to lower-density areas to the north, east, and west. It also contributes to the evolving mix of low-, medium-, and high-density developments along Kingston Road while enhancing wayfinding and creating a stronger sense of place.

Additionally, the development will add 1,356 new residential units, increasing housing options while maintaining compatibility with the surrounding neighbourhood. Its transit-supportive density further reinforces connectivity and sustainable growth in the area.

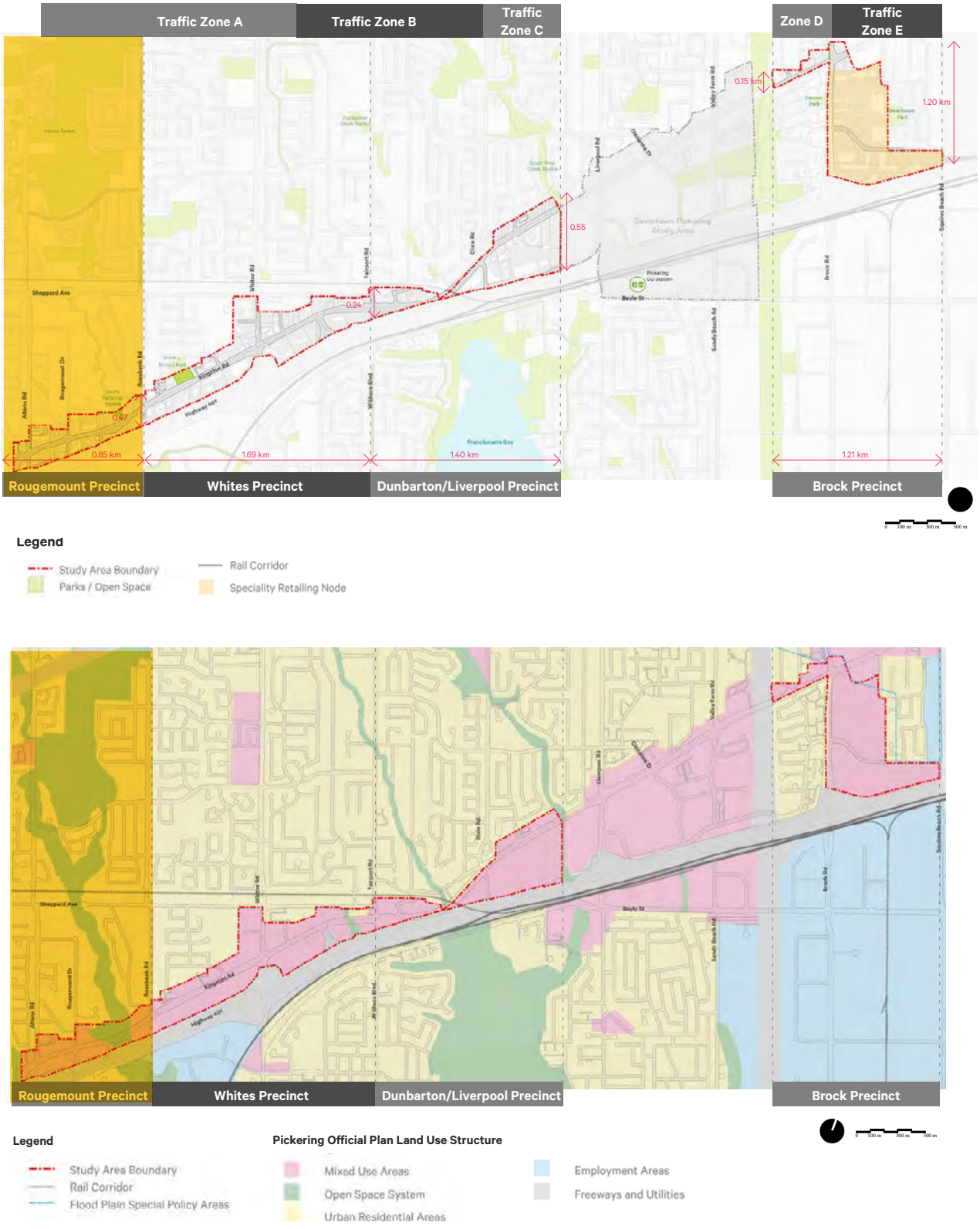



Figure 4.1 Kingston Road Intensification Plan

# EXISTING AND PROPOSED CONTEXT

The Context Map (Figure 4.3) shows a 5 and 10 minute walking distance surrounding the Site. This area occupies a wide variety of uses. In the immediate vicinity of the property are commercial and educational buildings, occupied by variety of retail and services by large surface-level parking lots. The overall built form and character of the area is typically commercial and industrial in nature along Kingston Road and Rougemount Drive with low rise residential units located south of highway 401.

Significant features in proximity to the site are East Woodland Natural Area to the east, Highway 401 and Lake Ontario located south of the site, and the Glen Rouge Natural Area and Rouge River to the west.

**Land Use and Built Form**

The Subject Lands are designated as Mixed Use Type B area within the Rougemount Drive gateway according to the Intensification Plan, this area will concentrate a greater density and mix of uses around intersections of Kingston Road and Rougemount Drive with street-level retail and commercial services that will reinforce the main street character and an animated public realm within this stretch. A high-density development with medium to high-rise built form is encouraged to be located to the south of Kingston Road.

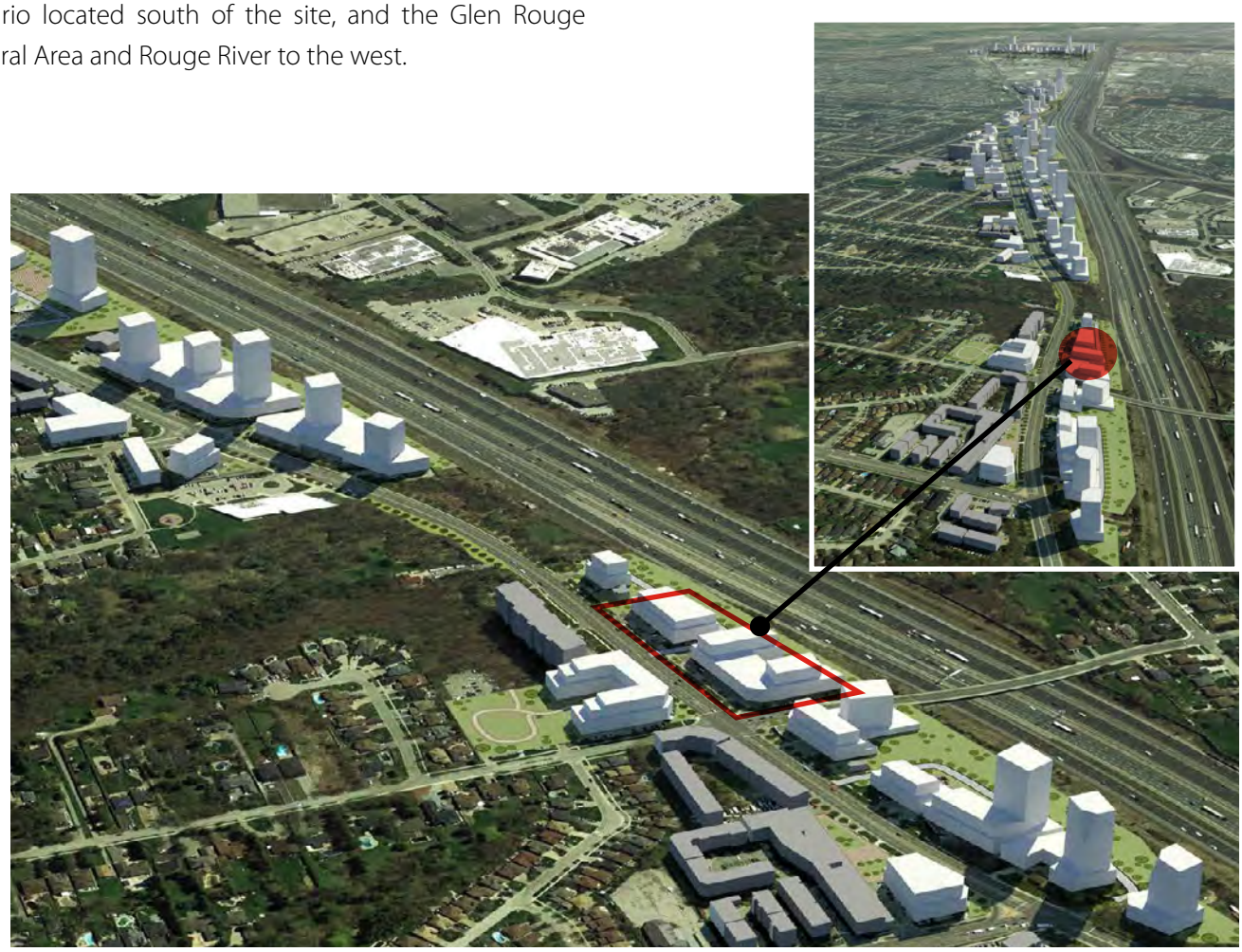


**Figure 4.2** Planned Context area, Kingston Road Intensification Plan.

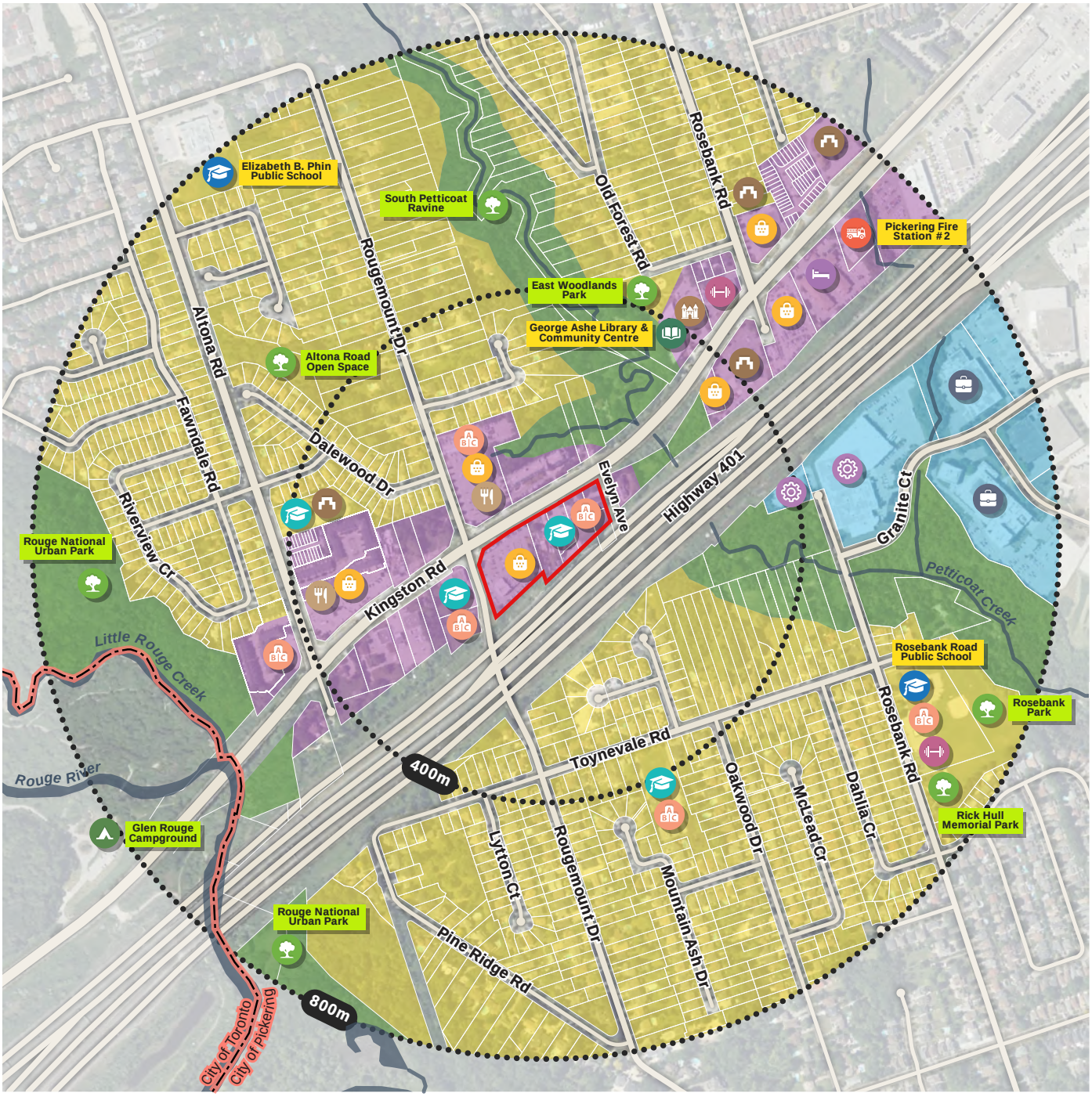



Figure 4.3 Context Map, Illustrating existing and future context within a 750 m walking distance radius.

## Transit Connectivity

Subject lands are serviced by Durham Region Transit (DRT) which provides services along Kingston Road and Altona Road. Furthermore, the Region 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. Multiple bus routes including DRT routes 110B, 103+, and 193A and Pulse BRT operate in the block context area. Pulse BRT Route connects the Subject lands to regional destinations and provides connections from the western terminus at University of Toronto Scarborough Campus, to the eastern terminus in downtown Oshawa. DRT Bus routes provide access to Pickering Go Station, east of the Subject Lands, which connects to Go transit Lakeshore West rail line connecting from Newcastle, Clarington to City of Toronto Union Station and beyond.

## Active Transportation

A prominent cycling route runs along both sides of Kingston road. A new cycling connection is proposed south of Kingston Road on Rougemount Drive which connects to existing routes in order to increase multi-modal mobility choices for residents and visitors. Further, to strengthen access to Rouge National Urban Park, a Heritage Path is proposed along Kingston Road. It provides an enhanced connection to the existing and planned trails in the park, and between the park to the west and the retail along Kingston Road and the community center and library to the east.

