

Attachment 1 – Intensification Plan and Draft OPA 38 Policy Response

Table 1: Kingston Road Corridor and Specialty Retailing Node Intensification Plan Policy Response

Policy	Response
<p>2.1 <u>Vision Statement</u> By 2041, the Kingston Road Corridor and Specialty Retailing Node will be...</p> <ul style="list-style-type: none"> • A sustainable place that embraces its significant natural heritage assets, connecting to the valleys and creeks that the corridor crosses, mitigating greenhouse gas emissions and adapting to climate change, and building communities centred on new public open spaces in both the Corridor and Node 	<p>The conceptual masterplan envisions a complete and sustainable community that respects natural heritage features, promotes an integrated and well-connected open space network, and encourages compact, transit- and pedestrian-oriented development.</p>
<ul style="list-style-type: none"> • A walkable place in all four precincts, with safe, comfortable and green sidewalks and pedestrian connections on both sides of Kingston Road, and within larger parcels that are likely to redevelop with an internal street network, particularly within the node 	<p>Within the context of the conceptual masterplan, a new internal road network and a range of publicly-accessible open spaces are contemplated to promote pedestrian connectivity throughout the node.</p>
<ul style="list-style-type: none"> • An urban, livable, transit-supportive community, with a higher density mix of uses, located in buildings that are pedestrian oriented, and that transition in height and mass to the scale of adjacent established neighborhoods, particularly to the north of the corridor and to the east of the node 	<p>The proposed Block 1 development introduces new mixed-uses at increased densities that are supportive of transit and encourage walkability and community connectivity.</p>
<ul style="list-style-type: none"> • A place that continues to serve as both a destination for shopping and a place of employment, with retail, commercial services and offices within mixed use buildings or on mixed use sites, and generally fronting directly onto Kingston Road, Whites Road and onto new internal streets on larger parcels, to provide active uses at grade that encourage pedestrian traffic 	<p>The proposal seeks to establish a mixed-use community that will blend commercial, retail and residential spaces aimed at supporting the creation of a future community retail destination and centre of activities and civic life. The proposed development incorporates residential and retail uses at grade in support of active and pedestrian-oriented street frontages.</p>
<p>2.2 <u>Goals and Objectives</u> 1. Advance the concept of place-making and create complete communities 1.1 Create a distinct character for the Corridor and Node as a whole while also providing</p>	<p>The proposed Block 1 development contemplates the comprehensive development of the Block 1 lands with high-density mixed uses that reinforce their gateway location within the Node. The proposal also includes connected outdoor amenity space and</p>

<p>for variation based on the unique conditions and adjacencies within each precinct</p> <p>1.2 Create a strong sense of community, a context for healthy lifestyles and a high quality of life</p> <p>1.3 Plan for a full range of housing types and tenures in a variety of building forms</p> <p>1.4 Provide for and ensure the accessibility of a full range of services and amenities for all walks of life</p>	<p>pedestrian linkages with the remainder of the site and surrounding area. In the context of the conceptual masterplan, Block 1 will be supported by a range and mix of uses, as well as a system of parks and open spaces in support of a complete and healthy community. The development has been designed to support a compact and transit-oriented community that promotes walkability and alternative forms of transportation.</p>
<p>2. Promote sustainability in the design and full lifecycle of the streetscape, open spaces and buildings</p> <p>1.1 Ensure that the ultimate streetscape, open space and redevelopment concepts have capacity to support growth beyond the horizon of the plan</p> <p>1.2 Ensure that sustainability principles and green infrastructure are incorporated as a foundational element of all streetscape, open space and built form concepts</p>	<p>The conceptual masterplan contemplates a connected road network and open space system that provides for flexibility and capacity to support future growth. Furthermore, the proposal is aimed at developing a thoughtfully designed, high-quality mixed-use community with low environmental impact and a high quality of life that meets the intent of the Pickering Sustainable Development Guidelines (refer to Section 11 of the Planning Justification Report).</p>
<p>3. Stimulate economic growth and vitality</p> <p>1.1 Maintain space for various sizes of retail uses and encourage the expansion of office and commercial service uses</p>	<p>Both the proposed Block 1 development and the conceptual masterplan contemplate a mix of uses, including retail and commercial uses in support of the creation of a retail destination and centre for activities and civic life. These supporting activities will contribute to the diversification of the economic base and promote economic growth and development.</p>
<p>4. Promote mixed used development with an emphasis on higher density residential and employment uses integrated within a building or site</p> <p>4.1 Plan for existing single use sites to transition over time to a mix of uses, either through full scale redevelopment or infill on underutilized portions of a site</p> <p>4.2 Plan for higher density forms of employment including office uses, within close proximity to higher order transit stops</p> <p>4.3 Plan for the greatest mix of uses and highest densities within close proximity to higher order transit stops</p>	<p>Low-density retail uses dominate the existing land use of the subject property. The proposed Block 1 development introduces new residential and commercial uses in higher density mixed-used buildings, where only retail and surface level parking currently exists. Block 1 represents a primary location for increased height and density given is intended function as a gateway, its location along a Regional Corridor (Brock Road) and in proximity to the public transit network.</p>
<p>5. Design all public roads and private connections to be complete streets and emphasize transit and pedestrian oriented development</p> <p>5.1 Ensure that all users of public roads and private connections have distinct and</p>	<p>The Block 1 development locates proposed buildings in proximity to and oriented towards Brock Road, Pickering Parkway, and a new future street. Grade-oriented uses are contemplated to promote active streetscapes and pedestrian realm. The conceptual</p>

