

- Guidelines is divided into the following categories:**
- Pre-Consultation;
 - Environmental Protection;
 - Location of Development/Selection of Lands;
 - Design of Development, Land use and Distribution;
 - Design of Development, Density and Compact Built Form;
 - Design of Development, Connections;
 - Resource Efficiency; and,
 - Evolution/Monitoring.

The Guidelines for plans of subdivision, site plans, rezoning and building permits also contain a section for Pedestrian Oriented Communities.

HOW TO USE THE GUIDELINES

Each guideline includes a combination of required and optional design criteria. The Required criteria are mandatory and must be met. No points are assigned for the required criteria. the applicant may choose among the optional criteria to meet the following point targets:

- Level 1: 19 points
- Level 2: 41 points
- Level 3: 80 points

Level 1 is considered to be the minimum level of points required by all plans

Sustainability Development Matrix - 1899 BROCK ROAD

Guideline Details (R - Required O - Optional Credit)	Response by Developer in the application Explanation on how the project will satisfy minimum Required points and achieve additional Optional points.	Points Achieved	Comments/Review Sustainability Section	
1. Pre-Consultation and Ongoing Consultation				
1.1	Completion of Extensive Pre- Consultation on Sustainability Elements (O)	Pre-Consultation Meeting was held with City Staff on August 12, 2019. SmartCentres has continued to consult with staff throughout the application review and circulation process.	3	
1.2	On-going Education Program (O)			

Sustainability Development Matrix - 1899 BROCK ROAD

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2. Environmental Protection			
2.1	Watershed and Sub-Watershed Planning (R)		
2.2	Master Environmental Servicing Plan (MESP) (R)		
2.3	Conservation Authority Regulations(R)		

Sustainability Development Matrix - 1899 BROCK ROAD

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2.4	Oak Ridges Moraine Plan (R)	The proposal is not located within the ORMCP area.		
2.5	Greenbelt Plan (R)	The proposal is not located within the Greenbelt Plan area.		
2.6	Conformance to Provincial Policy Statement (PPS) for Building Strong Communities(R)	The proposal includes a mix of uses, including a variety of residential and commercial buildings in an efficient land use pattern supportive of the creation of a larger complete masterplanned community. The proposed densities are transit-supportive to promote the achievement of a complete and healthy community. Refer to Planning Justification Report for further details related to PPS consistency.		
2.7	Conformance to PPS for Wise Use and Management of Resources (R)	The proposal supports efficient use of existing municipal infrastructure and services, and reduces the need for their unnecessary expansion. The proposal contemplates publicly-accessible outdoor open space which will form part of a larger hierarchy of open spaces throughout the site. Refer to Planning Justification Report for further details related to PPS consistency.		
2.8	Conformance to PPS for Protecting Public Health and Safety (R)	The proposal respects the Regional flood plain hazard affecting the northeastern portion of the site given that Block 1 does not interface with this feature. Public health and safety is maintained in accordance with the direction of the PPS.		

Sustainability Development Matrix - 1899 BROCK ROAD

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2.9	Stormwater Quality (R)	An enhanced level of quality controls is proposed for the proposed development, to provide 80% TSS removal to 90% of average annual runoff flows.		
2.10	Maintain or Reduce Stormwater Runoff (R)	On-site controls are proposed to attenuate and control site discharge to maintain on-site runoff flows to present peak flow levels.		
2.11	Water Balance and Source Water Protection (R)	Retention of the first 5mm is proposed on-site to be re-used for on-site irrigation as per TRCA requirements.		
2.12	Ground Water Protection (R)	Based on the Pickering official plan, the northeast corner of the Site is within a High Aquifer Vulnerability Area. However, the Site area is not within a wellhead protection area, intake protection zone, or groundwater recharge area. The proposed development is residential, and the area is fully municipally serviced. Drinking water in the City of Pickering is sourced from Lake Ontario. And no long-term dewatering is required for the building. As such, the long-term risks to the aquifer due to the development are considered negligible.		
2.13	Integrated Environmental Protection (O)			
2.14	Exceeding Regulatory Requirements (O)			