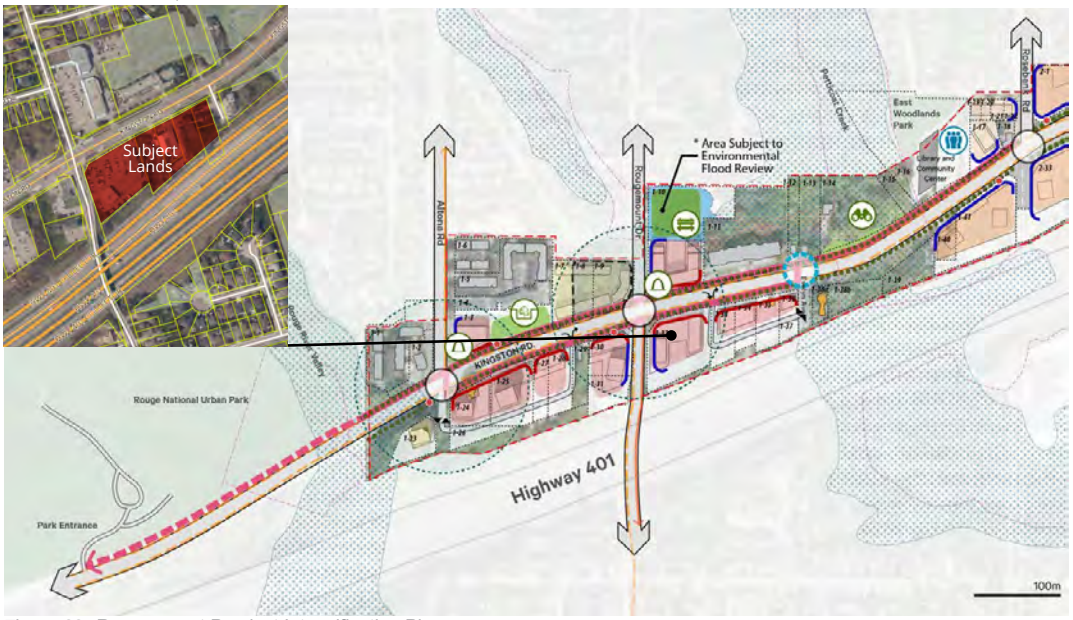



Figure 60. *Rougemount Precinct Intensification Plan*



**Figure 4.4** Planned Context Area, Kingston Road Intensification Plan.

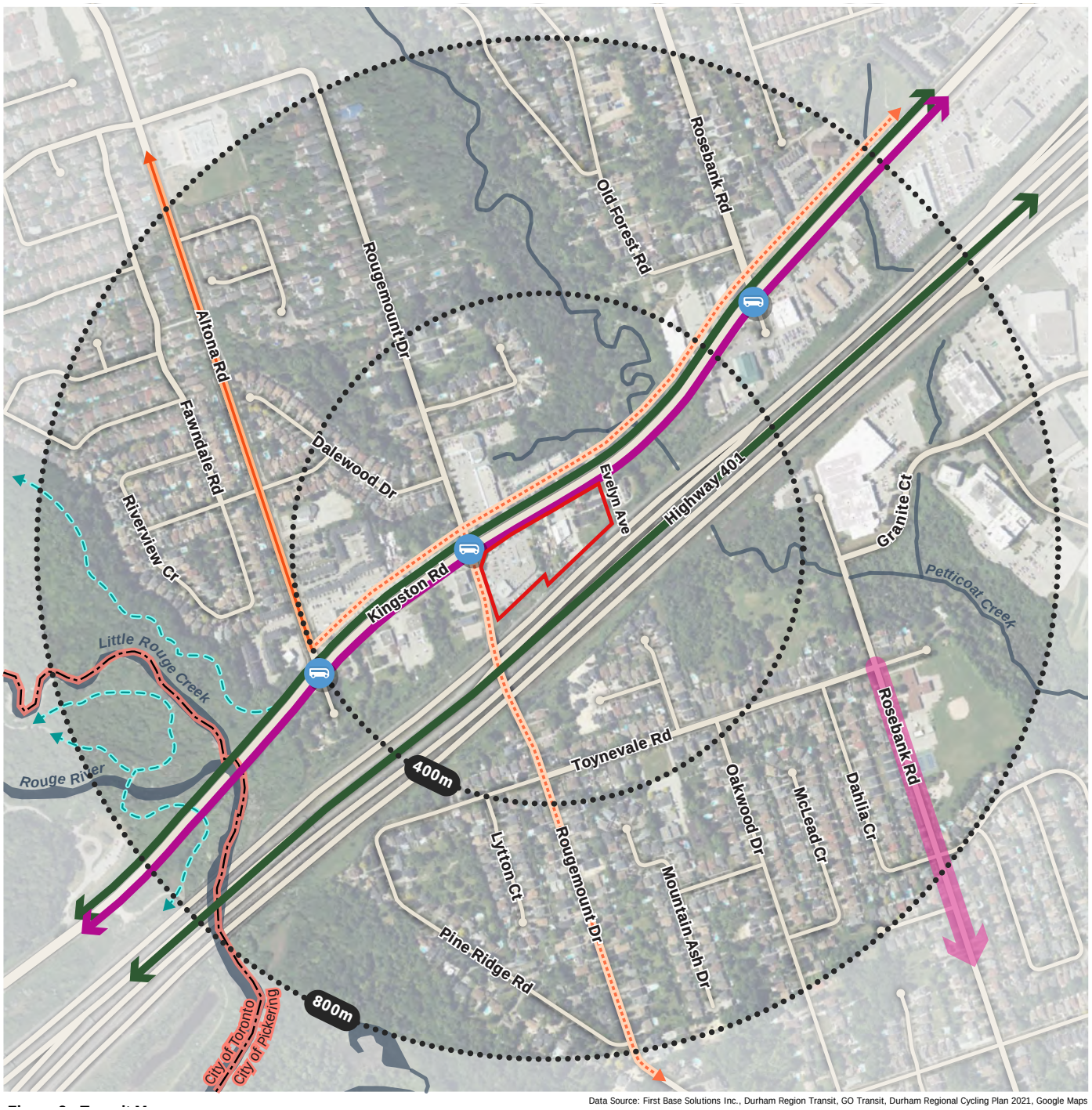



**Figure 4.5** Transit Context Map, Illustrating existing and future context within a 750 m walking distance radius.

**Vehicular Network**

Kingston Road is classified as a Type B Arterial Road, Rougemount Drive is classified as a Collector Road and Evelyn Avenue is classified as a Local Road. Section 4.10 (Roads Categories) of the City's Official Plan indicates that Type B Arterial Roads, such as Kingston Road, are designed to carry moderate volumes of traffic at moderate speeds, within a municipality, and have a right-of-way width of 30 to 36 metres, whereas Collector Roads such as Rougemount Drive, are designed to carry greater volumes of traffic than local roads and provide access to individual properties, to local roads, to other Collector Roads, and to Type C arterial roads. This category generally has a right-of-way width ranging from 20 to 22 meters.

**Community Service and Amenities**

There is a range of amenities and facilities within walking distance of the Subject lands. Kingston Road and Rougemount Drive is characterized by a mix of commercial, institutional and residential uses and is supported by multi-modal transit in the area. The following community amenities are located within 750 meters radius from the Subject Lands:

School:
UCMAS Abacus/OBotz-Robotics; Montessori; Learning Centre of Pickering; Blaisdale Montessori School ; Rosebank primary School; Elizabeth B. Phin Public School

Community Service:
Community Facilities and Government Service; Pickering Fire Station 2; Pickering Public Library - George Ashe Branch; George Ashe Community Centre

Place of Worship:
Altona Road Community Church; The Bridge Church for All Nations; Revivaltime Tabernacle, Durham

**Parks and Open Spaces**

The general character of the Rougemount Precinct is an urban area with village character and immediate access to surrounding parks and open spaces at the Rougemount Drive and Kingston Gateway. The major open space network which is located in close proximity to the site includes Rouge Park that presents walking and cycling trails connecting the Rougemount Precinct to the National Urban Rouge Park. Within a 750 meter boundary of the subject Lands, there are other local parks with walking trails and pedestrian connections to the surrounding area including Rosebank Park and Rich Hull Memorial Park, south of the subject lands, and East Woodland Park and Steeple Hill Park, north of the subject lands.

Additionally, the Intensification Plan features potential gateway plazas on the northeast corner at the intersection of Kingston Road and Rougemount Drive and a green space fronts to the east side of Rougemount Drive to the north of Kingston Road to link the natural heritage area west and east of Rougemount Drive.

# 5.0
# THE PROPOSAL

The Owners proposes to demolish the existing buildings on the Subject Lands to accommodate two high-rise mixed-use buildings, with of two towers each at 31, 32, 33, and 34 storeys. A new public park, approximately 1,807.19 sq. m (10% of the net lot area), is planned for the north-east corner of the site at Kingston Road and Evelyn Avenue.

The development will have a total GFA of approximately 92,767.5 sq. m, with an FSI of 5.13 (including parkland dedication), and will introduce 1,356 residential units. Building 1, located at Kingston Road and Rougemount Drive, features a three-storey podium that steps up to four storeys at the corner, supporting two towers at 33 and 34 storeys. Building 2, situated east of Building 1, also has a three-storey podium with two towers rising to 31 and 32 storeys. The development will be delivered in two phases: Phase One includes Building 2 and the public park, while Phase Two completes Building 1.

A north-south private laneway will connect Kingston Road to the site, along with two rear laneways linking to Rougemount Drive and Evelyn Avenue.

The development proposes commercial offerings at grade along Kingston Road and Rougemount Drive, as well as along the private laneway. The podium at the ground floor is recessed, providing additional area for public realm improvements and programmable spaces for movement and gathering.

Indoor amenities are planned for the 4th and penthouse floors, with outdoor terraces adjacent to them. The development provides a total of 1,399.4 sq.m of shared indoor amenity space and 4,210.1 sq.m of outdoor amenity space, totalling 5,609.5 sq.m. Most residential units will also include private balconies.

Parking will be accommodated within a two-level underground garage and on the ground, mezzanine, 2nd, and 3rd floors of the podium, totalling 1,154 spaces, including resident and visitor parking. Additionally, 871 bicycle parking spaces (734 long-term and 137 short-term) will be provided on the ground level. Loading will be located on the Ground Floor at the rear of the buildings, bringing it away from public view or pedestrian obstruction.

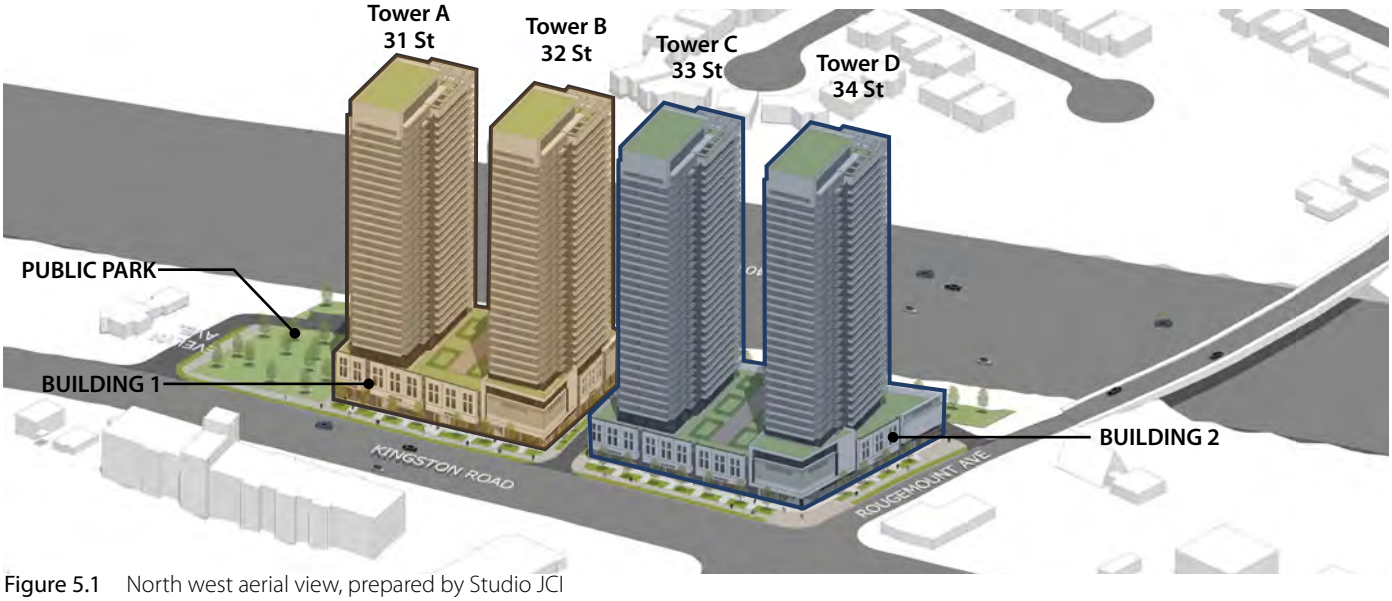



**Figure 5.1** North west aerial view, prepared by Studio JCI

The development features a high-quality, contemporary architectural design with a diverse material palette that complements the evolving character of Kingston Road.

Overall, the Proposal redevelops and intensifies this portion of the corridor while integrating with the planned developments in the surrounding area and setting a precedent for intensification and redevelopment in this area.

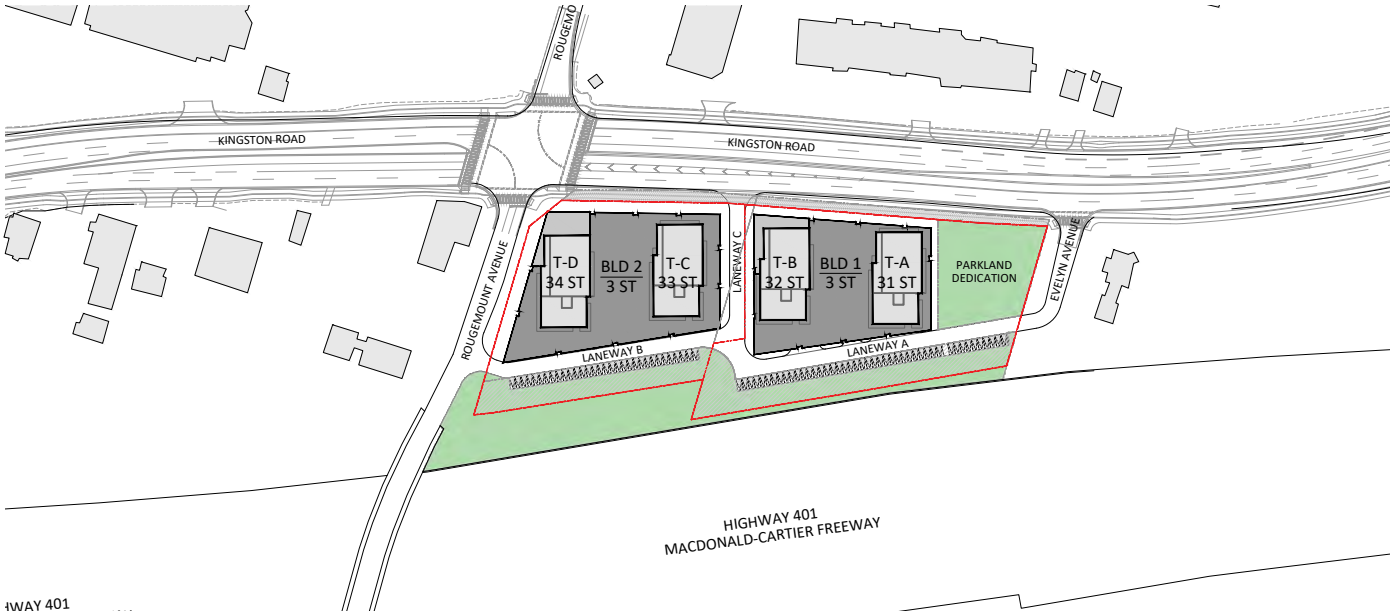



Figure 5.2 Proposed Context Plan, prepared by Studio JCI


Figure 5.1 South west aerial view, prepared by Studio JCI

# 6.0
# SITE DESIGN AND ORIENTATION

## POLICIES AND GUIDELINES ON SITE DESIGN

### Kingston Road Urban Design Guideline

### 2.3 Building Placement and Orientation

**Guideline 2.3.1 i)** Entrances should be highly visible, front onto the public street, and connect to pedestrian walkways or sidewalks. Entrances should promote visibility and views between interior and exterior spaces.

**Guideline 2.3.1 ii)** Entrances should be emphasized as focal points in the building façade and be complementary to the building's overall articulation and material palette.

**Guideline 2.3.1 iii)** Entrances should be well lit. Natural lighting is encouraged through the use of sidelights, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate adjacent to building entrances.

**Guideline 2.3.1 v)** Weather protection features such as canopies, awnings, overhangs and recessed entrances should be incorporated, where possible, to provide users shelter from wind, rain, snow and other harsh elements.

**Guideline 2.3.2 v)** For tall buildings over 13 storeys in height, a minimum separation distance of 25 metres shall be maintained between towers.

**Guideline 2.3.3 i)** Buildings fronting Kingston Road in the Rougemount Precinct shall be setback 3 metres from the front property line.

**Guideline 2.3.3 iii)** Buildings fronting existing public roads intersecting Kingston Road shall be setback 3 metres in the Rougemount and Dunbarton/ Liverpool Precincts, or match the setback of adjacent buildings. In the case that the two adjacent buildings have differing setbacks, the new building setback shall match whichever is closer to the street.

**Guideline 2.3.3 iv)** In all precincts, buildings shall be setback a minimum of 2 metres from new public and private streets that are internal to the development block.

**Guideline 2.3.3 vi)** Where retail and commercial uses are located, setback areas should accommodate spill-out uses from commercial activity (i.e. patios, displays, waiting areas) to improve the pedestrian experience. These areas should be primarily hardscaped to act as an extension of the sidewalk and accommodate for higher levels of foot traffic.

**Guideline 2.3.3 vii)** Where residential uses are located, softscape elements such as plantings should be used in setback areas to provide screening and maintain privacy for grade-related residential units. These areas may also include some public amenities (i.e. benches, bicycle racks).

**2.4 Grading and Access**

**Guideline 2.4 v.)** Entrances and access points should be integrated with at-grade design. Informational signage, pavement markings and soft landscaping can help to orient users, enhance safety and minimize confusion.

**Guideline 2.4 vi.)** Where possible, vehicular entrances and access points shall be located within the centre of the block and below grade with access from local streets/ lanes. Vehicular access from main streets shall be limited.

**Guideline 2.4 vii.)** Vehicular entrances and access points should have minimal impact on walkways and the pedestrian realm and where possible should be integrated with building design.

**Guideline 2.4 viii.)** The parking lot and walkways to parking lot areas should be visible from the main entrance of the building on the site, where practical.

**2.10 Transition and Massing**

**Guideline 2.10 iv)** Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary frontages, and other intensively used areas of the public realm.