<p>delineated spaces to separate modes of travel moving at different speeds</p> <p>5.2 Ensure that buildings are located in close proximity to and are oriented towards the public realm and provide active edges to create an environment that encourages walking</p>	<p>masterplan considers a grade-related publicly-accessible open space centrally within the site.</p>
<p>6. Improve access management and connectivity for all transportation modes</p> <p>6.1 Plan for the consolidation of driveways with access to and from Kingston Road</p> <p>6.2 Plan for the creation or enhancement of internal street networks on larger parcels to provide alternative routes and new frontages for development</p>	<p>The conceptual masterplan contemplates a new internal road network that provides connectivity throughout the Node and breaks up a larger parcel of land into developable parcels with frontage on public and private roads.</p>
<p>7. Encourage the optimization of infrastructure</p> <p>7.1 Establish a density target for areas or sites within proximity to higher order transit stops to optimize transit ridership</p> <p>7.2 Ensure that intensification can be supported by existing infrastructure capacity and that additional infrastructure is phased in step with development</p>	<p>The subject property is located within the existing built-up area and is serviced with full municipal infrastructure, including water and sanitary. The proposal represents an efficient development pattern and provides an opportunity to improve the efficiency of existing infrastructure.</p>
<p>8. Enhance and restore natural heritage features and functions</p> <p>8.1 Provide physical and visual connections between the corridor and the natural heritage features that it intersects</p> <p>8.2 Restore natural heritage corridors, ensure no incremental loss of natural heritage and consider stormwater management on an area wide basis</p>	<p>Block 1 does not interface with the Regional flood plain hazard affecting the northeastern portion of the subject property.</p>
<p>9. Support implementation by considering phasing, flexibility and intermediate interventions</p> <p>9.1 Ensure that the overall arrangement of streets, blocks, open spaces and buildings can be achieved in multiple ways and that sites are designed in a manner that anticipates change over time</p>	<p>The conceptual masterplan provides for flexibility in terms of the ultimate build out of the subject property.</p>
<p>1.3 <u>Recommended Intensification Scenario</u></p> <p>Within the Brock Precinct, the potential mix of uses and densities would result in a total of 6,208 residents and 3,580 jobs on potential redevelopment sites, for a combined 218 people and jobs per hectare and 69 residential units per hectare.</p>	<p>The conceptual masterplan considers a complete, mixed-use community that accommodates a mix of uses and densities in support of the resident and job forecasts anticipated for the Brock Precinct. In accordance with the direction for gateways, the proposed Block 1 development contributes increased densities in mixed-use buildings to support minimum density targets.</p>

<p>3.2.1 <u>Mixed Use A</u></p> <p>b. Major office development is encouraged to occur in Mixed Use A areas. Office uses should be located at Preferred Office Locations according to the Intensification Plan shown in Fig. 7-11.</p>	<p>Offices uses are permitted; however, as discussed with City Staff on January 21, 2021, no office space is contemplated as part of the Phase 1 development. SmartCentres will look to incorporate the overall spectrum of uses on-site for the future. The intent of the Phase 1 application is to achieve a critical residential mass. From an architectural and design perspective, the incorporation and introduction of office uses based on the current floorplates and column spacing will result in a highly compressed building along with undesirable office spaces. As discussed with City Staff, SmartCentres will look to explore different configurations if the site develops further.</p>
<p>e. The intent of establishing minimum office space requirements is to preserve the potential for future office space at key transit nodes. As current demand for office space may not match future potential, provisions for office space can be met through demonstrating phasing and/or including building types that can be easily altered or appropriated for office uses over time (see Section 5.0).</p>	<p>Offices uses are permitted; however, as discussed with City Staff on January 21, 2021, no office space is contemplated as part of the Phase 1 development. SmartCentres will look to incorporate the overall spectrum of uses on-site for the future. The intent of the Phase 1 application is to achieve a critical residential mass. From an architectural and design perspective, the incorporation and introduction of office uses based on the current floorplates and column spacing will result in a highly compressed building along with undesirable office spaces. As discussed with City Staff, SmartCentres will look to explore different configurations if the site develops further.</p>
<p>f. 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.</p>	<p>The proposed development contemplates the introduction of new residential units at a scale and density that respects the context of Block 1 as a gateway area and within mixed-use buildings which promote the development of a complete community within the Mixed Use area.</p>
<p>3.3.1 <u>Tall Buildings</u></p>	
<p>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</p>	<p>The proposed development incorporates tall buildings which are located within the Brock Road / Pickering Parkway gateway and along Brock Road, which is a Regional Corridor and provides access to the highway.</p>
<p>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.</p>	<p>The proposed Block 1 development contemplates a minimum tower separation distance of 25 m between tall buildings. Slightly increased tower floor plates are proposed in order to achieve appropriate density for the Brock Road / Pickering Parkway gateway, while</p>