Sustainability Development Matrix - 1899 BROCK ROAD

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2.15	Biodiversity Protection and enhancement (O)			
2.16	Natural Heritage Protection (O)			
2.17	Required Residential Site Design to Maximize Permeability (R)	n/a - not related to high-ris residential		
2.18	Optional Residential Site Design to Maximize Permeability (O)			
2.19	Required Commercial/ Employment/Institutional Site Design to Maximize Permeability (R)	n/a - site is mixed-used residential development.		
2.20	Required Commercial/Employment/ Institutional Site Design to Maximize Permeability (R)	n/a - site is mixed-used residential development.		
2.21	Native Species and Planting (O)	The majority of the plant palette for the landscape design is comprised of species which are native, drought tolerant, and non-invasive.	2	
2.22	Landform Conservation	The subject lands are currently developed with a retail shopping centre and are largely paved to accommodate parking facilities. Landform conservation is not applicable.		
2.23	Net Environmental Gain (O)			

Sustainability Development Matrix - 1899 BROCK ROAD

Guideline Details (R - Required O - Optional Credit)		Response by Developer in the application Explanation on how the project will satisfy minimum Required points and achieve additional Optional points.	Points Achieved	Comments/Review Sustainability Section
2.24	Pesticide and Fertilizer Use (O)			
2.25	Minimize Construction Related Environmental Impacts (R)	Response will be provided during future submissions of these applications.		
2.26	Compensation for Unavoidable Impacts (O)			
2.27	Erosion and Sedimentation Control (R)	A sediment and erosion control plan has been included as part of the current design submission, in accordance with TRCA ESC guidelines.		
3. Location of Development / Selection of Lands				
3.1	Site Typology (O)	The subject lands are currently developed with a retail shopping centre and are largely paved to accommodate parking facilities. The proposal seeks to add new uses at increased densities to a portion of the site representing the redevelopment of previously developed lands at a higher density in accordance with Provincial direction.	3	
4. Design of Development - Land Use and Distribution				

Sustainability Development Matrix - 1899 BROCK ROAD

Guideline Details (R - Required O - Optional Credit)		Response by Developer in the application Explanation on how the project will satisfy minimum Required points and achieve additional Optional points.	Points Achieved	Comments/Review Sustainability Section
4.1	Diversity of Uses (R)	The proposal contemplates a mix of residential and commercial uses and is located within 800 m of the existing retail shopping centre located on the subject lands as well as other surrounding commercial uses which provide existing jobs within walking distance.		
4.2	Construction Phasing (R)	Phase 1 is proposed to include a mix of residential and commercial uses to be constructed at the same time.		
4.3	Residential and Non-Residential Phasing (O)	Phase 1 is surrounded by existing commercial uses including grocery stores, retail, and service shops. Phase 1 is proposed to include a mix of residential and commercial uses to be constructed at the same time providing for additional amenities within the Brock mixed-use node.	3	
4.4	Proximity to Schools (R)	The subject property is located within walking distance of various schools. Please refer to Figure 6 of the Planning Justification Report.		

Sustainability Development Matrix - 1899 BROCK ROAD

Guideline Details (R - Required O - Optional Credit)		Response by Developer in the application Explanation on how the project will satisfy minimum Required points and achieve additional Optional points.	Points Achieved	Comments/Review Sustainability Section
4.5	Provision of Mixed Uses and Commercial Streetscape Environments (R)	The proposal contemplates a mix of residential and commercial uses. The site is also within 400 m of various commercial plazas which include other retail uses and some office uses. The Pickering Ridge Medical Centre is located within 400 m south of the proposed development and the Durham Regional Police department is located within 400 m north of the site. The site is also within 400 m of two existing public parks which provide recreational opportunities.		
4.6	Enhanced Access to Amenities (O)	The proposal contemplates a mix of residential and commercial uses. The site is also within 400 m of various commercial plazas which include other retail uses and some office uses. The Pickering Ridge Medical Centre is located within 400 m south of the proposed development and the Durham Regional Police department is located within 400 m north of the site. The site is also within 400 m of two existing public parks which provide recreational opportunities.	5	
4.7	Enhanced Housing Diversity (R)	A mixture of 1BR,2BR, and 3BR apartments and townhouses (2BR and 3BR) have been included within Phase 1.		
4.8	Rental and For-Sale Housing Affordability (O)			