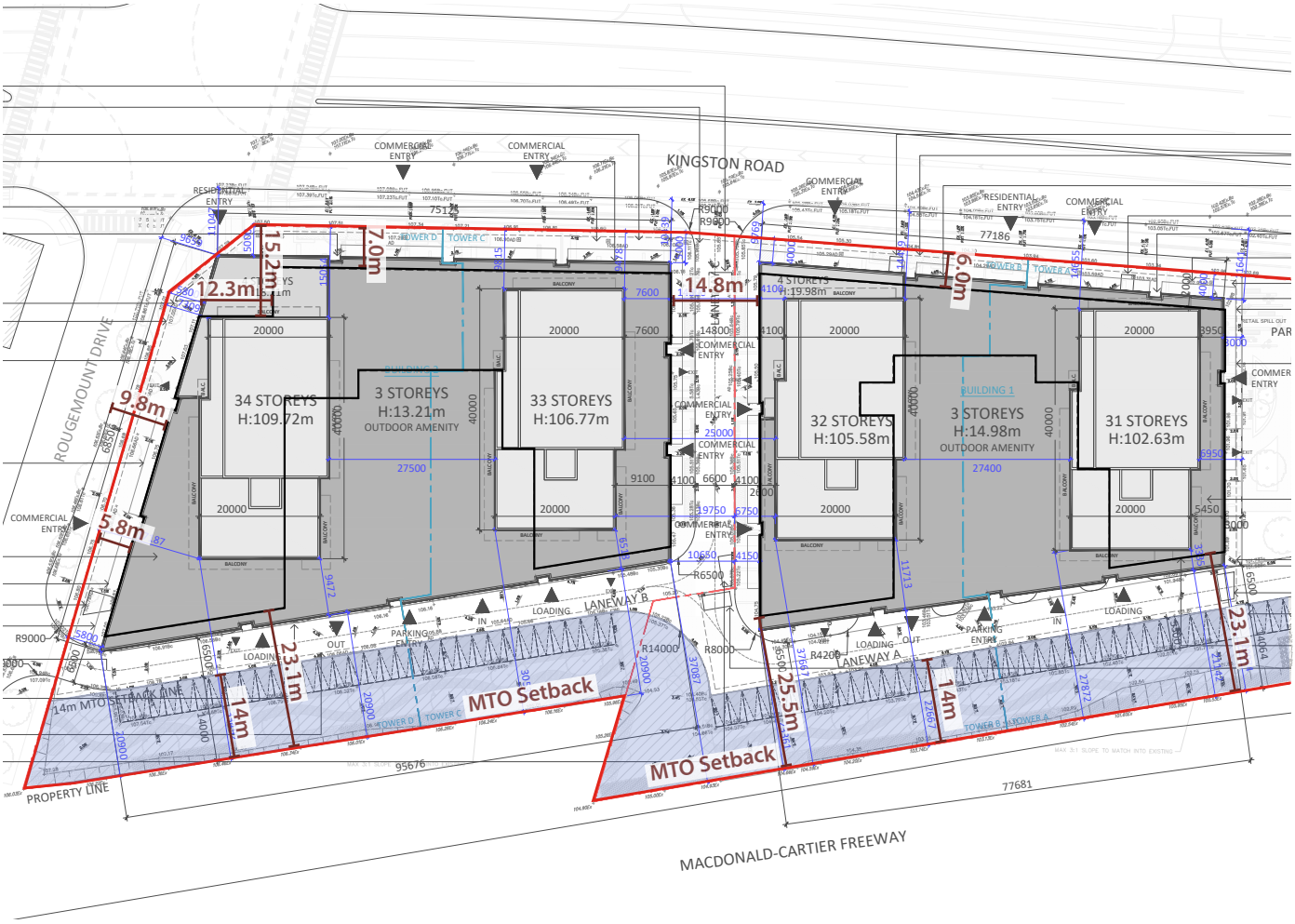
**Guideline 2.10 v)** The shadow impact of buildings on adjacent residential buildings, public parks and privately owned publicly-accessible spaces shall be assessed through a shadow impact study, where appropriate, and minimized to the extent possible.

**Guideline 2.10 vi)** Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.

## RESPONSE

The proposed development represents a combination of uses at street-level along the designated primary and secondary frontages which contributes to the Kingston Road character as a main street. The proposed residential and commercial spaces at grade and the programming of the adjacent outdoor spaces will animate the public realm and enhance the pedestrian experience through improved streetscape and vibrant and safe public spaces. Primary pedestrian entrances to the residential lobbies and commercial spaces are oriented to front the primary and secondary frontages at street level.

The proposed residential entrance area at the north-west corner acts as a focal point in the building façade design while other pedestrian access points integrate with at-grade design along the public street. The proposed entrances to the commercial units at grade also contribute to constant private and public space interaction and promote "eyes on the street" (informal surveillance) along the primary and secondary frontages to create a safe and comfortable public realm. The design and architecture will be complementary to the building's overall architectural expression and material palette. Weather protection features will be incorporated to protect façade edge and entrances from wind, rain, and other weather conditions. Entrance areas will be clearly marked and lit.




Subject Lands

Building at Ground Level

14 m MTO Setback

**Figure 6.1** Ground Floor Plan by Studio JCI showing Setbacks and Stepbacks - overlays by MHBC

The building integrates a generous and continuous setback along Kingston Road of 6m to 7m, and 5.8m at Rougemount Drive to accommodate walking connection and spill-out uses from the commercial activities. This exceeds the standards identified in the aforementioned guidelines. The ground floor recesses at the intersection to accommodate a gateway feature. The spill-out uses in the form of patios and waiting areas will function as an interesting, active, and comfortable pedestrian realm. This setback area will be landscaped with planting beds that double as seating, and other multi-functional street furnitures for an enhanced pedestrian extension where a higher level of foot traffic will occur along the proposed retail and commercial uses.

The entrances along the building primary frontage will be directly accessible via the proposed pedestrian connection. The sidewalk will be designed as a barrier-free walkway, marked with high-quality durable pavement, and lit with appropriate lighting. The proposed cycling and walking path along Kingston Road will contribute to the site's overall legibility and wayfinding while augmenting pedestrian connection and the public realm access across the Rougemount neighbourhood.

Along the secondary frontage, where retail and residential amenity space is proposed at grade, the setback area will be landscaped and programed to provide interesting pedestrian environment at the Rougemount Drive gateway to the south and north.

Along the eastern façade facing the public park, extended spill-out spaces are designed to seamlessly integrate with the park, creating an active and engaging frontage.


**Figure 6.2** Rendering showing proposed podium and pedestrian environment on the Kingston Road frontage, prepared by Studio JCI

The proposed gateway feature to the north-west corner is complementary to the existing and planned parks and plazas within the Kingston Road Corridor and Rougemount Drive gateway and intends to promote the public realm and the green linkage between the natural heritage areas located east and west of the Rougemount Drive.

The proposed vehicular circulation is built on the existing vehicular access points off of Kingston Road to the north and Rougemount Drive to the west. The development proposes a private right of way along the highway façade along the MTO setback, to facilitate access to parking, loading, and servicing areas, out of view from the main streets. This private right of way to the rear side of the building loops from Rougemount Drive (Laneway B) to Kingston Road (Laneway C), while also extending east to Evelyn Drive (Laneway A). This laneway protects an approximately 6.0 metre width and functions as a primary vehicular and emergency service route connecting the block to the existing main roads and future and planned cross connections. The proposed underground parking access point and loading and service areas are consolidated and contained within the podium buildings at the rear to minimize pedestrian-vehicular conflict and negative visual impact.

Limiting the vehicular circulation to the private laneway, the proposed vehicular network provides for a minimum pedestrian and vehicular conflict and results in a safe and pedestrian-oriented public realm along the main public frontages and within the internal site. Additionally, the building façade along the internal laneway integrates setbacks to accommodate for a pedestrian-friendly inner site circulation with landscape buffer and pedestrian sidewalk. This walkway is placed along internal active frontages and entranceway to maintain safety of the users through a high level of visibility and interior and exterior space interaction.

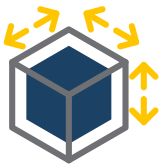
The MTO setback to the south of the property has been planned to accommodate some surface parking and amenity areas along the south limits to contribute to the Subject Land's overall landscaping and open space requirements. These uses will be surplus to the site's requirement.

The base building along the Kingston Road and at the Rougemount intersection frame the public realm whereas the tall buildings are oriented to descend in height from west to east along Kingston Road.

Tall components incorporate a minimum floor plan ratio to maintain a slender built form structure and to protect sunlight access for adjacent development, parks, open spaces, and primary frontage and public realm. Buildings are placed and oriented to fit harmoniously into the future planned skyline and built form along the Kingston Road Corridor in the Rougmount Precinct while minimizing the extent and duration of shadow on the surrounding public and private realm.

Towers are placed 25 metres apart to protect the view and access to sunlight. For more information on shadow impact on adjacent properties and public space (please see provided shadow analysis in Section 12 of this report).

**Height Transition**



**Massing**


**Figure 6.3** Ground Floor Uses - Ground Floor Plan by Studio JCI with overlays by MHBC

## POLICIES AND GUIDELINES ON GATEWAYS

**Kingston Road Intensification Plan**
**3.3.4 Gateways**

**Policy 3.3.4 b)** Tall buildings should generally be located within gateways.

**Policy 3.3.4 d)**
Building articulation, including vertical projection recessions, design treatments and other architectural details, is encouraged at gateway locations to create an enhanced visual interest and a human-scaled environment.

**Kingston Road Urban Design Guideline**
**Guideline 2.14) Gateways**

**i)** New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.

**ii)** Where mid and high-rise buildings are adjacent to low-rise buildings, increased setbacks or building setbacks should be employed, in consideration of an appropriate transition.

**iii.** Buildings at gateways are encouraged to include recessed corners to enlarge the public realm at key intersections to support additional spill-over space for active commercial uses.

**iv)** Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary frontages, and other intensively used areas of the public realm.

**v.** Building articulation, including vertical projections, recessions, design treatments and other architectural details, is encouraged at gateway locations to create enhanced visual interest and a distinct sense of place.

**vi.** Development shall incorporate building an landscape design which protects and buffers the pedestrian realm from prevailing winds.

## RESPONSE

The proposal represents a high-quality mixed-use development with a great concentration of active uses along the Kingston Road intensification corridor and around the Rougemount Drive gateways to north and south neighbourhoods. As noted previously the majority of the massing and density occurs close to the surrounding streets to delineate the gateway and enhance the block context skyline.

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 staged properly on the podium and oriented to accommodate separation distance and minimize negative shadow impact on the surrounding properties as well as outdoor public and amenity areas within the podium and site. The podium incorporates a high-level design and architectural treatment through vertical elements, glazing walls, rhythmic fenestration and recession in the façade to create an enhanced visual appearance in a human scale.

The north-west corner of the site is recessed to enlarge the public realm, that continues along the designated primary frontage, Kingston Road, to support additional spill-out opportunities for active commercial uses. The eastern façade of Building 2 also includes spill-out spaces that integrate into the proposed park.

The proposal incorporates high-quality design treatments, and fine architectural details to augment the character of the place as a regional and local gateway while reinforcing a sense of place and creating visual interest.

# 7.0 PEDESTRIAN AND VEHICULAR CIRCULATION

## POLICIES AND GUIDELINES ON SIDEWALKS AND PATHWAYS DESIGN

### Kingston Road Urban Design Guideline
### Guideline 4.2.1) Sidewalks

**i)** Sidewalks should provide a network of accessible and inter-connected pedestrian routes which relate directly to surrounding buildings and destinations.

**ii)** Sidewalks should provide a clear, unobstructed pathway and be a minimum width of 2 metres to ensure a comfortable walking environment

**iii)** Sidewalks should be designed to serve all users, including children, older people, parents with strollers, the visually impaired, and those using wheelchairs and other assistive devices. Barrier-free surfaces should be in compliance with Accessibility for Ontarians with Disabilities Act (AODA) standards.

**iv)** Sunlight exposure along sidewalks should be achieved and protected to maintain an inviting pedestrian realm, particularly at retail spill-out zones.

**vi)** Adequate space should be provided within the public right-of-way to allow for landscape and furniture zones adjacent to sidewalks.

**vii)** Street furniture may include benches, tables, fountains, and newspaper boxes. These should be placed in high-traffic areas, particularly where public amenities or active frontages exist.

**viii)** Where appropriate, street trees which provide significant canopy shading should be planted to soften the built form, reduce the heat island effect and maximize the urban tree canopy. Trees should be incorporated at intervals of 6 to 9 metres.

### Guideline 4.2.1) Pedestrian Path

**i)** Pedestrian paths are reserved for the exclusive use of pedestrians, and should be implemented to provide additional connections and routes of circulation within blocks and to open spaces and destinations

**ii)** Pedestrian paths should be designed with a minimum width of 2.5 metres to provide for a comfortable walking environment.

**iii)** Pedestrian paths should be well-designed and inviting to users, with features such as soft landscaping, plantings, public art, wayfinding signage and pedestrian-scaled lighting implemented where appropriate. Where possible, a generous urban tree canopy is encouraged.

**iv)** The placement of street furniture should ensure that pedestrian routes are free of obstruction and enable proper circulation and sight lines.

**v)** Pedestrian paths should utilize high-quality and durable paving material. The paving treatment is encouraged to have a distinctive colour, texture or pattern to assist with wayfinding. Permeable paving materials should be used for pedestrian paths in areas intersecting with green space or natural heritage features.

## RESPONSE

The proposed development is designed to enhance the pedestrian experience within the Subject Lands and along adjacent streets through improved streetscaping along Kingston Road, Rougemount Drive, and the proposed public park.

Primary building entrances will be directly accessible from surrounding streets, with pedestrian walkways ensuring safe and seamless connections between building entrances and public or private sidewalks. Thoughtfully designed landscaping along these walkways will enhance the public realm, provide weather protection, and improve overall pedestrian comfort. Pathways will be integrated throughout the site, including across the park and rear landscaped areas, to support wayfinding and encourage pedestrian activity.

Ground-level animation will be achieved through at-grade commercial and retail spaces, multiple lobby entrances, and residential amenities, fostering a vibrant and engaging streetscape.

Additionally, the Subject Lands are conveniently located along DRT and Pulse BRT bus routes on Kingston Road, ensuring direct and efficient access to public transit. As mentioned earlier, DRT Bus routes provide access to Pickering Go Station, east of the Subject Lands, which connects to Go Transit Lakeshore West rail line connecting from Newcastle, Clarington to City of Toronto Union Station and beyond.

**Accessibility**

**Pedestrian-Oriented**

**Wayfinding**

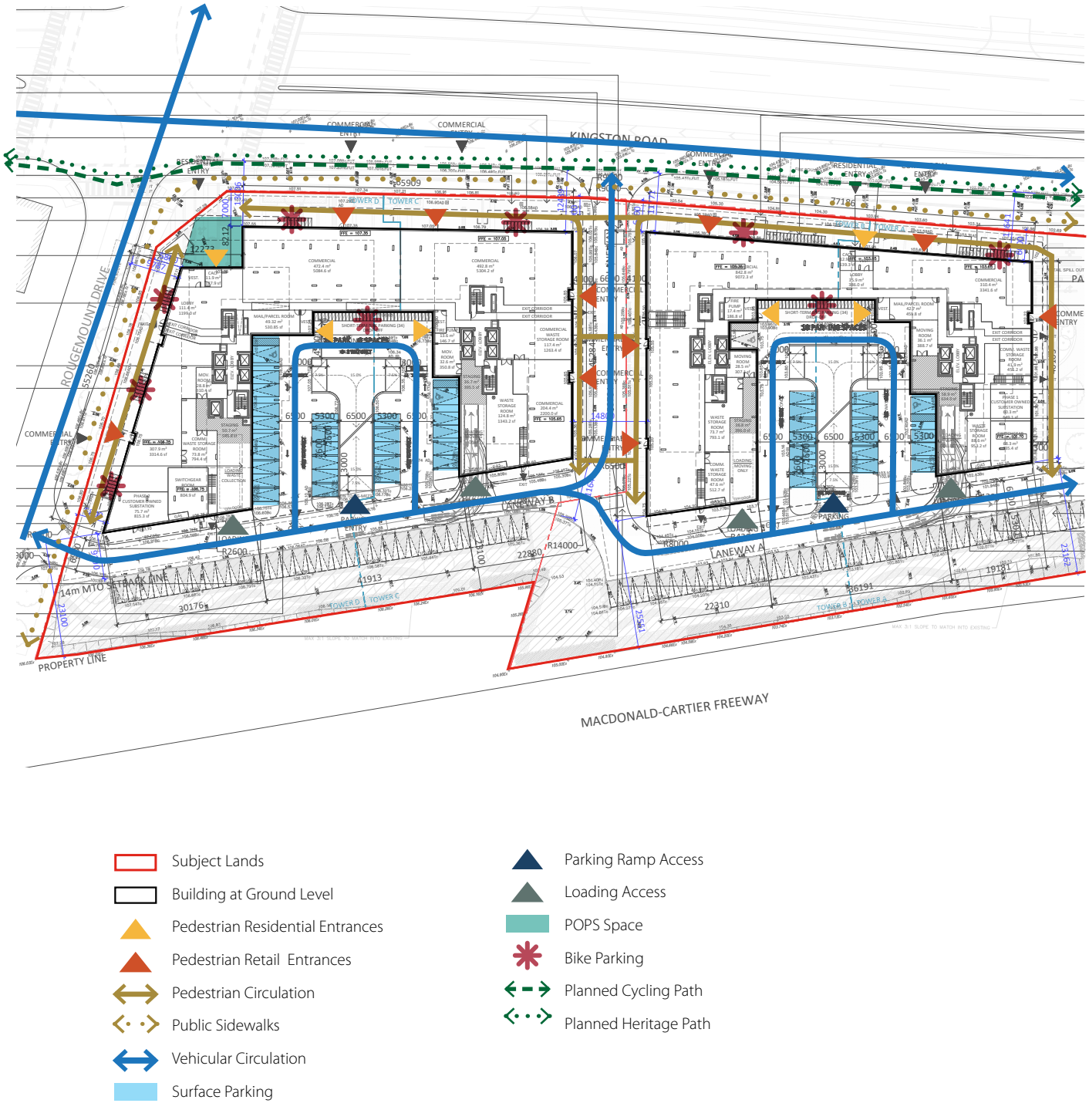



**Figure 7.1** Ground Floor Uses - Ground Floor Plan by Studio JCI with overlays by MHBC

# POLICIES AND GUIDELINES ON PRIVATE STREET AND LANEWAYS

### Kingston Road Intensification Plan
### Policy 3.5.7) new Private Streets

**d)** Strong public amenities should be provided, including sidewalks, cycle paths or multi-use paths, and landscape and furniture zones.

**e)** A landscape and furniture zone is encouraged on both sides of the street to create a comfortable public realm.

**f)** The landscape and furniture zone should be able to accommodate a street tree, typically a width of 2 metres.

**g)** It is encouraged that off street parking and cycling infrastructure be provided within private properties to facilitate connectivity.

**h)** Private landowners should be responsible for ongoing maintenance to ensure that private streets remain in a state of good repair.

### Kingston Road Urban Design Guideline
### Guideline 4.5.3) Service Streets and Lane way

**i)** Service streets and laneways should be considered in key areas where a street-oriented built form with continuous active frontages is desired, to allow for buildings to be placed closer to the street edge so that servicing functions can be allocated at the rear of properties.