	maintaining appropriate heights to reduce shadowing and other built form impacts.
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.	The current design generally meets the intent of the Draft Urban Design Guidelines as the majority of the POPS will enjoy 5 hours of sunlight. It should be noted that any future (ultimate) POPS will continue to enjoy 5 hours of sunlight. The park was designed based on the mitigation of shadow impacts and emphasizing sunlight. A revised Shadow Impact Study has been prepared.
d. The general maximum height of tall buildings should be no more than 45 storeys. At gateway locations in the Rougemount Precinct and Dunbarton/ Liverpool Precinct and along the highway in the Rougemount Precinct, the maximum building height should be 25 storeys to reflect the precinct character.	The proposed Block 1 development contemplates building heights from 25 to 32 storeys within the Brock Road / Pickering Parkway gateway to reflect the character of the Brock precinct. This is consistent with the direction for tall buildings and is well within the permitted maximum of 45 storeys.
e. If the general intent of the Intensification Plan is met, flexibility with massing and height may be considered on a site specific basis.	Given that the general intent of the Intensification Plan is met as described in this Addendum Report, it is our opinion that increased heights and densities are appropriate for Block 1.
3.3.4 <u>Gateways</u>	
b. Tall buildings should generally be located within gateways.	The proposed development contemplates tall buildings within a gateway. Given Block 1's location within a gateway, this is an appropriate location for accommodating increased heights and densities in accordance with Section 3.3.1.e of the Intensification Plan.
d. Building articulation, including vertical projections, recessions, design treatments and other architectural details, is encouraged at gateway locations to create an enhanced visual interest and a human-scaled environment.	High-quality architectural design is incorporated into the proposed development in order to reflect the location of the Block 1 development within a gateway and promote enhanced visual interest and a pedestrian-scale environment.
3.3.6 <u>Active Frontage Network</u>	
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.	The podium has been designed to promote an active street frontage, with at-grade commercial and retail uses along the Pickering Parkway frontage and residential entrances along Brock Road.
3.3.7 <u>Streetwall</u>	
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.	The podium, which comprises the streetwall along Brock Road and Pickering Parkway, has a minimum height of 4 storeys.

<p>b. The podium portion of tall buildings should have a minimum height of 3 storeys and a maximum height of 6 storeys.</p>	<p>The podium has a proposed height of 4 storeys, which falls within the required range.</p>
<p>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.</p>	<p>Variation in the streetwall will be achieved through residential entrances, and other façade elements to ensure an attractive and high-quality streetwall.</p>
<p>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.</p>	<p>Stepbacks are introduced above the 4th storey of the podium.</p>
<p>e. Building stepbacks should be a minimum of 2.5 metres.</p>	<p>A minimum building stepback of 3.5 m is proposed along the Brock Road frontage (Tower B), 4.35 m along the Pickering Parkway frontage (Tower C), 4.40 m along the private road frontage to the north (Tower A), and 3.85 m along the private road frontage to the east (Towers A and C) all of which meet the minimum stepback requirement.</p>
<p><u>3.4.1 Climate Response and Sustainable Development</u> 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.</p>	<p>The current design generally meets the intent of the Draft Urban Design Guidelines as the majority of the POPS will enjoy 5 hours of sunlight. It should be noted that any future (ultimate) POPS will continue to enjoy 5 hours of sunlight. The park was designed based on the mitigation of shadow impacts and emphasizing sunlight. A revised Shadow Impact Study has been prepared.</p>
<p><u>3.2.1 Public Parks</u> b. The precise location of the Public Parks within the development blocks where they are conceptually identified will be determined through the implementing zoning by-law. Their exact size, location and design will also be addressed through detailed block planning.</p>	<p>There are no conceptual public parks located on the Block 1 lands. The conceptual masterplan considers the location of public outdoor spaces and the exact size, location and design will be addressed through future development applications.</p>
<p>c. Public Parks are intended to serve a community function and will be designed to accommodate diverse programming throughout all seasons. The dimensions and configuration of these parks (as determined</p>	<p>Through the conceptual masterplan, the full build-out of the subject lands will support the accommodation of a diverse range of outdoor programming through an interconnected and high-quality system of publicly accessible open space.</p>

<p>by municipal staff) will support this objective.</p>	
<p><u>3.4.8 Privately Owned Publicly-Accessible Spaces (POPS)</u> b. The locations of POPS will be identified in the implementing zoning by-law and their exact size, location and design will be addressed through detailed block planning, also to include matters such as connectivity and cost sharing between multiple landowners.</p>	<p>The Intensification Plan contemplates a conceptual POPS on the Block 1 lands. The proposed concept for the future development lands incorporates a central outdoor POPS located at grade, which will serve both the Phase 1 and future development portions of Block 1. Additionally, the conceptual masterplan considers the location of additional POPS, and the exact size, location and design will be addressed through future development applications.</p>
<p><u>3.3 Connectivity</u></p> <ul style="list-style-type: none"> • Design all public roads and private connections to be complete streets and emphasize transit and pedestrian oriented development • Improve access management and connectivity for all transportation modes • Encourage the optimization of infrastructure 	<p>The conceptual masterplan considers an internal street network for the full build-out of the subject lands which will provide for improved connectivity for all transportation modes throughout the site and support the creation of complete streets and transit-supportive and pedestrian-oriented development. Connections will be provided to existing public infrastructure in order to optimize use of existing facilities and infrastructure.</p>
<p><u>3.5.6 New Public Streets</u> b. The location of new public streets is flexible provided the overall block pattern is achieved, the achievement of minimum and maximum block sizes on the development site and adjacent sites is not compromised, and appropriate intersection spacing is maintained.</p>	<p>The conceptual masterplan considers a complete internal street network for the future build-out of the subject lands in a manner that allows for flexibility in terms of the ultimate location, design and pattern of streets and the overall block pattern for the site. Appropriate block sizes and intersection spacing will be achieved.</p>
<p><u>3.5.9 Parking</u> a. Off-street parking is encouraged to create a urban block structure, animate the streets, and facilitate connectivity.</p>	<p>Off-street parking is contemplated to serve the proposed development.</p>
<p>b. It is encouraged that off street parking and cycling infrastructure be provided within structured or underground parking within private properties to facilitate connectivity and minimize the heat island effect created by large surface parking.</p>	<p>The proposed Block 1 development contemplates vehicle and bicycle parking infrastructure within both structured and underground parking facilities in order to minimize the visual impact of parking and promote an animated and pedestrian-oriented block structure. Large surface parking areas are not contemplated as part of the ultimate build-out of Block 1.</p>
<p>c. Reduced minimum parking standards are encouraged to reflect the area's compact, high-density urban form and shift towards a pedestrian and transit-oriented environment.</p>	<p>Reduced parking standards are proposed through the draft Zoning By-law Amendment for Block 1 in support of the compact high-density urban form intended for this area and to</p>