Sustainability Development Matrix - 1899 BROCK ROAD

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4.9	Retail Parcel Sizes (R)	The retail area has been designed to provide flexibility in size of future tenants.		
4.10	Commercial Concentration (R)	Retail is located on Pickering Parkway to the south, wrapping the corner of Brock road to the west. Additional retail has also been provided on the private driveway to the east, which will be adjacent to the future Phase 2 development.		
4.11	Mixed Use Commercial Concentration (O)	Retail units are located on the edges of Pickering Parkway, Brock, and the internal driveway to the east, which will promote pedestrian shopping trips.	3	
4.12	Proximity to Public Spaces (R)	An open space on the east end of the site is adjacent to the secondary entry to the residential space and primary retail entries. The space will further expand in the future Phase 2 and add an additional park edge to Pickering Parkway.		
4.13	Apply Regional Precedents in Urbanism and Architecture (O)			
5. Design of Development – Density and Compact Built Form				
5.1	Residential Density (R)	The proposal implements an overall net density of 4.8 FSI in accordance with the direction of the Intensification Plan.		
5.2	Increased Residential Density (O)	The proposal achieves an overall net density of 560 uph which exceeds the 120 uph identified for high density areas.	6	

Sustainability Development Matrix - 1899 BROCK ROAD

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5.3	Commercial Density (R)	Phase 1 achieves a combined density of 6.53 FSI, which exceeds the minimum 0.75 FSI.		
5.4	Increased Density and Mixed-Use (O)	Phase 1 achieves a combined density of 6.53 FSI, which exceeds the minimum 0.75 FSI.	5	
5.5	Future Intensification (R)	The conceptual masterplan contemplates opportunities for future intensification of the subject lands.		
6. Design of Development – Connections				
6.1	Open and Connected Communities (R)	The design of streets, sidewalks and public spaces are available to the general public.		
6.2	Protect Linked Open Space System (R)	The proposal supports the creation of open and well-connected community included a connected open space system. The site provides pedestrian connections that allow residents to easily access the surrounding land uses and road network, as shown in Figure 3-3 of the TIS, dated March 26, 2021.		

Sustainability Development Matrix - 1899 BROCK ROAD

Guideline Details (R - Required O - Optional Credit)		Response by Developer in the application Explanation on how the project will satisfy minimum Required points and achieve additional Optional points.	Points Achieved	Comments/Review Sustainability Section
6.3	Provision of Interconnected Transportation Network (R)	The redevelopment of Block 1 contributes to breaking up the larger commercial plaza which is currently dominated by vehicle-oriented facilities, evidenced by the numerous surface parking spaces. The proposal will create important linkages and encourage a healthy and walkable community. The development is proposed in a manner that is transit supportive and represents a concentration of people and uses within proximity to transit services. The site provides pedestrian connections that allow residents to easily access the surrounding land uses and road network, as shown in Figure 3-3 of the TIS, dated March 26, 2021.		
6.4	Support for Alternative Transportation (O)	The proposal incorporates bicycle lockers within the proposed building.	3	
6.5	Street Network (R)	No new streets are proposed within the development. The site driveway will provide connections to Pickering Parkway and Brock Road.		
6.6	Block Perimeter (R)	Phase 1 block is 131.4m of built form, which is below the recommended maximum length. A network of private driveways and roads will connect Phase 1 internally and to the existing shopping centre.		
6.7	Lanes (O)	The proposal contemplates private roads for access to the underground parking and loading facilities.	3	

Sustainability Development Matrix - 1899 BROCK ROAD

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6.8	Cycling Network (R)	Figure 3-2 of the TIS, dated March 26, 2021 shows the active transportation network near the site. The Regional Cycling Plan, dated November 2012, was created by Durham Region to implement a region-wide cycling network and ultimately promote cycling as an alternative mode of transportation. Regional cycling provisions have been implemented along Brock Road via a multi-use pathway on the west leg. Moreover, the cycling plan has also classified Pickering Parkway west of Brock Road as having a cycling lane. Further cycling network improvements are expected to be made along Kingston Road near the subject site. Such improvements include a buffered cycle lane along Kingston Road that is expected to be completed before 2032.		

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<p>6.9</p>	<p>Transit Amenities (O)</p>	<p align="center">3</p>	

Existing transit stops along Pickering Parkway are generally spaced between 200 and 250m. The TIS, dated March 26, 2021 recommended a TDM measure where the developer will provide information about transportation options to new residents in an information package that will include items such as:

- Existing transit services, including a DRT system map, a GO system map, route navigators for each area transit route (including GO bus and rail), and seven-day schedules for nearby stops for each of these routes. Information will be provided by the Region and the Municipality and will also include relevant fare and incentive-based information.
- A map of the surrounding area with sidewalks and bicycle facilities, a copy of the Durham Region cycling network map, cycling and pedestrian safety tips, and information on active transportation events such as Smart Commute Durham events. This information would also be provided by the Region and Municipality.
- Carpooling, including information on Smart Commute and how one can join through their employer.