**ii)** Travel lanes should be designed with a minimum width of 3.5 metres and should be provided in one or both directions of travel.

**iii)** A sidewalk should be provided on one side of a service street or laneway.

**iii)** The use of permeable surface materials is encouraged within service streets and laneways.

**v)** Service streets and laneways should be considered as pedestrian corridors, and should be designed with the pedestrian experience in mind. Where appropriate, the rear façade of buildings should be similar in quality (i.e. materials, articulation) to the front façade.

**vi)** Where possible, soft landscaping should be incorporated into the design of service streets and laneways. Planters, shrubs and vegetation strips are encouraged

## RESPONSE

As noted previously, the development proposes a private right of way to the rear side of the building that loops from Rougemount Drive to Kingston Road, while extending east to Evelyn Drive. The proposal achieves a street-oriented built form with continuous active frontages along the site's primary and secondary frontages. This private laneway facilitates access to parking, loading, and service areas located at the rear of the property. This laneway protects for 6.0 metre width and functions as a primary vehicular and emergency service route connecting the block to the exiting main roads and future planned connections.

The proposed private Laneway C accommodates pedestrian connections and spill-out spaces adjacent to the commercial areas. A proposed landscape buffer along the vehicular lane to the south is designed to function in combination with the pedestrian network to connect the proposed publicly accessible green and open spaces within the site. This network of landscaped pedestrian realm features adds to the site's overall accessibility and legibility providing for a broader improved connection of the public realm across the precinct.

The proposed underground parking access points and loading and service areas are consolidated and contained within the podium building to minimize curb-cut and pedestrian-vehicular conflict as well as negative visual impact.

Limiting the vehicular circulation to the private laneway, the proposed vehicular network provides for minimum pedestrian and vehicular conflict and results in a safe and pedestrian-oriented public realm along the main public frontages and within the site. Additionally, the building façade along the internal laneway integrates setbacks to accommodate for a pedestrian-friendly inner site circulation with landscape buffer and pedestrian sidewalk.

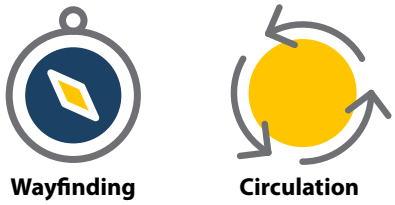




Figure 7.2 Rendering

# 8.0
# SITE SERVICING AND PARKING

## POLICIES AND GUIDELINES ON PARKING AND SERVICING

**Kingston Road Urban Design Guideline**
**Guideline 2.5) Parking**

**Guideline 2.5.2 i)** Surface parking is discouraged for main street retail, and high-density residential, office and mixed-use developments. In these areas, parking shall be provided underground, behind or inside a structure on upper floors with appropriate screening, or inside a building.

**Guideline 2.5.2 v.)** Access points to parking structures should be located at the rear or side of buildings, and away from main streets and intersection corners.

**Guideline 2.5.2 vii.)** Structured underground parking is preferred over surface parking or above-grade structured parking to reduce the urban heat island effect and minimize blank walls.

**Guideline 2.5.2 i.)** New developments are encouraged to reduce or minimize surface parking on site, in order to reduce the urban heat island effect and promote more compact development.

**Guideline 2.5.2 ii.)** Parking shall be located at the side or rear of the site where it is neither visible from the street nor blocking pedestrian access.

**Guideline 2.5.2 iii.)** In the design of surface parking areas that are visible from the highway and streets, edges along parking areas shall be defined and softened through tree planting, landscape berms, pergolas, and other similar features

**Guideline 2.5.2 viii.)** The parking lot and walkways to parking lot areas should be visible from the main entrance of the building on the site, where practical.

**Guideline 2.5.2 ix.)** Pedestrian walkways should be developed between parking lots and the street. These walkways should be landscaped, barrier-free and lighted to encourage convenient, safe, and frequent public use.

**Guideline 2.5.3 vi.)** Permeable pavement and/or pavement with good solar reflective index is encouraged. A combination of hardscape and softscape elements should be used to reduce the urban heat island effect. Bioswales are highly encouraged as a means of mitigating automotive pollution impacts on water and reducing stormwater runoff loads on the sewage system.

**Guideline 2.5.3 vii.)** Designs that include urban furniture and decorative pavements are encouraged to support a flexible use of the area and allow for other temporary uses, such as social and sport events, where suitable.

**Guideline 2.5.3 viii.)** The parking lot and walkways to parking lot areas should be visible from the main entrance of the building on the site, where practical.

**Guideline 2.5.3 ix.)** Pedestrian walkways should be developed between parking lots and the street. These walkways should be landscaped, barrier-free and lighted to encourage convenient, safe, and frequent public use.

**Guideline 2.5.3 xi.)** When designing rear parking sites,

Crime Prevention Through Environmental Design (CPTED) principles should be applied to the site, where good lighting and natural surveillance from adjacent buildings may act as safety measures.

**Guideline 2.6) Loading, Services and Utilities**

**i.)** Where possible, on-site loading and servicing areas shall be located internal to the development and below grade with access from local streets and lanes. Access points shall be coordinated to minimize impacts on the pedestrian realm, including minimizing the interruption of sidewalks.

**ii.)** Servicing lanes should be designed to welcome pedestrians with sidewalks on both sides of the lane, where practical, to accommodate safe pedestrian movement.

**iii.)** Service and loading facilities shall be contained within building envelopes and consolidated for each block, when possible. Below-grade loading facilities are encouraged for higher-density, larger-format development. Garbage storage rooms shall be centralized indoors, below grade, and at the rear of buildings.

**iv.)** Vehicular routes shall support goods movement by designing right-of-ways and lanes to safely accommodate truck traffic and turning movement.

**v.)** Utilities and service equipment shall be located within buildings or internal to building sites, where practical, to reduce their visual impact on the streetscape and public view. In outdoor areas, their presence can be minimized through screening, fencing, strategically-positioned landscaping and integration with public art.

**vi.)** In the location and design of loading facilities, consideration should be given to implementation measures to mitigate potential impacts of noise and vibration on residents on the site or in adjacent developments.

## RESPONSE

The proposed development will provide a total of 1,154 parking spaces, including 29 accessible spaces, over two underground parking levels and four above-ground podium levels over Building 1 and 2. The parking ratio achieved is 0.85 spaces per unit. An additional 77 parking spaces are provided within the MTO setback.

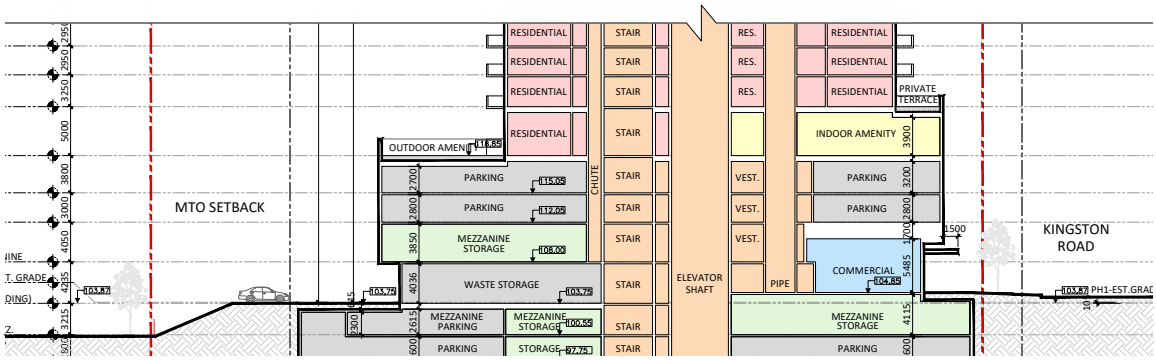
To promote active transportation, the development includes 871 bicycle parking spaces, consisting of 734 long-term spaces and 137 short-term spaces, ensuring convenient and secure storage for residents and visitors. This exceeds the required minimum rate of 0.5 spaces per unit for long term residential use and meets the 0.1 spaces per unit for short term residential use.

Additionally, 4 loading spaces are planned at ground level to accommodate service, delivery and disposal needs. These loading facilities will be fully enclosed within the building envelope, effectively screening them from public view and maintaining a visually appealing streetscape.

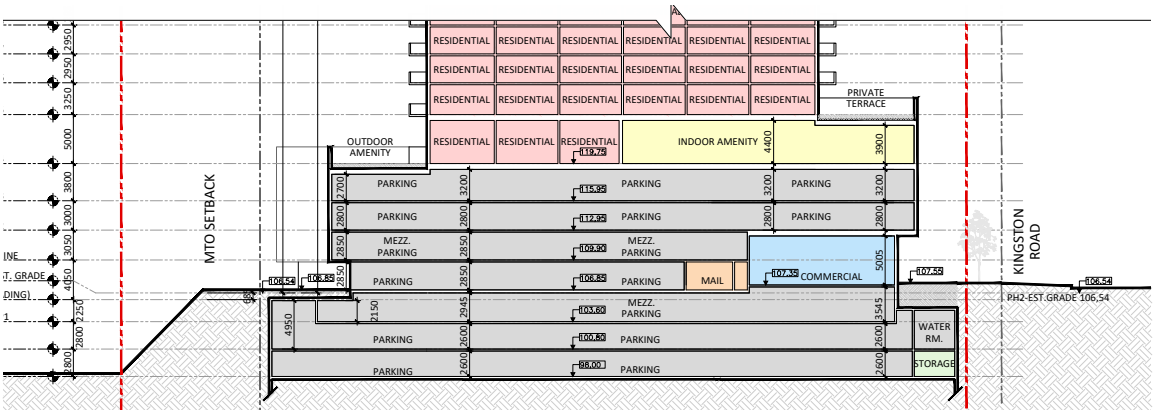
A 14-metre setback along the southern property line is incorporated into the site plan to protect for the Ministry of Transportation Ontario (MTO) potential widening of Highway 401. All proposed buildings are positioned outside of this setback. The FSR and Stormwater Management (SWM) Report by Schaeffers Consulting Engineers outlines the following servicing plans:

- Sanitary Servicing: The development will connect to the existing sanitary sewer on Kingston Road. The Region has reviewed and confirmed sufficient capacity to accommodate the projected sanitary demand
- Water Supply: Domestic and fire water services will be supplied via connections to the existing watermain along Kingston Road
- Stormwater Management: A comprehensive stormwater management plan will be implemented to meet quantity, quality, and water balance requirements.

On-site controls will regulate discharge rates to ensure compliance with allowable limits for the existing storm sewer on Kingston Road. Additionally, filter units will be installed to achieve at least 80% total suspended solids (TSS) removal, enhancing water quality.