	promote pedestrian and transit-oriented development.
d. Shared parking will be encouraged and implemented in order to reduce the total number of parking spaces required. This includes combining off-street on-site parking between landowners, including consideration of shared use by different user groups at different times of the day.	A shared parking scheme is contemplated by the draft Zoning By-law Amendment which would allow the parking spaces for food stores, personal service shops and retail stores to be combined with the spaces for residential visitors in order to reduce the required parking facilities.
e. Underground parking beneath the City of Pickering’s municipal roads and parks may be considered, provided that property owners enter into an agreement subject to terms and conditions acceptable to the City. In the case of parks, they should be located in a manner which does not jeopardize the growth of mature trees or disturb the function of the park.	Underground parking below private and public rights-of-way and public parkland has been contemplated by the draft Zoning By-law Amendment for Block 1.
<p>3.6 Infrastructure Services</p> <ul style="list-style-type: none"> • Ensure planned investment and expansion of water and wastewater servicing infrastructure is concurrent with growth • Implement strategies for energy and water conservation and water demand management • Ensure minimal negative impact on the natural and built environment • Design a coordinated and context-sensitive approach to infrastructure services planning 	The proposed intensification of the Block 1 lands represents an efficient development pattern and makes more efficient use of existing infrastructure. The subject lands are located within the existing built-up area that is served by existing municipal services, and therefore limits the need for unjustified expansion.
<p>4.5 Brock Character</p> <p>With a large concentration of residential buildings, two proposed employment hubs, large areas of open space, and easy access to the Pickering GO Station, Brock is envisioned a complete community with transit-supportive densities. The plan emphasizes the strategic location and function of the Specialty Retailing Node while also enhancing the liveability of the area.</p>	The proposed Block 1 development seeks to introduce a range and mix of new uses including residential, commercial and retail uses in mixed-use buildings that are compact and transit-supportive. The proposal will be connected to the surrounding area through the larger conceptual masterplan context, which is intended to provide for a broad mix of uses and publicly accessible spaces and amenities that facilitate a comprehensive, complete and connected community that supports the function of the retailing node as a hub of economic and community activity.
<p>Priorities for the Area</p> <p>The priority for Brock is to improve multi-modal connectivity to strengthen access points, break up large parcels, create more routes of circulation off Brock Road and Pickering Parkway, and open up additional street frontage. As the area becomes a complete</p>	The conceptual masterplan seeks to provide for an integrated internal street network within the Brock Precinct that will facilitate improved circulation and connectivity for all modes of transportation. The conceptual street network will create more appropriate development blocks that increases street frontage and allows

<p>community a new public park will be key for the comfort, vibrancy and character of the area.</p>	<p>for a connected system of publicly accessible open space.</p>
<p>Key Considerations for the Area Intensification must consider the interface of retail and office with residential uses. Care must be given to ensure that competing uses do not cause any adverse impacts. Transitions between buildings and appropriate transitions in height, mass and scale must be established in response to stable residential neighborhoods to the north and east.</p>	<p>The proposed intensification of the subject lands both through the proposed Block 1 applications and the conceptual masterplan is intended to achieve a complete mixed-use community that compatibly incorporates a wide range of land uses, including residential, commercial and retail uses. The draft planning instruments seek to implement appropriate development standards to ensure adequate transition in use and built form.</p>
<p>Land Use and Built Form The greatest heights and densities are clustered in close proximity to the intersection of Brock Road and Pickering Parkway, with additional concentrations within the southern portions near Highway 401. The greatest mix of uses are located within proximity of the Kingston Road and Brock Road intersection, encouraging the development of office uses in proximity to higher order transit. A secondary office hub is located near the Brock Road and Pickering Parkway intersection, to take advantage of the easy access from/to Highway 401 and Pickering GO Station and to create greater opportunities for local jobs and a stronger live-work balance.</p>	<p>Block 1 is located at the intersection of Brock Road and Pickering Parkway. As such, increased heights and densities of up to 32 storeys (which complies with the tall building requirements) and 4.80 FSI are contemplated for Block 1 in accordance with the direction to locate the greatest heights and densities at this location. A mix of residential, commercial and retail use, as well as permissions for office uses, is also contemplated at this intersection in order to take advantage of the proximity to the highway and Pickering GO Station.</p>
<p>Placemaking To support the future residential and employment population that would result from the higher density proposed in the Intensification Framework, and to provide moments of respite, larger areas of open space are contemplated to ensure a sufficient amount of open space for the increased resident population. In addition, a series of linear open spaces, acting as connectors between larger open spaces, are envisioned. One such connection includes a linear POPS which links pedestrians from Brock Street to a new internal public park and to Beechlawn Park, located immediately east of the node. Furthermore, a potential community facility is envisioned in close proximity to this chain of open spaces. South of Pickering Parkway open spaces are organized along the main public road as places of respite from the retail activity, and to further</p>	<p>Within the context of the conceptual masterplan, the subject lands are anticipated to accommodate a large and well-connected system of publicly accessible open space in order to serve the increased densities contemplated within the Brock Precinct. The exact size, location and design of open spaces, including linear POPS, will be addressed through future development applications.</p> <p>The proposed Block 1 applications recognizes their location within the Brock Road / Pickering Parkway gateway and contemplates appropriate heights, densities and mix of uses to reflect its character as a localized gateway into the precinct.</p>