Sustainability Development Matrix - 1899 BROCK ROAD

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6.10	Transit Oriented Compactness (O)	Figure 3-2 of the TIS, dated March 26, 2021 shows that there are existing transit stops on Pickering Parkway at the existing signalized access to the plaza in the southeast corner of Block 1. All residents will be within 250m of these the existing transit stops. Most of the site will be within 500m (approximately 7 minute walk) of the planned Durham-Scarborough Bus Rapid Transit (DSBRT), which will operate along Kingston Road.	2	
6.11	Parking Management (O)	The proposal contemplates reduced parking rates and it intended to utilize existing transit services, pedestrian and cyclist facilities as alternate modes of transportation. The traffic forecasting in the TIS, dated March 26, 2021 included reductions in vehicle traffic as a result of the proposed BRT on Kingston Road. The proposed residential and visitor parking supply is a reduction from the zoning by-law requirements. Almost all parking is proposed in underground parking levels with limited surface parking promoting a walkable streetscape.	2	
6.12	Parking Location (R)	Parking is located in the above ground podium and underground. The above ground parking is screened from frontages to minimize its impact on the streetscape.		

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6.13	Corridor Frontage (R)	Retail and residential are located on the arterial street frontages, which will reduce the impact of cars visible from the streetscape. The above grade parking podium is also screened to reduce visibility from the street.		
7. Design of Development – Pedestrian Oriented Community				
7.1	Amenities in Proximity (R)	Local amenities such as shops, restaurants, grocery stores are all within 400-800m of the site with pedestrian connections from Brock and Pickering. On-site retail and indoor/outdoor amenities also provide residents with convenience as well.		
7.2	Pedestrian Network (R)	A minimum 1.5m sidewalk has been provided on all streets.		
7.3	Pedestrian Safety and Comfort (R)	Figure 3-3 of the TIS identifies existing sidewalks along Brock Road and Pickering Parkway as well as pedestrian friendly space (brick / pavers) providing connections within the site and to the external active transportation network. The landscape plan prepared by MHBC identifies curb ramps with tactile indicators at the site driveway connections to external roads. Trees, greenery and benches are proposed along the pedestrian friendly space.		

Sustainability Development Matrix - 1899 BROCK ROAD

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7.4	Pedestrian Oriented Streetscapes (R)	The streetscapes surrounding the building have been treated with enhanced unit paving, seating areas, provision for short term bicycle storage, and seamless walkway connection between the right of ways and main entries to the building.		
8. Resource Efficiency				
8.1	Energy Performance for Residential Buildings (O)			
8.2	Energy Performance for Commercial Buildings (O)			
8.3	Energy Efficient Appliances (O)			
8.4	Passive Solar Gain (R)	Please refer to the Shadow Study Response as part of this submission.		
8.5	Private Outdoor Lighting (R)	In terms of energy efficiency and consumption, the exterior lights will be LED and all site lighting and outdoor amenity lighting will be controlled by timer switch and photocell. The lighting level designed for minimal light intrusion. All exterior lights will be dark sky compliant (3000k and downlight) with full cut off.		
8.6	Required Water Efficiency in Buildings (R)	sc to confirm individual water meters. The development will accommodate the maximum flow rates outlined.		
8.7	Optional Water Efficiency in Buildings (O)			

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8.8	Waste Management – Operations (R)	Phase 1 is developed in accordance with Pickering's waste management guidelines. Refer to SPA006.		
8.9	Waste Reduction – Construction (R)	Response will be provided during future submissions of these applications.		
8.10	Required Material Selection (R)	Building materials to be further refined in future submissions.		
8.11	Optional Material Selection (O)			
8.12	Green Upgrades Available to Home Buyers (O)			
8.13	On-Site Power Generation (O)			
8.14	On-Site Renewable Power Generation (O)			
8.15	District Energy (O)			
8.16	Green Building Certification (O)			
8.17	Waste Water Management (O)			
8.18	Heat Island Reduction (O)			
8.19	Heat Island Reduction Roofing (O)			
8.20	Durable Buildings (R)	Response will be provided during future submissions of these applications.		
9. Monitoring and Process to Address Exceptions				
9.1	Monitoring Plan (O)			
9.2	Exceptions (O)			

Sustainability Development Matrix - 1899 BROCK ROAD

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	Total Points	43	