Section through Building 1 looking west




Section through Building 2 looking west

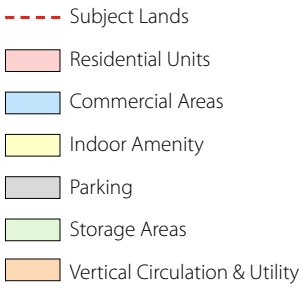



**Figure 8.1** Section through the base buildings showing the parking strategy, prepared by Studio JCI

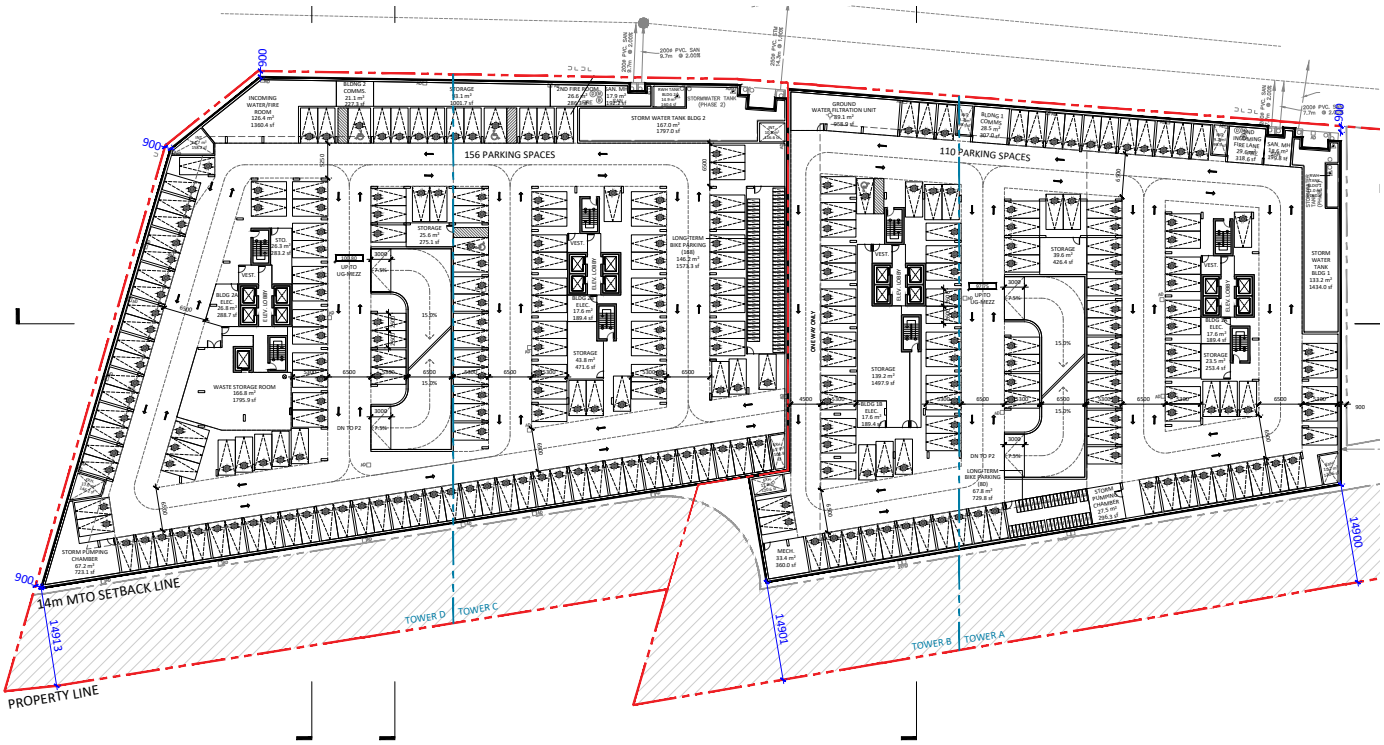



Figure 8.1 Typical Underground Parking Plan- P1 and P2

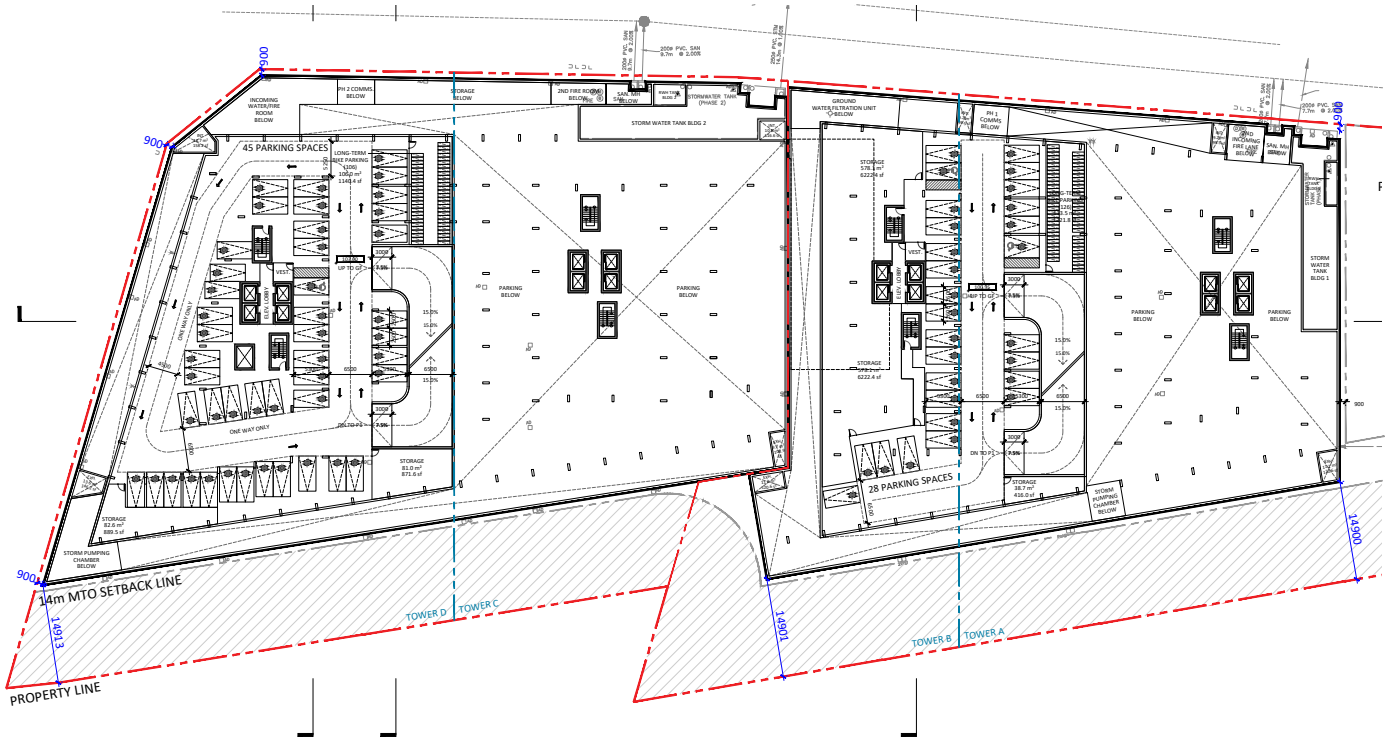



Figure 8.2 Underground Parking Plan - Mezzanine Level

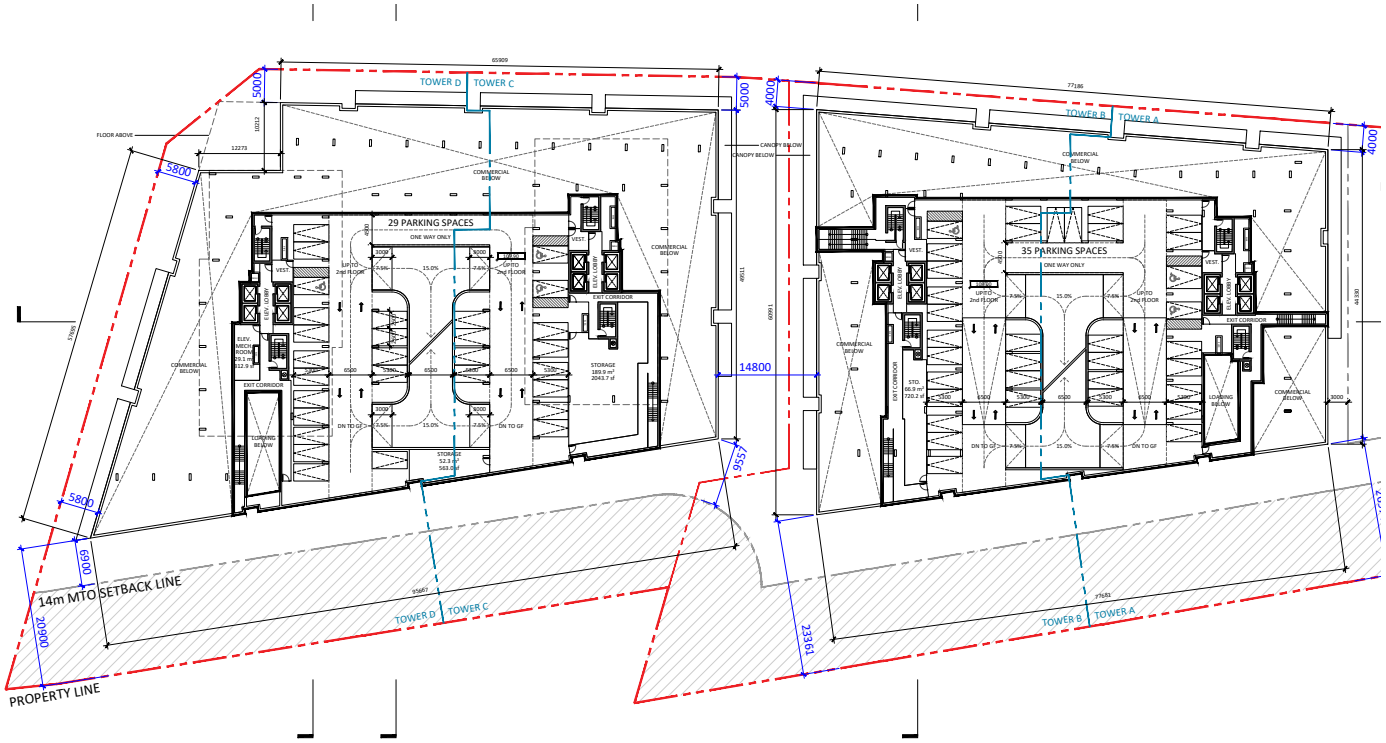



Figure 8.2 Parking Plan - Upper Mezzanine Level

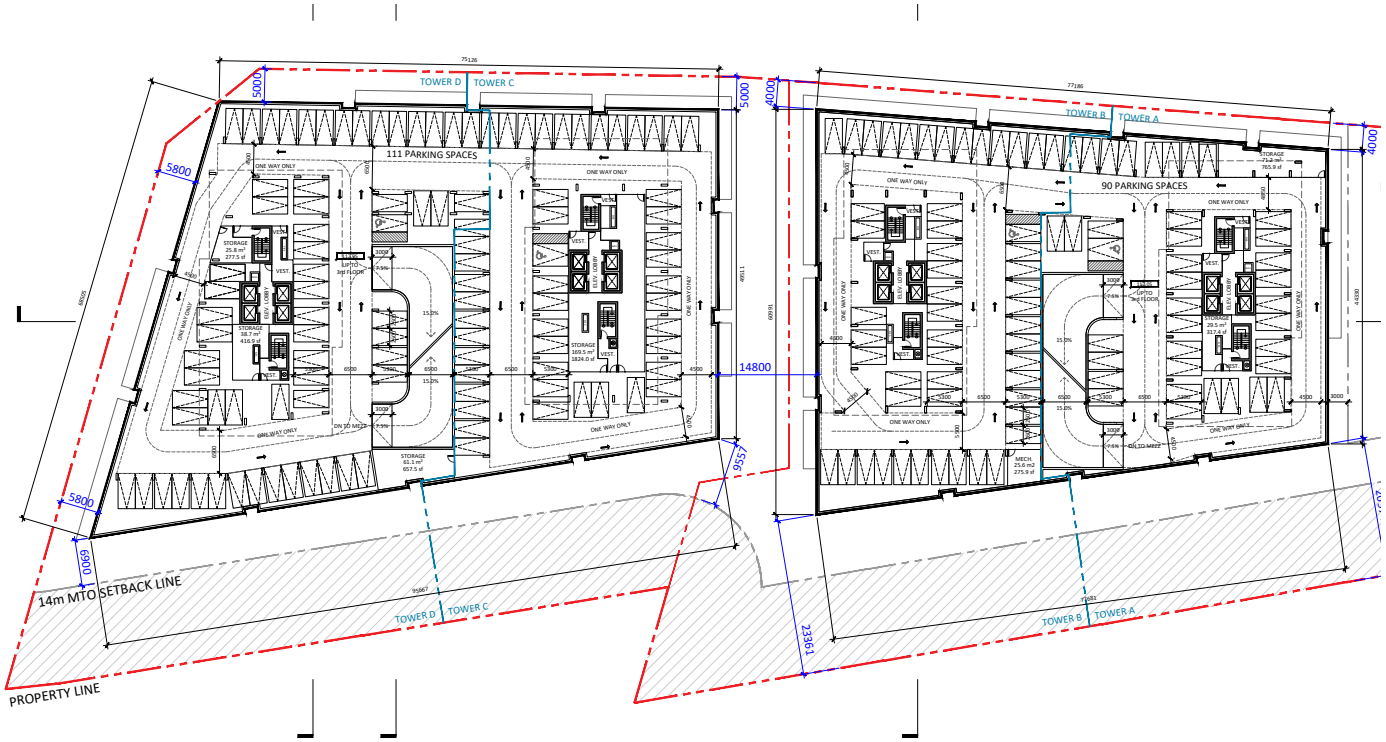



Figure 8.2 Typical Parking Plan - Second & Third Floor

# 9.0 BUILT FORM & ARCHITECTURAL DESIGN

## POLICIES AND GUIDELINES ON ARCHITECTURAL ARTICULATION

**Kingston Road Intensification Plan**
**Guideline 3.2) Landuse**

**Policy 3.2.2 b)** Retail and commercial-service uses should be primarily located on the ground floor. Second floor retail and commercial-service uses are encouraged.

**Policy 3.2.2 d)** The City shall promote the creation of residential units in conjunction with retail, office, service commercial and institutional uses in support of developing complete communities.

**Kingston Road Urban Design Guideline**
**Guideline 2.10) Transition and Massing**

**i.** New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.

**iii.** In cases where buildings have a height of 8 storeys or more proposed adjacent to the streetline, the upper storeys of the building should be sited on podiums having a minimum height of 3 storeys and a maximum height of 6 storeys.

**iv.** Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary frontages, and other intensively used areas of the public realm.

**v.** The shadow impact of buildings on adjacent residential buildings, public parks and privately owned publicly-accessible spaces shall be assessed through a shadow impact study, where appropriate, and minimized to the extent possible.

**vi.** Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.

**vii.** The development of large mass buildings within areas that are characterized by a distinct architectural theme should reflect similar

**xi.** As an exception, on Kingston Road in the Rougemount Precinct and on Kingston Road between Dunbarton Creek and Pine Creek in the Dunbarton/Liverpool Precinct, built form shall conform to a 45 degree angular plane from the front property line, beginning at a height 30 percent the width of the adjacent right-of-way.

**Guideline 2.11) Material and Façade Treatment**

**i.** Main wall cladding materials should be high quality, aesthetically pleasing, and durable . Materials such as brick, stone and glass are encouraged.

**ii.** Building materials that are discouraged include: stucco, vinyl, concrete block, metal siding, highly reflective glass and mirror finishes for glazing.

**iii.** Materials should be complementary to the character of the precinct. For example, the use of brick may help reinforce the 'urban village' character of Rougemount Precinct, while glass may be more appropriate to support the commercial gateway features of the Whites Precinct.

**iv.** A variety of building materials, colours, and plane variations should be used to create visual interest along the streetscape and to avoid repetitive or monotonous streetscapes.

**v.** Building materials for higher floors may differ from base materials, but compatibility, transition and building proportions should be considered. Higher buildings should have a lighter appearance in general to reduce perceived height, weight and bulk.

**vi.** Façade articulation, including projections, recessions, design treatments and architectural details (i.e. decorative mouldings, fenestration, masonry banding) are encouraged to create enhanced visual interest and a human-scaled environment.

**vii.** Original architectural details and features should be restored where appropriate.

## RESPONSE

As established previously, the proposed development introduces a high-rise, compact urban form at the intersection of the Regional and Local transit spine within the Kingston Road Corridor at Rougemount Drive—a key gateway between the City of Pickering and the City of Toronto. This gateway location is reinforced through a thoughtfully designed built form that reflects the area's planned future, while enhancing the urban skyline with high-quality architecture, materiality, and design.

The proposal strategically distributes density across the base buildings, effectively breaking up the overall massing to read as multiple structures along the streetscape. This approach supports a visually dynamic skyline and an engaging public realm, reinforcing the site's prominence along Kingston Road.

The tall building components are oriented to front onto Kingston Road, descend in height from west to east, and form key vista corridors while maintaining a minimum 25-metre separation between towers. This spacing preserves sky views, mitigates shadow impacts, and enhances overall livability. Towers are set atop three-storey podiums, ensuring an appropriate transition in scale to the adjacent low to mid-rise built form while contributing to a pedestrian-scaled streetscape. The podium and tower elements are further distinguished through strategic setbacks and material choices. The podium incorporates masonry materials, anchoring the buildings within the evolving character of the Rougemount Precinct. In contrast, the towers utilize lighter materials such as metal panelling and spandrel glass to reduce perceived mass and enhance architectural articulation.

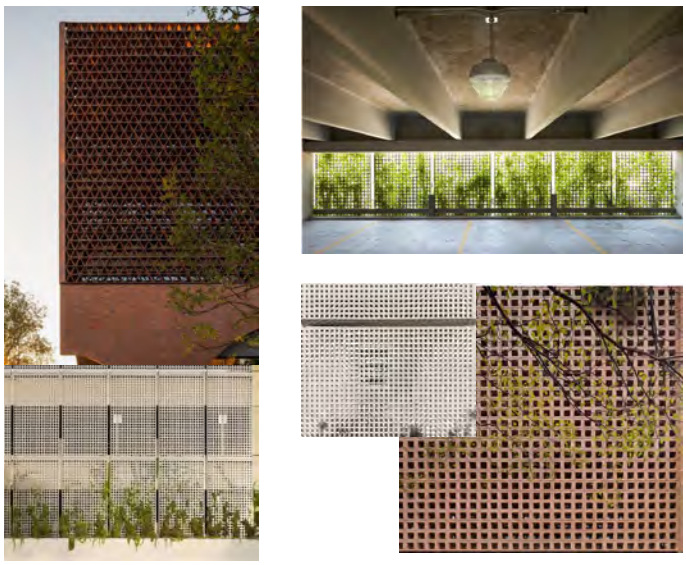


Figure 9.1 Examples of material cladding over the podium parking


Figure 9.2 Examples of podium articulation with an interactive commercial ground floor and parking above

The proposal prioritizes pedestrian experience through a combination of massing, landscaping, and public space design. The north-west corner of the site is recessed to accommodate a gateway feature, reinforcing a sense of arrival. Along Kingston Road, additional setbacks provide opportunities for retail spill-out spaces and pedestrian-friendly interactions, while the public park at the north-east corner further activates the streetscape.

A network of pedestrian pathways extend throughout the site, connecting the public park, landscaped areas, and building entrances. These routes are complemented by weather-protection elements such as canopies, recessed entrances, and overhangs, ensuring a comfortable pedestrian experience year-round. The development also integrates key Crime Prevention Through Environmental Design (CPTED) principles, with transparent façades, active frontages, and informal surveillance ("eyes on the street") to promote safety.

The development's architectural expression reflects a commitment to high-quality design, balancing contemporary aesthetics with contextual sensitivity.

A mix of glass, masonry, and concrete materials provides texture and depth, while variations in fenestration patterns and balcony placements create a rhythmic, visually engaging streetwall. Building massing incorporates step-backs, terraces, and green roofs, ensuring ample sunlight penetration and minimizing wind impacts. The inclusion of green roofs and landscaped podium terraces contributes to urban heat island reduction, while stormwater management features are designed to retain and divert rainfall efficiently.

A Pedestrian Level Wind Study & Addendum prepared by Gradient Wind has informed the massing strategy, with features such as parapet walls, stepping façades, balconies, and landscaping elements incorporated to mitigate wind conditions. Further refinements will be explored through the Site Plan Approval process to enhance pedestrian comfort around the towers.

**Built Form**

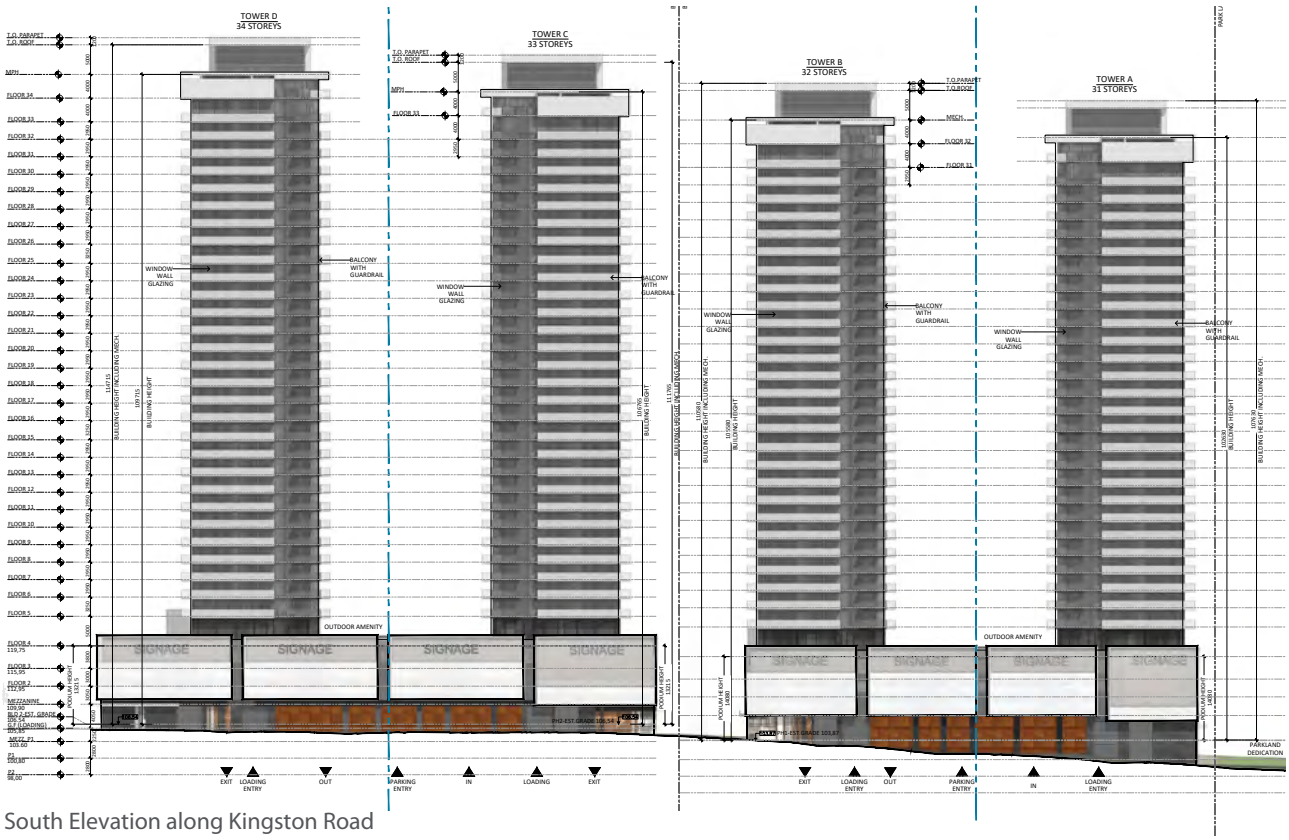
**Setback**

**Façade**

**Articulation**


East Elevation - Building 1


East Elevation - Building 2




South Elevation along Kingston Road

**Figure 9.3** Building Elevations, prepared by Studio JCI

# POLICIES AND GUIDELINES ON SETBACK AND ACTIVE FRONTAGE NETWORK

**Kingston Road Intensification Plan**
**Guideline 3.3.5) Setback**

**a)** All buildings fronting Kingston Road in the Rougemount Precinct should be setback 3 metres from the front property line.