<p>the vision for a more sustainable “greener” community.</p> <p>Brock Precinct features two gateways: one is located at Kingston Road and Brock Road, serving as an eastern gateway to the Kingston Corridor, while the other is located at Brock Road and Pickering Parkway, taking on the role of a localized gateway into the precinct and its related hubs.</p>	
<p>Connectivity</p> <p>The Brock Precinct is typified by a mixture in size of parcels along Kingston Road and very large parcels off Pickering Parkway and Brock Road. There are three main landowners within the Specialty Retailing Node Area, and as a result, a number of opportunities for new connections and public roads within and through these very large parcels are encouraged. These feature strategies to provide better access, more internal routes of circulation and multi- modal routes, and additional street frontage and activity hub opportunities through new connections.</p> <p>The Intensification Framework features a public road passing through the existing mid-block intersection east of the Brock Road on Pickering Parkway. The proposed public road would become a “precinct collector”, forming the back-bone of a more strongly defined internal road network and improving walkability through the node.</p>	<p>Given the large size of the subject lands, the masterplan scheme conceptualized for the lands seeks to divide up the parcel into smaller development blocks through an integrated street network to achieve a more accessible, vibrant and pedestrian-oriented community. The exact location and design of the internal street network will be addressed through future applications for the subject lands.</p>

Table 2: OPA 38 Draft Policy Response

Policy	Response
<p>3.2 (d) promote the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas as Strategic Growth Areas in the City, secondary to the City Centre, for accommodating intensification and higher-density mixed uses in a more compact built form;</p>	<p>The proposed Block 1 development respects the intent for the Brock Node to function as a strategic growth area through the accommodation of a greater mix of uses in a higher density and compact built form.</p>
<p>3.6 (f) despite Section 3.6(c)(ii) and Table 6, for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, may permit floorspace indexes (FSI) up to and including 5.0, where appropriate, through a site-specific zoning by-law amendment;</p>	<p>The proposed Block 1 development contemplates an overall density of 4.80 FSI which is to be facilitated through the proposed Zoning By-law Amendment.</p>

<p>Table 5 Permissible Uses – Brock Mixed Node Limited medium density residential, as part of a mixed use development; High density residential; Retailing of goods and services; Offices and restaurants; Hotels; Community, cultural and recreational uses; Community gardens; Farmers’ markets</p>	<p>The proposed high-density residential and retail uses are permitted in the Brock Mixed Node.</p>
<p>Table 6 Max and Min Net Residential Density (uph) – Brock Mixed Node: Over 80</p>	<p>The proposed Block 1 development provides for a net residential density that exceeds the minimum requirement of 80 uph.</p>
<p>Table 6 Max FSI – Brock Mixed Node Over 0.75 and up to and including 2.5 FSI</p>	<p>In accordance with draft policy 3.6 (f), densities up to and including 5.0 are permitted where appropriate. Block 1 represents a gateway location where greater heights and densities are to be directed. As such, an increased density of 4.80 FSI is appropriate and will be facilitated through the proposed Zoning By-law Amendment.</p>
<p>11A.1 The design of compatible and attractive built forms, streetscapes and sites will be promoted within the intensification areas. Accordingly, City Council shall require development to have regard to the following:</p> <p>(a) creation of a distinct character for the Corridor and Node as a whole while also providing for variation based on the unique conditions within each precinct in accordance with the specific precinct policies outlined in Sections 11A.3 – 11A.6, as well as, a strong sense of community, a context for healthy lifestyles, and a high quality of life;</p> <p>(b) encourage the transformation of the areas into more liveable, walkable and human-scaled neighbourhoods with inviting public spaces such as parks, squares and streets;</p>	<p>The proposed Block 1 development contemplates the comprehensive development of the Block 1 lands with high-density mixed uses that reinforce their gateway location within the Node. The proposal also includes connected outdoor amenity space and pedestrian linkages with the remainder of the site and surrounding area. In the context of the conceptual masterplan, Block 1 will be supported by a range and mix of uses, as well as a system of parks and open spaces in support of a complete and healthy community. The development has been designed to support a compact and transit-oriented community that promotes walkability and alternative forms of transportation.</p>
<p>(c) location and integration of commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life;</p>	<p>The proposed Block 1 development incorporates grade-oriented commercial / retail uses in the building podiums to promote active frontages and a vibrant pedestrian realm.</p>
<p>(e) encourage the transformation of existing strip-commercial development and lots with single-detached dwellings into mixed use transit-supportive areas;</p>	<p>The proposed Block 1 development and the larger conceptual masterplan is intended to facilitate the redevelopment of the existing strip-</p>