**c)** Buildings fronting existing public roads intersecting Kingston Road should be setback 5 metres from the property line in the Whites and Brock Precincts and 3m in the Rougemount and Dunbarton/Liverpool Precincts, or match the setback of adjacent buildings.

**d) I**n all precincts, all buildings should be setback a minimum of 2 metres from new public and private streets that are internal to the development block.

**f)** Setback areas should be used to accommodate spill-out uses from commercial activity (i.e. patios, displays, waiting areas), public landscape elements (i.e. benches, planters, other amenities), or landscape elements that provide screening / privacy for grade-related residential units as appropriate.

**g)** All new buildings and additions should aim to keep front yard setbacks to a minimum so that an urban streetwall condition can be achieved along all streets.

**Guideline 3.3.6) Active Frontage Network**

**a)** Primary Frontages shall have a minimum of 60% of the lot frontage of retail uses, commercial-service uses or consolidated office and residential entrances.

**b)** Secondary Frontages are encouraged to have a minimum of 30% of the lot frontage of retail uses, commercial-service uses or consolidated office and residential entrances.

**c)** Development applications which are already underway along Kingston Road and other major intersections are encouraged to have active frontages.

**Guideline 3.3.7) Streetwall**

**a)** The minimum streetwall height along all public and private roads should be 3 storeys, with a minimum ground floor height of 4.5 metres.

**b)** The podium portion of tall buildings should have a minimum height of 3 storeys and a maximum height of 6 storeys.

**c)** Variety and variation in the streetwall will be provided through encouraging a fine-grain pattern of retail units / residential entrances, and the establishment of façade articulation and rhythm through building projections / recesses and the use of different façade materials.

**d)** Generally, buildings shall have a podium of at least 3 storeys before any building stepbacks are introduced. The first stepback for any building shall not occur higher than the sixth floor of a building.

**e)** Building stepbacks should be a minimum of 2.5 metres.

**Kingston Road Urban Design Guideline**
**Guideline 2.1) Streetwall**

**i.** A consistent streetwall should be maintained along Kingston Road and all Primary Frontages.

**ii.** The minimum streetwall height along all streets shall be 3 storeys, with a minimum ground floor height of 4.5 metres to accommodate for retail uses.

**iii.** The podium portion of tall buildings shall have a minimum height of 3 storeys and a maximum height of 6 storeys.

**iv.** All street-related uses should have primary entrances fronting onto the public street and feature transparent windows and doors to provide outlook and animation onto the street edge (Fig. 39).

**v.** Generally, buildings shall have a podium of at least 3 storeys before any building stepbacks are introduced. The first stepback for any building, shall not occur higher than the sixth floor of a building.

**vi.** Building stepbacks should be a minimum of 2.5 metres.

**vii.** A fine-grain pattern of retail units and/or residential entrances is encouraged to provide variety and variation in the streetwall. Variation in frontage width is encouraged to flexibly accommodate a range of street-related uses, including multiple internal formats and layouts for commercial/retail units.

**viii.** To introduce further variety and visual distinction within the streetwall, the establishment of façade articulation, differentiation and rhythm through building projections, recessions, and the use of distinct building materials is encouraged.

### 2.13 Active Frontage Network

**i.** Primary Frontages shall contain predominantly street-related active retail or commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, including community and institutional uses, are also permitted.

**ii.** Secondary Frontages should contain street-related active retail or other commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, such as community and institutional uses, are also encouraged.

**iv.** Elevated main front entrances and large concentrations of steps along frontages should generally be avoided. Entrances should be ground related and provide barrier-free access.

**v.** A reasonable proportion of frontages shall have transparent windows at street level. Clear glass is preferred for all glazing in order to promote a high level of visibilityy.

**vi.** Large format retail development may negatively impact the pedestrian realm due to the scale of the uses. To fit into the surrounding urban character, large format retail shall be developed in a compact and integrated form. Location within a multi-storey building or in the podium portion of a mixed-use building is strongly encouraged.

## RESPONSE

The proposed development provides a combination of retail service, amenity, and residential uses at street-level along the designated primary and secondary frontages which contributes to the Kingston Road function as a main street. The proposed retail and amenity spaces at grade are presented in a compact and integrated form within the podium envelope and will assist with programming, and animating the public realm while enhancing the pedestrian experience through improved streetscape and vibrant and safe public spaces. Primary entrances including main entrance and retail entrances are oriented to front the primary and secondary frontages at street level. At-grade active uses are also arranged to frame the proposed sidewalk and gateway feature located at the north-west corner, as well as the public park to the east. The primary entrances to the podium buildings are oriented to improve the interaction between interior and exterior spaces. Overall setback and built form along Kingston Road and at Rougemount Drive intersection accommodate an urban streetwall condition with open space interface, sidewalk connection, and active interaction.

The podium is designed with a 3-storey height, with active uses at the ground floor with an increased height. The podium façade in the pedestrian level will avoid monotonous and repetitive streetscape design and will be articulated and designed to create visually interesting streetwall.

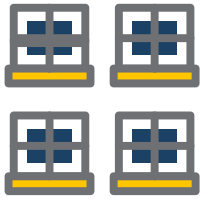
The interior building envelope is designed in relationship to the exterior space to contain flexible programming and function, and help with the variation in the streetwall condition. This way street-related commercial units will create a dynamic user experience.

As noted previously, the building façade on street-level will incorporate variation in architectural form, material transition, and surface articulation to establish a rhythmic and visually appealing streetscape. Additionally, the podium design incorporates a proportional level of glazing and fenestration to promote a high level of visibility and space interaction.

Weather protection features, such as overhangs will be implemented along the primary and secondary elevations to create a more attractive pedestrian realm and at building entrances for additional building articulation. These features will add architectural interest and create favourable micro-climate condition.

**Rhythm and Pattern**

**Animation**



**Articulation**


**Figure 9.2** Renderings and 3D Model

# POLICIES AND GUIDELINES ON TALL BUILDING DESIGN

**Kingston Road Intensification Plan**
**Guideline 3.3.1) Tall Building**

**Guideline 3.3.1 a)** Tall buildings should generally be located within gateways and at the intersection of transit spines and major arterials, along the highway, and proximate to highway access. Tall buildings consist of buildings 13 storeys or higher.

**Guideline 3.3.1 b)** Tall building towers should be separated from one another by a minimum distance of 25 metres and should have a maximum tower floor plate of 750m2.

**Guideline 3.3.1 c)** Tall buildings should be located to minimize shadow impacts and wind tunnel effects on proximate parks, open spaces, primary frontage sidewalks and existing low-rise residential areas.

**Kingston Road Urban Design Guideline**
**Guideline 2.15) Building Type (Tall building)**

**Guideline 2.15.1 i)** Tall buildings should generally be located within gateways, including at the intersection of transit spines, major arterials, along the highway and proximate to highway access.

**Guideline 2.15.1 ii)** Podiums shall have a minimum height of 3 storeys and a maximum height of 6 storeys to create a comfortable public realm. Towers should be stepped back a minimum of 3 metres from the podium wall.

**Guideline 2.15.1 iii)** Tall buildings should appropriately transition in height, particularly where high-rise development is directly adjacent to existing low-rise neighbourhoods, parks and open spaces, and POPS.

**Guideline 2.15.1 iv)** Tall buildings should be designed and sited to minimize shadows, maximize sky views, and reduce negative micro-climate impacts, particularly where high-rise development is directly adjacent to low-rise neighbourhoods, parks and open spaces.

**Guideline 2.15.1 v)** Building towers shall be subject to a minimum 25 metre separation distance, measured between the exterior edge of the building face. Buildings shall have a maximum tower floor plate of 750m2.

**Guideline 2.15.1 vi)** Upper floors should terminate the tower with distinctive crowning features and accent materials compatible with the overall building design.

**Guideline 2.15.1 vii)** Building tops should incorporate screening for rooftop mechanical equipment to minimize their visual impact.

## RESPONSE

The proposal presents a compact, high-rise development along the regional and local transit spine intersection, within the Kingston Road Corridor at Rougmount Drive gateway. The proposed tall buildings reflect on the future planned context for the area while enhancing the gateway character and skyline through a high quality architecture, design, and material pallet.

The proposal provides built form articulation and variation through displacing the density across the base building that breaks up buildings' mass and allows it to be read as multiple buildings along the streetscape.

Tall components are oriented and positioned to front and abut the main street and the vista corridor along Kingston Road, while maintaining 25 metres separation distance to protect view and minimize shadow impact on the surrounding properties and public realm. Proposed towers are staged on a 3-storey podium to provide for density and height transition to the surrounding low-rise development.

The proposed podium is placed close to the street line to frame the surrounding public realm and create a comfortable and pedestrian-scale public realm along the Kingston Road and at the Rougemount intersection. The proposed podium will include commercial uses close to public streets. These frontages will have direct access to the public realm, including the sidewalk. The proposed streetwall along the public street will be uniform, save and except for articulation at building entrances. The proposal also provides rooftop amenities which contributes to the overall built form appearance. The material selection, façade treatment and fenestration will create rhythm and pattern on façades that prevent blank wall condition, and street-level residential and amenity uses will activate public/private realm façades.

The podium and tower elements will be clearly distinguished through setbacks and material selection. The application of 'heavy' masonry materials is proposed within the podium to anchor the building 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 proposed development's façade and roof design will ensure mechanical equipment will be screened from public view through built form articulation and architectural screening elements to create an attractive topper to each tall building.

# 10.0
# LANDSCAPE DESIGN

## POLICIES AND GUIDELINES ON LANDSCAPE DESIGN

### Kingston Road Urban Design Guideline

### 2.7 Landscape

**i)** Landscape shall be an integral piece of the site design and be developed to unify and enhance the overall architectural project. High-quality, durable and diverse landscape elements shall be encouraged.

**ii)** A minimum of 10% of each lot shall be landscaped, with a significant proportion of that being soft landscaping.

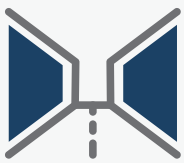
**iii)** Landscaping shall support and define a consistent and attractive street edge. The selection and spacing of all plantings should relate to the street type and adjacent land use and site conditions.

**iv)** Within sites, landscaping shall define pedestrian routes and enhance visual imagery of the site. Large tree canopies are encouraged along pedestrian routes to provide shade and comfort.

**v)** Every effort should be made to retain existing trees and other mature vegetation during redevelopment. Where possible, these should be integrated into the site layout and landscape design for new developments.

**vi)** Landscape buffers shall be encouraged along surface parking lots adjacent to public streets to soften and screen parking lot edges. They shall also be encouraged on lots abutting low-density residential uses to provide a privacy buffer. These should have a minimum width of 3 to 3.5 metres.

**vii)** Within parking lots, curbed landscaped islands with a minimum width of 2.5 metres shall be encouraged to define major vehicle and pedestrian routes and break-up the expanse of paved areas.



**Streetwall**

**Sustainability**

## RESPONSE

The proposed development deploys a carefully programmed landscape strategy to enhance the public realm, strengthen pedestrian connectivity, and promote an engaging urban experience. Landscaping softens hard urban edges along Kingston Road and Rougemount Drive while reinforcing a cohesive streetscape that complements the area's evolving mixed-use character. The streetscape is designed to be pedestrian-friendly and human-scale, incorporating active frontages, landscape elements, and seating areas that encourage social interaction. Retail spill-out areas along Kingston Road and Rougemount Drive will animate the street edge, while diverse seating options, integrated planters, and tree canopies will provide shade, reduce heat impacts, and create a comfortable microclimate. A continuous pedestrian pathway network ensures seamless connectivity between the development, public sidewalks, and the adjacent public park, while gateway public art installations enhance wayfinding and establish a strong sense of place.

Outdoor amenity spaces totalling 4,209.1 sq. m. (45,306.4 sq. ft.) and indoor amenities covering 1,399.4 sq. m. (15,063 sq. ft.) are distributed at-grade and on podium rooftops to maximize usability and encourage community interaction. The development introduces a dedicated dog run area and community garden plots along the southern edge, providing both active and passive recreational opportunities. A public park at the north-east corner further enhances the pedestrian experience, incorporating two pickleball courts, an outdoor fitness area, and retail spill-out zones to support street-level activity. Tree planting along the northern and western boundaries improves shading, comfort, and microclimate conditions.

A comprehensive lighting and wayfinding strategy ensures safety and security while contributing to a cohesive urban design language. Pedestrian-scaled lighting fixtures align with the aesthetic of surrounding developments and minimize light pollution through the use of cutoffs. Signage is well-integrated, providing wayfinding, identity, and exposure along all frontages while complementing the architectural character of the development and adhering to City of Pickering standards.

Sustainability plays a key role in the landscape and streetscape strategy, with native and drought-tolerant plant species reducing water consumption and supporting local biodiversity. Stormwater-friendly green spaces, including tree plantings and permeable surfaces, enhance on-site water management and mitigate runoff impacts. Green roofs and landscaped terraces contribute to urban cooling and help minimize the heat island effect.

By seamlessly blending architecture, landscape, and public space programming, the proposal strengthens pedestrian connections between private and public realms while promoting a walkable and inviting streetscape. The development enhances the visual and functional character of Kingston Road and Rougemount Drive as an evolving mixed-use corridor, ensuring a harmonious transition between built form, open space, and public realm activation.

**Character**

**Street Furniture**

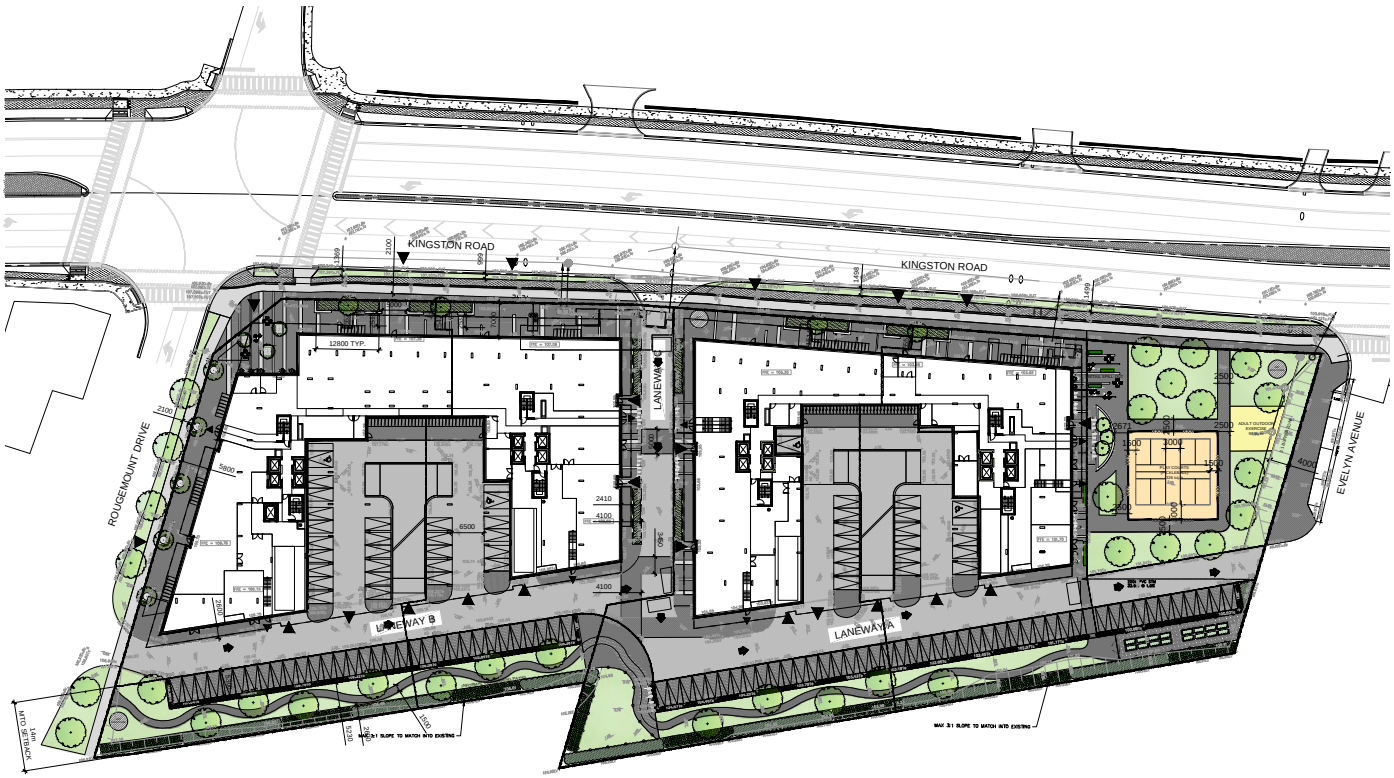



Figure 10.1 Landscape Plan, prepared by MHBC.


Figure 10.2 Examples of public realm at grade along commercial areas

Figure 10.3 Examples of outdoor amenity spaces

# 11.0
# UTILITY, LIGHTING AND SIGNAGE

## POLICIES AND GUIDELINES ON UTILITIES AND LIGHTING

### Kingston Road Urban Design Guideline

### 2.9 Signage and Lighting

**i.** Signs should be clear, visible, and easy to understand. Signs should be properly lit to ensure safety on the road and walkways at night.

**ii.** Cohesive signage should be implemented within each precinct to improve neighbourhood character while providing valuable wayfinding information.

**iii.** The size, design and placement of signs shall be considered in accordance with the City's Sign By-law and through Site Plan Control.

**iv.** The placement of signage shall not compromise pedestrian movement and vehicular safety. The use of illuminated sign boxes and channelized sign boxes are discouraged.

**v.** Signage should be integrated with building design, and should be consistent with the overall streetwall and associated building façades.

**vi.** A dark-sky policy shall be promoted along Kingston Road with downward-directed lighting. All external light fixtures shall be full cut-off and dark-sky friendly to minimize sky glow effects and light pollution.

**vii.** Pedestrian-scaled lighting shall be used for active public spaces, including inner-block walkways, parks, and courtyards (Fig. 31). The use of outdoor LED lighting systems is encouraged for energy efficiency.

**viii.** Outdoor light shall be aimed and shielded to illuminate areas on site and adjacent sidewalk areas, including inner patios, but shall not illuminate the street or adjacent residential uses.

**ix.** Where there are architectural, landscape, and decorative features on a building, lighting may be directed upward to illuminate prominent details.

## RESPONSE

As the Subject Lands are within an urban area, the provision of utilities will generally be consolidated in the private right-of-way or adjacent public frontages to create a barrier-free and visible travel paths, sidewalk and access points. The proposed development will connect to existing services in coordination with utility providers. Efforts will be made to ensure the visual impact of utilities will be minimized, including locating utilities underground wherever permissible by the utility provider.

The proposed development will consist of a mix of commercial and residential uses. As such, signage will be provided where appropriate and in accordance with City's Sign By-laws to provide wayfinding to residents and visitors. This signage will assist with the wayfinding needs and comprise pedestrian and vehicular circulation to and from the site as well as within the internal outdoor area. Signage placement will be integrated with the site design and the signage type will be chosen to be consistent with the overall streetwall and building façade design.

**Figure 12.1** Examples of Downward-casting and LED lighting

The proposed privately owned publicly accessible open space, inner-block pedestrian walkways, and the proposed private laneway will be marked and lit properly to create comfortable, active, and safe public spaces around the site. The lighting will be designed in compliance with the planned dark-sky policy for the Kingston Road Corridor, with dark-sky friendly lighting to minimize sky glow effects and light pollution. Outdoor light will be downward-cast lighting with cut-off fixtures to avoid spillover on adjacent properties and uses. Lighting will be located within the street furniture and landscaping zone wherever possible.

**Figure 12.2** Examples of dark-sky friendly lighting

# 12.0 SUSTAINABILITY AND MICROCLIMATE

## POLICIES AND GUIDELINES ON SUSTAINABILITY AND MICROCLIMATE

**Kingston Road Intensification Plan**
**Guideline 3.4.1 Climate response and sustainable Development**

**a)** Development should incorporate building and landscape design which maximizes sunlight access and minimizes shadow on sidewalks, parks, open spaces and other intensively used areas as necessary to preserve their utility. Development will adequately limit net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on parks and open spaces.

**b)** Development should incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds, especially during winter.

**c)** Sustainable and Low Impact Development (LID) measures are encouraged for all development in order to minimize energy consumption, greenhouse gas emissions and water consumption.

**Kingston Road Urban Design Guideline**

**Guideline 2.3.1 v)** Weather protection features such as canopies, awnings, overhangs and recessed entrances should be incorporated, where possible, to provide users shelter from wind, rain, snow and other harsh elements.

**Guideline 2.5.3 vi)** Permeable pavement and/or pavement with good solar reflective index is encouraged. A combination of hardscape and softscape elements should be used to reduce the urban heat island effect. Bioswales are highly encouraged as a means of mitigating automotive pollution impacts on water and reducing stormwater runoff loads on the sewage system.

**Guideline 2.5.2 vii)** Structured underground parking is preferred oversurface parking or above-grade structured parking to reduce the urban heat island effect and minimize blank walls.

**Guideline 2.8) Sustainable Design**

**i)** Sustainable and Low Impact Development (LID) measures are encouraged for all development in order to reduce stormwater run-off and optimize water infiltration potential. This includes the use of bio-retention areas, rain gardens, grass swales, permeable pavement, and vegetated filter strips.

**ii)** Development should prioritize plantings of native species that support ecological functions, are drought tolerant, require minimal maintenance and increase biodiversity in the landscape.

**iii)** The use of softscapes should be encouraged on flat roofs of all buildings, including residential, commercial and mixed-use buildings. Softscape features can include trees, grass, shrubs, flowers, and soil. The green roofs are encouraged to act as public amenity spaces.

**iv)** Development is encouraged to seek current Leadership in Energy and Environmental Design (LEED) building design certification, or equivalent.

**v)** The incorporation of alternative or renewable energy resources (i.e. solar panels) in building design is encouraged. The design and orientation of buildings should seek the maximization of solar gain.

**vi)** The use of bird-friendly glazing on mid-rise and tall buildings is encouraged.

## RESPONSE

The proposal is supportive of sustainable initiatives and intends to work with staff on what initiatives are most appropriate during this approval process.

In general, the proposal will ensure sustainable landscape design through employing energy-efficiency design strategies and water-conservation features such as utilizing native and drought-tolerant species. Landscape area and cool roof features will be provided by the proposal on top of the podium, which will assist in reducing urban heat island effects.

The proposed massing has been designed to mitigate shadow impact on adjacent lands, maximize skyview, and reduce wind impact. The design of the building 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.
Additionally, the proposed development will contribute to providing for sustainable transportation within the Rougemount Precinct and on the Kingston Road Corridor by providing improved and connected pedestrian streetscape environment, cycling path and bicycling storage facilities, and opportunity for car share programs to encourage active transportation. The proposal also contemplates underground and structured parking and limits surface parking to reduce the urban heat island effect and minimize blank walls condition on the building façade.

The proposed development provides ample outdoor amenities with softscape features and landscaped sidewalks which will contribute to the connectivity of the surrounding natural areas, planned open spaces and green plazas within the precinct while promoting walkability, safety, and quality of the planned pedestrian paths and linkages. Therefore, future residents of the proposed development will be able to meet their daily

**Figure 12.1** Example of Drought-tolerant Plants.

needs within a walking distance, given the Subject Lands' adjacency to community services and access to retail and job opportunities.

Overall, the proposal will help with energy efficiency initiatives by developing a compact urban form that encourages the use of transit, cycling, and walking by introducing a mix of housing and commercial uses to shorten commuting trips and focusing major development on a planned transit route.

The proposed development orientation maximizes compatibility with the surrounding area in terms of solar gain and mitigating shadow impacts. Overall, the shadow study as prepared by Studio JCI indicates that the adjacent public space, sidewalks and public realm will receive at least 5 hours of continuous sunlight per day on March/ September 21, June 21, and December 21. The proposal will result in an acceptable level of shadow impact relative to the proposed public park, public sidewalks and the lower density lots to the west and east, and provide acceptable solar access for the public realm and adjacent properties. The outdoor amenities on the podium roof receive fast moving shadows. The rooftop landscape design considers the potential shadowing effects in the design of comfortable and usable spaces by providing plant species that prefer shade (see Figure 12.4 ).

Figure 12.2 Example of urban rooftop landscaping.


Figure 12.3 Example of permeable landscaping.

March 21st

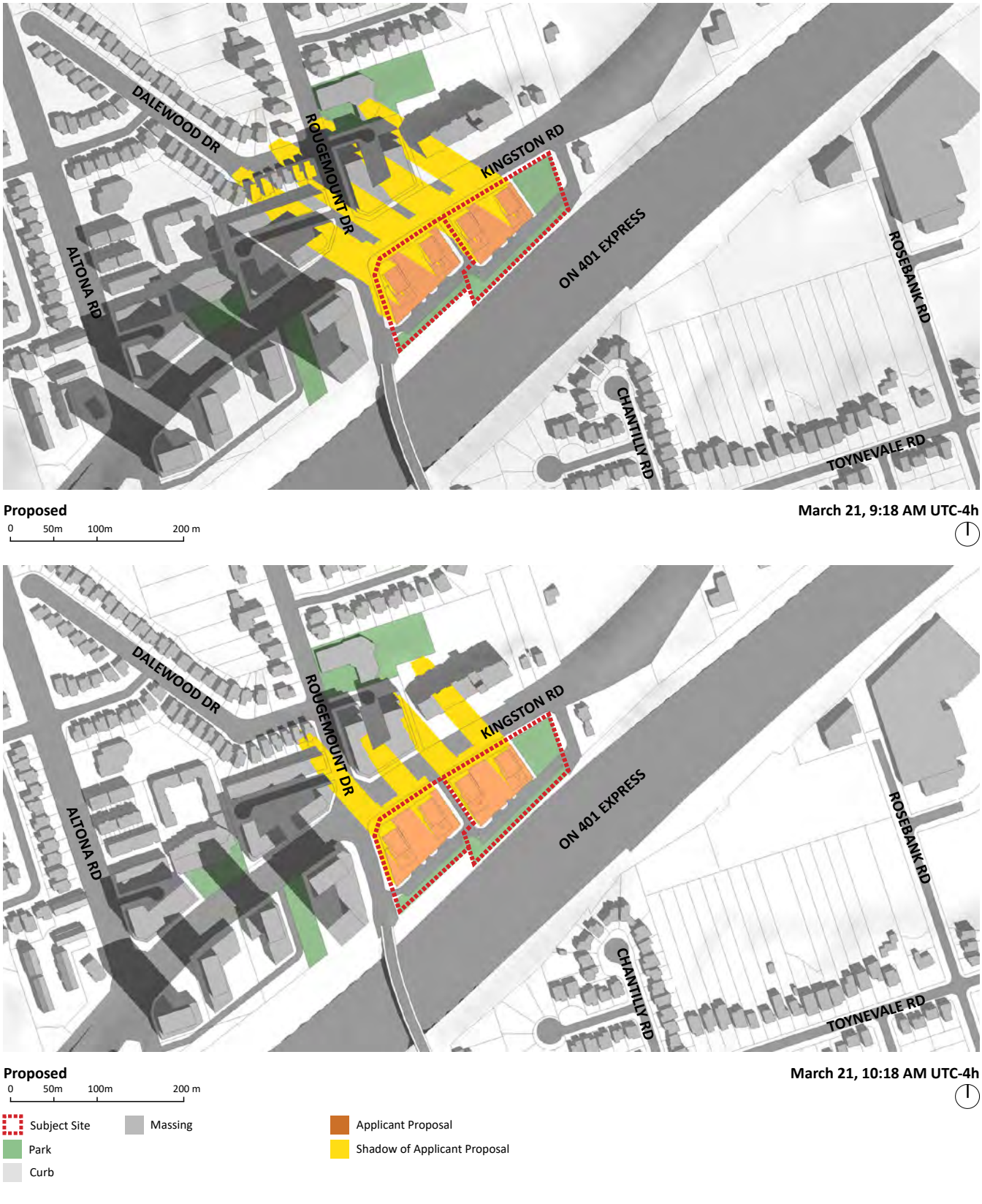



Figure 12.4 Shadow impact study of the proposed development

March 21st


**Proposed**

0 50m 100m 200 m

**March 21, 11:18 AM UTC-4h**


**Proposed**

0 50m 100m 200 m

**March 21, 12:18 PM UTC-4h**

Subject Site
Park
Curb
Massing
Applicant Proposal
Shadow of Applicant Proposal

March 21st


**Proposed**

0 50m 100m 200 m

**March 21, 1:18 PM UTC-4h**


**Proposed**

0 50m 100m 200 m

**March 21, 2:18 PM UTC-4h**

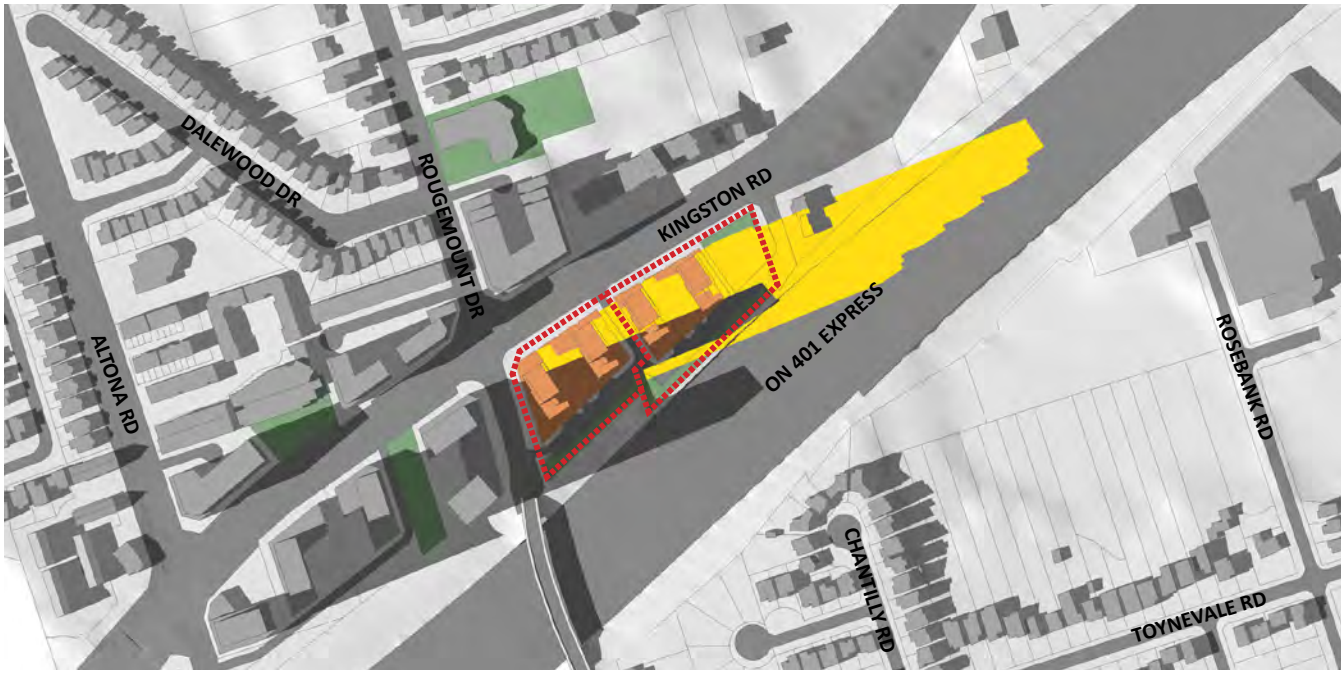
Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

March 21st


**Proposed**

0 50m 100m 200 m

**March 21, 3:18 PM UTC-4h**




**Proposed**

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**March 21, 4:18 PM UTC-4h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

March 21st


**Proposed**

0 50m 100m 200 m

**March 21, 5:18 PM UTC-4h**

Subject Site
Park
Curb
Massing
Applicant Proposal
Shadow of Applicant Proposal

June 21st


**Proposed**

0 50m 100m 200 m

**June 21, 9:18 AM UTC-4h**


**Proposed**

0 50m 100m 200 m

**June 21, 10:18 AM UTC-4h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

June 21st


**Proposed**

0 50m 100m 200 m

**June 21, 11:18 AM UTC-4h**


**Proposed**

0 50m 100m 200 m

**June 21, 12:18 PM UTC-4h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

June 21st


**Proposed**

0 50m 100m 200 m

**June 21, 1:18 PM UTC-4h**


**Proposed**

0 50m 100m 200 m

**June 21, 2:18 PM UTC-4h**

Subject Site
Park
Curb
Massing
Applicant Proposal
Shadow of Applicant Proposal

June 21st


**Proposed**

0 50m 100m 200 m

**June 21, 3:18 PM UTC-4h**


**Proposed**

0 50m 100m 200 m

**June 21, 4:18 PM UTC-4h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

June 21st


**Proposed**

0 50m 100m 200 m

**June 21, 5:18 PM UTC-4h**

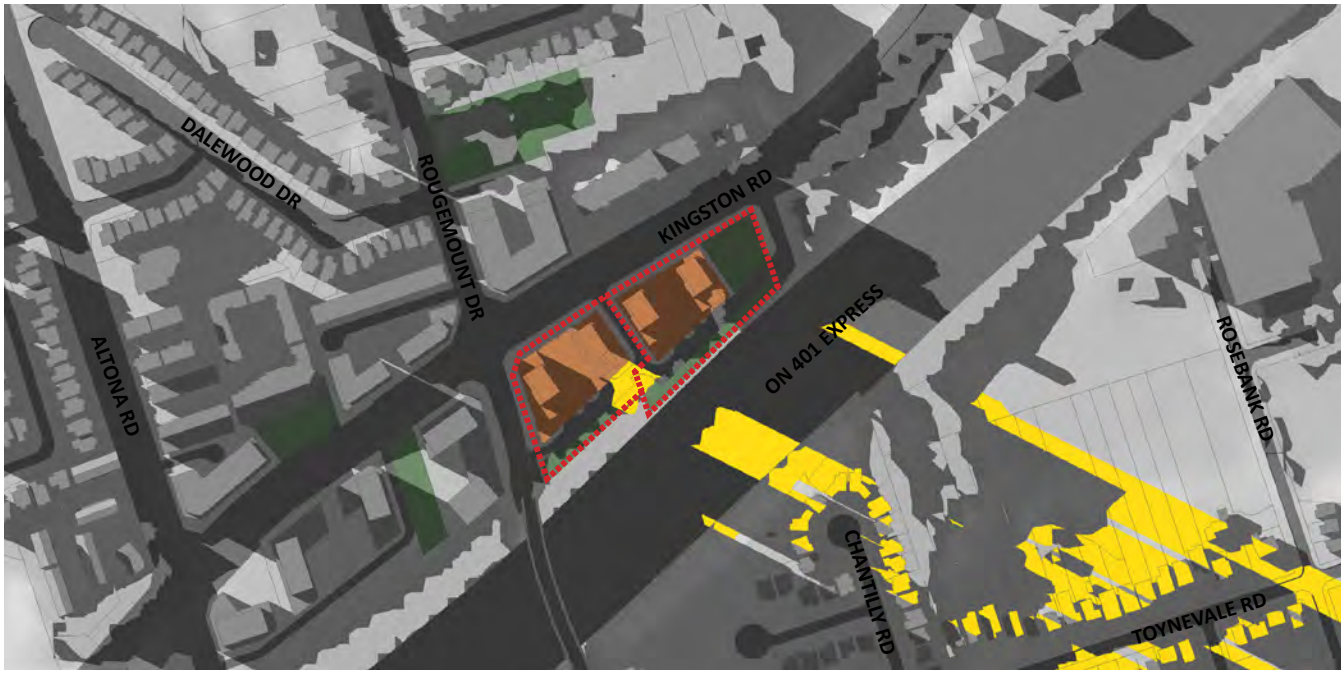

**Proposed**

0 50m 100m 200 m

**June 21, 6:18 PM UTC-4h**

Subject Site
Park
Curb
Massing
Applicant Proposal
Shadow of Applicant Proposal

June 21st




**Proposed**

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**June 21, 7:18 PM UTC-4h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