	commercial plaza with a complete, compact and mixed-use community supportive of transit.
11A.2 City Council recognizes key intersections throughout the areas as Gateways as shown on Schedule XIV. Accordingly, City Council: (a) requires building articulation, including vertical projections, recessions and other distinctive architectural details, at gateway locations to create an enhanced visual interest and a human-scaled environment;	Block 1 is located within the Brock Road / Pickering Parkway gateway. In recognition of this key location, high-quality architectural design is incorporated into the proposed development in order to promote enhanced visual interest and a pedestrian-scaled environment.
(b) encourages the establishment of privately-owned publicly accessible spaces (POPS) within Gateways including features such as urban squares, green spaces, transit stop waiting areas, and public art;	The proposed Block 1 development contemplates a central outdoor POPS located at grade.
(d) promotes the development of Gateway locations in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.	The proposed Block 1 development reinforces its location within a gateway through the accommodation of increased heights and densities in a compact, transit-supportive, mixed-use built form that respects the function of this area as an entryway into the Brock Node.
11A.6 City Council shall require development within the Brock Precinct, as identified on Schedule XIV, Sheet 4 of 4, to be in accordance with the following: (a) the greatest densities and building heights shall be directed to the intersection of Brock Road and Pickering Parkway, with additional concentrations along Brock Road and south of Pickering Parkway, along Highway 401; (b) the greatest mix of uses within the precinct will be encouraged to be located within proximity of Brock Road and Kingston Road and at the Brock Road and Pickering Parkway intersection, in particular, the development of major office uses is encouraged in these locations;	The Block 1 development directs increased heights and densities, as well as a range and mix of uses to the Brock Road / Pickering Parkway intersection. Permissions for a range of uses are contemplated for this location, including residential, commercial, retail, and office uses.
(c) support the development of the Brock Precinct as a complete community with transit-supportive densities, and a distinct community character;	The proposed Block 1 development contemplates the comprehensive development of the Block 1 lands with high-density mixed uses that reflects and reinforces their gateway character. In the context of the conceptual masterplan, Block 1 will be supported by a range and mix of uses, as well as a system of parks and open spaces in support of a complete and healthy community that promotes compact and transit-supportive densities and built forms.

<p>(d) transportation improvements will be prioritized to provide greater multi-modal connectivity, break up large parcels, create more routes of circulation off Brock Road and Pickering Parkway, and create more opportunities for the development of buildings with street frontages;</p>	<p>The conceptual masterplan considers the creation of a new internal road network to provide greater connectivity for all modes of transportation and improve site circulation and provide for additional active street frontages.</p>
<p>(e) consideration shall be given to the interface of retail and office with residential uses and the provision of appropriate transitions between buildings and in height, mass and scale to ensure compatibility with established residential neighbourhoods;</p>	<p>The proposed intensification of the subject lands both through the proposed Block 1 applications and the conceptual masterplan is intended to achieve a complete mixed-use community that compatibly incorporates a wide range of land uses, including residential, commercial and retail uses. The draft planning instruments seek to implement appropriate development standards to ensure adequate transition in use and built form.</p>
<p>(f) the establishment of primary and secondary frontages oriented toward Brock Road, Kingston Road, and the new public street east of Brock Road will be encouraged;</p>	<p>The proposed development contemplates pedestrian-oriented and active frontages along both Brock Road and Pickering parking through the use of podiums and grade-related residential and retail uses.</p>
<p>(h) where development or redevelopment of the lands at the northeast corner of Pickering Parkway and Brock Road is proposed, secure the provision of a linear greenspace along the south side of the private street to provide a green connection from Brock Road to the public parkland to the east.</p>	<p>The conceptual masterplan describes the intent of the site to facilitate linear connections through the site to the existing public parkland to the east. The exact location, size and design of future open spaces will be addressed through future development applications.</p>
<p>11A.9 The following policies are intended to apply to all development within the intensification areas. Accordingly, City Council shall:</p> <p>(a) promote the integration of residential and office uses in conjunction with retail, commercial and institutional uses in support of developing complete communities;</p>	<p>The proposed development contemplates the compatible integration of a range and mix of uses in Block 1 and conceptual throughout the larger masterplan, including residential and commercial uses in support of a complete mixed-use community. As discussed with City Staff on January 21, 2021, no office space is contemplated as part of the Phase 1 development. SmartCentres will look to incorporate the overall spectrum of uses on-site for the future. The intent of the Phase 1 application is to achieve a critical residential mass. From an architectural and design perspective, the incorporation and introduction of office uses based on the current floorplates and column spacing will result in a highly compressed building along with undesirable office spaces. As discussed with City Staff, SmartCentres will look to explore different configurations if the site develops further.</p>

<p>(b) ensure the function of the intensification areas as key retail shopping destinations within the City, supporting various sizes and types of retail uses, is maintained and that expansion and establishment of new office and commercial uses is encouraged;</p>	<p>The proposal seeks to establish an intensified and mixed-use community that will blend commercial, retail and residential spaces aimed at supporting the creation of a future community retail destination and centre of activities and civic life.</p>
<p>(c) promote higher intensity employment and residential uses, within close proximity to transit stops as identified on Schedule XIV;</p>	<p>The proposal seeks to accommodate increased mixed-use densities in proximity to transit services along Brock Road, including an existing transit stop at Brock Road and Pickering Parkway.</p>
<p>(d) where multi-residential development is proposed, support the inclusion of community gardens for those residents, particularly where private outdoor amenity space is limited;</p>	<p>The proposed Block 1 development contemplates significant outdoor amenity space including a grade-related POPS central to the block and rooftop amenity space above the 4-storey podium to serve the proposed multi-unit residential uses.</p>
<p>(g) support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate;</p>	<p>The conceptual masterplan contemplates a connected open space system that provides for flexibility and capacity to support future growth.</p>
<p>(h) ensure through development and re-development that the overall arrangement of streets, blocks, open spaces and buildings is achieved and that sites are designed and developed in a manner that anticipates change over time.</p>	<p>The conceptual masterplan provides for flexibility in terms of the ultimate build out of the subject property, particular through the conceptual street network which is intended to facilitate appropriate and flexible development blocks to accommodate the ultimate build-out of the subject lands.</p>
<p>11A.9.2 The following policies apply to the Mixed Use Type A land use designation as shown on Schedule XIV. Within these areas, City Council: (a) shall require areas designated as Mixed Use Type A on Schedule XIV to have the greatest density and represent the highest-intensity uses within the intensification areas with a combination of higher density residential, commercial and retail uses including those which serve a broader area, and office uses in mixed use buildings, or in separate buildings on mixed use sites;</p>	<p>Block 1 is identified as 'Mixed Use Type A' on Schedule XIV. The conceptual masterplan considers a complete, mixed-use community that accommodates a mix of uses and densities, and directs increased heights and densities and a greater mix of uses to Block 1 acknowledging its intent as Mixed Use Type A.</p>
<p>(b) encourages office uses, particularly Major Office uses and major institutional uses, to be located in Mixed Use Type A Areas. These uses should be predominantly directed to major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities;</p>	<p>Office uses have been acknowledged and permitted within Block 1 in accordance with the draft Planning instruments.</p>

<p>(c) will seek to require the accommodation of a minimum amount of office space as part of the total floor area of buildings on site. Protection for future office space may be met through demonstrating phasing and/or including building types that can be easily converted to office uses over time;</p>	<p>Office uses are permitted within Block 1. As discussed with City Staff on January 21, 2021, no office space is contemplated as part of the Phase 1 development. SmartCentres will look to incorporate the overall spectrum of uses on-site for the future. The intent of the Phase 1 application is to achieve a critical residential mass. From an architectural and design perspective, the incorporation and introduction of office uses based on the current floorplates and column spacing will result in a highly compressed building along with undesirable office spaces. As discussed with City Staff, SmartCentres will look to explore different configurations if the site develops further.</p>
<p>11A.10 City Council shall require built form within the intensification areas to reflect the following principles: (a) promote higher-density residential and mixed use development while respecting the character and scale of established neighbourhoods through proper transitioning, and careful building design and placement;</p>	<p>Block 1 is proposed to accommodate greater heights, densities and mix of uses oriented towards Brock Road and the gateway. The conceptual masterplan envisions a gradual transition in built form and density in order to ensure compatibility with surrounding uses, including the established neighbourhood to the east.</p>
<p>(d) taller buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where mid- rise or high-rise development is directly adjacent or in close proximity to existing low-rise neighbourhoods;</p>	<p>Block 1 is proposed to accommodate taller buildings oriented towards Brock Road and the gateway. The conceptual masterplan envisions a gradual transition in built form and height in order to ensure compatibility with surrounding uses, including the established neighbourhood to the east.</p>
<p>(e) new development shall be designed, located and massed in such away that it limits any shadowing on the public realm, parks and public spaces and protects and buffers the pedestrian realm from prevailing winds, in order to achieve adequate sunlight and comfort in the public realm through all four seasons;</p>	<p>The current design generally meets the intent of the Draft Urban Design Guidelines as the majority of the POPS will enjoy 5 hours of sunlight. It should be noted that any future (ultimate) POPS will continue to enjoy 5 hours of sunlight. The park was designed based on the mitigation of shadow impacts and emphasizing sunlight. A revised Shadow Impact Study has been prepared.</p>
<p>(f) angular plane, building design, landscaping, setbacks, and other requirements will be applied, as appropriate, to ensure compatibility with adjacent development;</p>	<p>Appropriate angular planes, building design and other built form standards have been applied to ensure compatibility with adjacent lands.</p>
<p>11A.10.1 City Council shall, (a) direct high-rise buildings, consisting of buildings 13 storeys to a maximum of 45 storeys in height, to generally be located within appropriate gateway locations and at the intersection of transit spines and major arterials,</p>	<p>The proposed Block 1 development directs building heights of 25-32 storeys within the gateway.</p>

<p>along the Highway 401 and proximate to highway interchanges;</p>	
<p>(c) consider in the review of development applications for mid-rise and high-rise development, the following performance criteria:</p> <ul style="list-style-type: none"> (i) that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces; (ii) that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level; (iii) that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized; (iv) that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces; (v) that buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining public open spaces and sidewalks; (vi) that living areas, windows and private open spaces be located to minimize the potential for overlooking adjoining residential properties; (vii) that informal or passive surveillance of streets and other public open spaces be maximized by providing windows to overlook street and public spaces and using level changes, floor and balcony spaces elevated above the street level to allow views from residential units into adjacent public spaces whilst controlling views into these units; and (viii) that protection be provided for pedestrians in public and private spaces from wind down drafts; 	<p>The proposed Block 1 development has been designed and oriented to reflect its location in a gateway while maintaining compatibility and appropriate transition to surrounding uses. The residential towers are set back in accordance with the minimum stepback requirements and the proposed podium is within the minimum and maximum height requirements to promote a pedestrian-scaled environment. Additionally, the minimum tower separation distances have been maintained and an appropriate angular plane has been maintained along the Brock Road frontage.</p>
<p>(h) in accordance with Section 16.18 of this Plan, consider, where appropriate, flexibility in massing and height, if the general intent of the Plan is met.</p>	<p>Given that the general intent of the Intensification Plan has been met as described above, greater heights and densities are appropriate for Block 1 to reinforce its function as a gateway.</p>
<p>11A.10.3 City Council shall, (a) encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life;</p>	<p>The podium has been designed to promote an active street frontage, with at-grade commercial and retail uses along the Pickering Parkway frontage and residential entrances along Brock Road.</p>

<p>(c) encourage secondary frontages, as indicated in the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, to be developed to support high levels of public realm animation and pedestrian activity, but with less of a focus on retail activity.</p>	
<p>11A.11 City Council shall, (b) encourage the location of public parks and privately-owned publicly accessible spaces such as an urban square, courtyard, parkette, green space, or community garden, within a 5 minute walk (400 metres) of all residences and places of employment within the intensification areas; (d) require the provision of high quality indoor and outdoor amenity spaces as a component of all development within the intensification areas with a prioritization of spaces which are accessible to the public;</p>	<p>Within the context of the conceptual masterplan, a connected system of publicly-accessible open spaces are contemplated to promote integration and access to outdoor open space. The proposed Block 1 development contemplates quality indoor and outdoor amenity space, including a POPS at grade to support the proposed intensification.</p>
<p>11A.11.2 City Council supports the development of Privately-Owned Publicly Accessible Spaces (POPS) throughout the intensification areas, including spaces such as urban squares, gateway plazas, parkettes, linear parks, and green spaces. These spaces are privately owned and maintained, however, are accessible to the general public. Accordingly, (a) the preferred location of POPS have been identified conceptually on Schedule XIV. However, POPS are encouraged as a component of all new development within the intensification areas, particularly in Gateways and near Transit Stops; (b) the exact size, location and design of POPS, including appropriate amenities, will be addressed through detailed block planning in accordance with Section 11A.14(a), the Facility Fit Plan in accordance with Section 11A.11(k), and in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines;</p>	<p>OPA 38 contemplates a conceptual POPS on the Block 1 lands. The proposed concept for the future development lands incorporates a central outdoor POPS located at grade, which will serve both the Phase 1 and future development portions of Block 1. Additionally, the conceptual masterplan considers the location of additional POPS, and the exact size, location and design will be addressed through future development applications.</p>
<p>11A.12 City Council supports the following key mobility principles for the intensification areas: (a) higher density, transit-supportive development with a mix of uses and activities; (b) the design of all streets as complete streets; (c) improved access management and connectivity for all transportation modes;</p>	<p>The development proposal reinforced the mobility principles by implement higher density, transit-oriented development that contains a mix of uses in a compact and pedestrian-friendly built form. Pedestrian connectivity is promoted and surface parking is minimized.</p>

<p>(f) prioritization of minimizing surface parking, and the development of active transportation networks.</p>	
<p>11A.12.4 City Council shall,</p> <p>(a) require development proponents to demonstrate the provision of an adequate supply of parking to meet site requirements while balancing broader mobility objectives to decrease reliance on private vehicle use;</p> <p>(b) consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles,</p> <p>(i) that the primary parking format be structured or below grade parking to facilitate connectivity and minimize the heat island effect created by large surface parking;</p> <p>(ii) in phased development, that surface parking may be permitted if the proponent has demonstrated how parking will be accommodated in structures at full build out; and</p> <p>(iii) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;</p> <p>(c) consider a reduction in the number of required car parking spaces where bicycle parking facilities or transportation demand management measures are provided to reflect the compact, high-density urban form of the intensification areas and shift toward an increase of active modes of transportation and transit; and</p> <p>(d) consider shared on-site parking areas for two or more uses where the maximum demand of such parking areas by the individual uses occurs at different periods of the day.</p>	<p>An adequate supply of parking has been proposed as part of the Block 1 development and is supported by a Parking Study. Reduced parking rates have been implemented to reduce the required amount of parking in support of promoting alternative forms of transportation. Additionally, a shared parking scheme has been contemplated which will allow for the sharing of parking spaces among different uses at varying times of day to further reduce the amount of parking facilities required. Surface parking has been minimized and consolidated into structured and underground parking facilities to improve the pedestrian realm and overall site circulation and accessibility.</p>
<p>11A.13 City Council supports the optimization of infrastructure and a coordinated and integrated approach to the provision of infrastructure and services...</p>	<p>The subject property is located within the existing built-up area and is serviced with full municipal infrastructure. The proposal represents an efficient development pattern and provides an opportunity to improve the efficiency of existing infrastructure.</p>