September 21st


**Proposed**

0 50m 100m 200 m

**September 21, 9:18 AM UTC-4h**


**Proposed**

0 50m 100m 200 m

**September 21, 10:18 AM UTC-4h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

September 21st


**Proposed**

0 50m 100m 200 m

**September 21, 11:18 AM UTC-4h**


**Proposed**

0 50m 100m 200 m

**September 21, 12:18 PM UTC-4h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

September 21st


**Proposed**

0 50m 100m 200 m

**September 21, 1:18 PM UTC-4h**

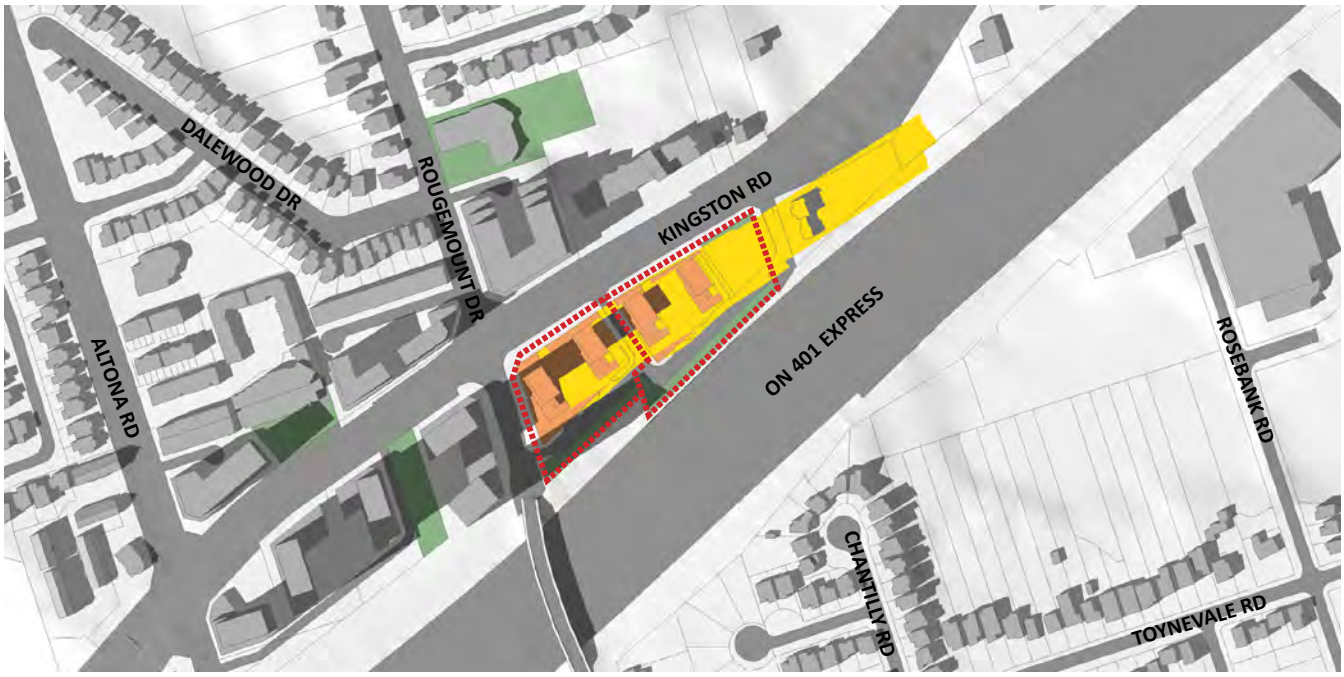

**Proposed**

0 50m 100m 200 m

**September 21, 2:18 PM UTC-4h**

Subject Site
Park
Curb
Massing
Applicant Proposal
Shadow of Applicant Proposal

September 21st




**Proposed**

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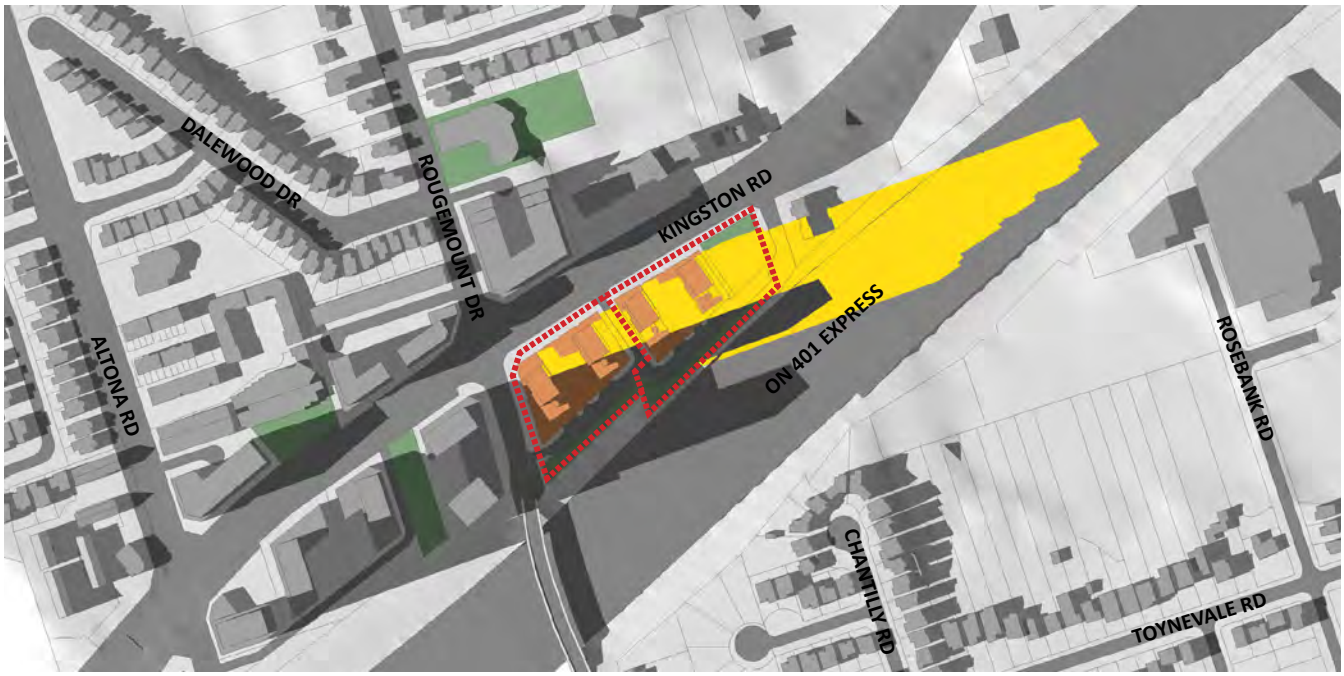


**Proposed**

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Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

September 21st


**Proposed**

0 50m 100m 200 m

**September 21, 5:18 PM UTC-4h**

Subject Site
Park
Curb
Massing
Applicant Proposal
Shadow of Applicant Proposal

December 21st


**Proposed**

0 50m 100m 200 m

**December 21, 9:18 AM UTC-5h**


**Proposed**

0 50m 100m 200 m

**December 21, 10:18 AM UTC-5h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

December 21st


**Proposed**

0 50m 100m 200 m

**December 21, 11:18 AM UTC-5h**


**Proposed**

0 50m 100m 200 m

**December 21, 12:18 PM UTC-5h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

December 21st


**Proposed**

0 50m 100m 200 m

**December 21, 1:18 PM UTC-5h**


**Proposed**

0 50m 100m 200 m

**December 21, 2:18 PM UTC-5h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

December 21st


**Proposed**

0 50m 100m 200 m

**December 21, 3:18 PM UTC-5h**

Subject Site
Massing
Applicant Proposal
Park
Shadow of Applicant Proposal
Curb

# 13.0
# BLOCK CONTEXT

The conceptual Block Plan for the surrounding blocks has been prepared by MHBC to show the envisioned intensification along this stretch of Kingston Road. The conceptual Block Plan is largely aligned with the Kingston Road Corridor Intensification Plan.

The Block Context is identified as having the potential to intensify into a high-density, mixed-use, transit oriented community. The plan envisions higher densities focused along the south side of Kingston Road, providing an appropriate gateway into the community. The taller buildings also provide wayfinding along the highway and identify the Rougemount neighbourhood.

To the north of Kingston Road, medium density massings are proposed that step down towards the established low-rise communities to the north.

The plan also integrates a network of public parks, acting as green corridors that serve as both residential and public amenities. These parks would provide essential breaks and walkable blocks within the built environment, offering visual and physical respite while enhancing the overall liveability of the area.

This Block Plan represents a high-density intensification that introduces a variety of housing typologies to the heart of the city. The Block Plan also considers retail offerings to activate the primary street edges. This overall Block Plan sets a framework for a new community that achieves fit and transitions from the surrounding uses.

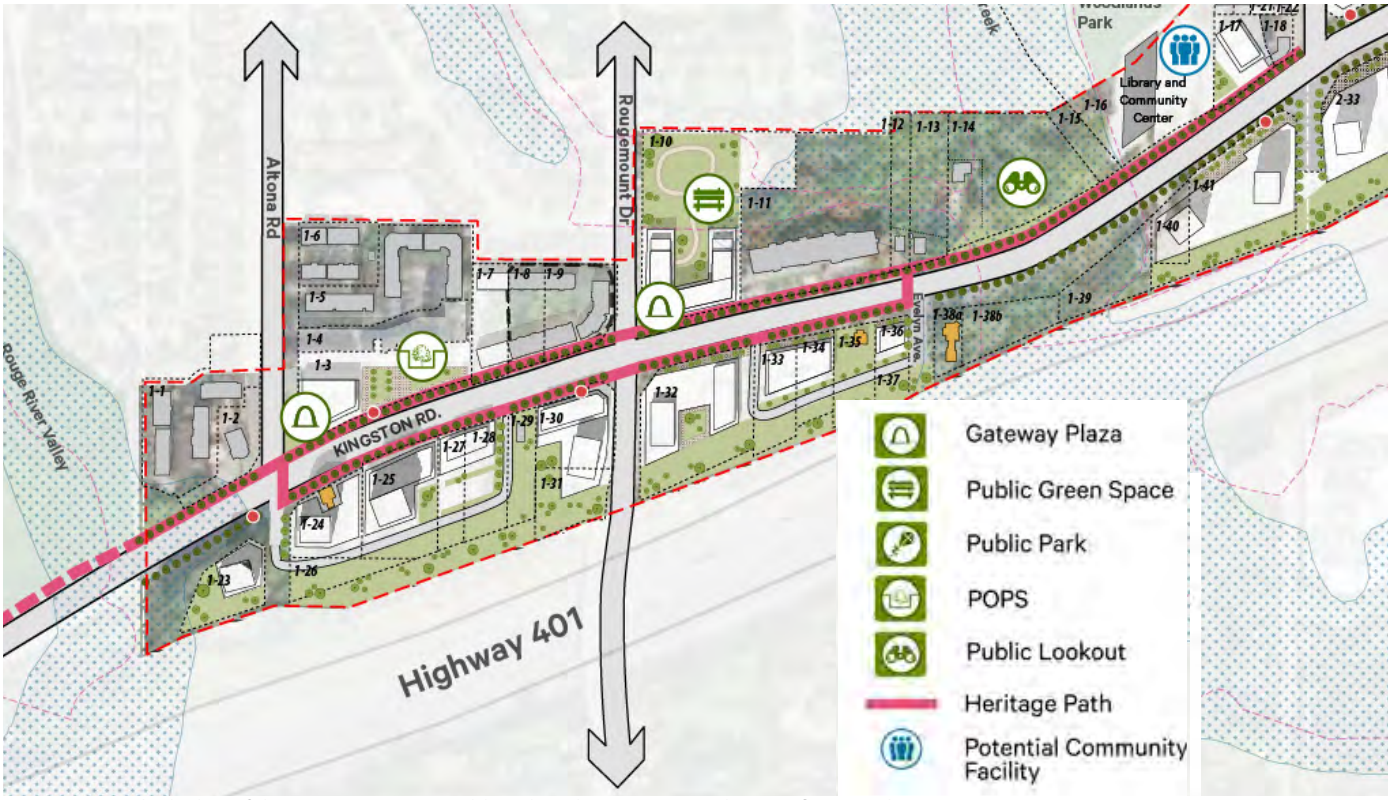


**Figure 13.1** Block Plan of the Rougemount Neighbourhood, Kingston Road Intensification Plan

**Figure 13.2** Proposed Block Plan by MHBC


**Figure 13.3** Proposed Block Plan 3D Views by MHBC

# 14.0 CONCLUSIONS

The proposed development serves as a landmark gateway, supporting the planned intensification of the Kingston Road Corridor while maintaining a sensitive relationship with its surroundings. Strategically located between Kingston Road and the Highway 401 corridor, the Subject Lands leverage these adjacencies to accommodate higher densities without adverse impacts on the surrounding area. As a result, the site presents an optimal location for the scale of intensification proposed in the revised application.

Positioned to frame key view corridors, the towers establish a strong urban presence, creating a focal point for travelers along Kingston Road and Rougemount Drive. The height range of 3 to 34 storeys ensures a balanced transition, stepping down sensitively to integrate with the existing context while reinforcing the area's evolving skyline. .

The design prioritizes a pedestrian-friendly public realm by enhancing streetscapes along Kingston Road and Rougemount Drive, incorporating safe and direct pedestrian connections, and integrating active ground-floor uses. Commercial spaces and residential lobbies at grade will animate the streetscape, fostering a vibrant and engaging urban environment. Additionally, the proposed public park and thoughtfully designed green spaces (including landscaped areas at grade, outdoor amenity terraces, and green roofs) will contribute to an enhanced public realm for residents, and visitors.

Architecturally, the proposal delivers a high-quality, transit-oriented built form that adheres to the Mixed Use Corridor design objectives. The massing and scale of the buildings are appropriate for the existing and planned context, contributing to a framed and enhanced streetwall condition at this prominent intersection. The tower components are designed with compact floor plates and appropriate setbacks to mitigate shadow and wind impacts while maximizing sky views and light penetration to the public realm.

With a diverse mix of residential unit types, including affordable housing, the development supports the City's housing targets while promoting sustainable urban growth. It optimizes an underutilized site within a designated Mixed Use Intensification Corridor, leveraging existing and planned higher-order transit infrastructure to encourage walkability, cycling, and public transit use.

Overall, the proposal demonstrates exemplary urban design principles, reinforcing the Kingston Road Corridor's transformation into a vibrant, well-integrated, and sustainable mixed-use destination. Through high-quality materials, architectural articulation, and a focus on public space enhancement, the development will contribute positively to the area's residential, commercial, and employment landscape, strengthening its role as a key transit-supported growth area.

# 15.0 DESIGN TERMS

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

**ADAPTIVE REUSE**
Converting an existing building into a new use

**ANGULAR PLANE**
A geometric measurement that maintains solar access and height transition

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

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

**BUILT FORM**
The physical shape of developments including buildings and structures

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

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

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

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

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

**FACADE**
The exterior wall of a building exposed to public view

**FIGURE GROUND**
The visual relationship between built and unbuilt space

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

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

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

**HEIGHT TRANSITION**
The gradual change in height between buildings within a community

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

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

**NODE**
A place where activity and circulation are concentrated

**PEDESTRIAN-ORIENTED**
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

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

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

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

**STEP BACK**
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

**STREETWALL**
The consistent edge formed by buildings fronting on a street

**STREET FURNITURE**
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

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

**URBAN FABRIC**
The pattern of lots and blocks in a place

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

**VISTA**
Direct and continuous views along straight streets or open spaces

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

MHBC

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE