

City Policy
Placemaking

- 11A.1 The design of compatible and attractive built forms, streetscapes and sites will be promoted within the the intensification areas. Accordingly, City Council shall require development to have regard to the following:
- (a) creation of a distinct character for the Corridor and Node 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;
 - (b) encourage the transformation of the areas into more liveable, walkable and human-scaled neighbourhoods with inviting public spaces such as parks, squares and streets;
 - (c) location and integration of commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life;
 - (d) development of streetscapes, public spaces and pedestrian routes that are inclusive, safe and comfortable for all, and accessible and easy to navigate regardless of physical ability;
 - (e) encourage the transformation of existing strip-commercial development and lots with single-detached dwellings into mixed use transit-supportive areas;
 - (f) prioritize placemaking opportunities on public lands including existing parks and community facilities within and adjacent to the intensification areas for capital funding, and seek opportunities to partner with the private sector to incorporate designs that advance the placemaking opportunities in development plans on private lands; and
 - (g) the Detailed Design Considerations of this Plan and the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

Transit-supportive

Relates to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. (A Place to Grow)

City Policy

Gateway

- 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;
 - (b) encourages the establishment of privately-owned publically accessible spaces (POPS) within Gateways including features such as urban squares, green spaces, transit stop waiting areas, and public art;
 - (c) recognizes the particular regional significance of Gateways at Altona Road, as the western gateway to Durham Region from the City of Toronto, and the Gateway at Brock Road as the eastern gateway into the City of Pickering from the Town of Ajax; and
 - (d) promotes the development of Gateway locations in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

Gateways are location-specific entry points into significant streetscapes, areas or neighbourhoods, often signified by a distinctive public realm, landmark or built form, and enhanced through site and building design.

City Policy

Rougemount Precinct

- 11A.3 City Council shall require development within the Rougemount Precinct, as identified on Schedule XIV, Sheet 1 of 4, to be in accordance with the following:
- (a) the greatest densities and building heights shall be directed to the south of Kingston Road along Highway 401, and away from the stable residential neighborhoods to the north;
 - (b) urban design that contributes to the urban village character of the precinct, particularly achieving a village-like main street character along Kingston Road, will be encouraged and supported;
 - (c) development that reinforces the relationship and connections between the precinct and the Rouge National Urban Park abutting the precinct to the west is encouraged. Accordingly, development adjacent to the Park shall consider the Rouge National Urban Park Management Plan, in particular, connectivity to the Park, environmentally-friendly design and minimizing adverse lighting impacts;

- (d) the consolidation of driveways and access points to improve safety and traffic circulation is encouraged; and
- (e) in respect of the character of the area, existing established residential neighbourhoods, and the Rouge National Urban Park, maximum heights within this precinct shall be limited in accordance with Section 11A.10.1(d).

City Policy

Heritage Path

11A.3.1 City Council,

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

City Policy

Whites Precinct

11A.4 City Council shall require development within the Whites Precinct, as identified on Schedule XIV, Sheet 2 of 4, to be in accordance with the following:

- (a) the highest densities and building heights shall be directed to the intersection of Kingston Road and Whites Road, with additional concentrations to the south of Kingston Road along Highway 401, extending east and west of the central cluster at Kingston Road and Whites Road;
- (b) the Whites Precinct shall be promoted as a vibrant employment and retail hub; Accordingly, the development of major office uses is encouraged, particularly in proximity to the intersection of Kingston Road and Whites Road;
- (c) a diverse mix of uses in the Whites Precinct is supported to promote the creation of a complete community and providing opportunities for residents to live-work-play in close proximity;

- (d) prioritize the development of an attractive concentration of vibrant primary and secondary active frontages at grade along Kingston Road; and
- (e) pedestrian-oriented public realm improvements, including opportunities to introduce boulevard enhancements and new or reconfigured pedestrian paths and sidewalks, to enhance the pedestrian experience in areas which are predominantly auto-oriented will be prioritized.

City Policy

Dunbarton-Liverpool Precinct

11A.5 City Council shall require development within the Dunbarton-Liverpool Precinct, as identified on Schedule XIV, Sheet 3 of 4, to be in accordance with the following:

- (a) the greatest densities and building heights shall be directed to the south of the intersection of Kingston Road and Dixie Road and south of Kingston Road along Highway 401;
- (b) development of the Precinct to be a local community and shopping destination with a series of connected and animated neighbourhood-oriented green spaces and squares will be encouraged;
- (c) the establishment of multi-modal connections to the City Centre will be encouraged;
- (d) new buildings will be encouraged to establish primary frontages at grade with enhanced boulevards onto the new proposed Public Street as shown on Schedule XIV;
- (e) development of a pedestrian and cycling connection utilizing the existing rail bridge and underpass over the highway, as shown on Schedule XIV, will be supported, in collaboration with Canadian Pacific Railway, to provide a north-south connection, with an eventual connection to the Waterfront Trail;
- (f) in consultation with the Toronto and Region Conservation Authority, proponents of new development, where applicable, will be required to assess the regulatory flood plain risks associated with lands proposed for redevelopment within the Pine Creek flood plain; and implement, where appropriate, a revised flood plain boundary for Pine Creek; and
- (g) in consultation with the Toronto and Region Conservation Authority, the preparation of a plan to rehabilitate Pine Creek, to enhance the natural heritage features and to design, align and construct a multi-modal bridge across Pine Creek will be required, where applicable.

City Policy

Brock Precinct

- 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;
 - (c) support the development of the Brock Precinct as a complete community with transit-supportive densities, and a distinct community character;
 - (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;
 - (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;
 - (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;
 - (g) where development or redevelopment of the lands on the northwest corner of Kingston Road and Brock Road, or adjacent lands, is proposed, seek the preservation of and incorporation of the Post Manor, a designated heritage building governed by the Ontario Heritage Act, to strengthen and complement the property's heritage attributes; and
 - (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.

City Policy

Cultural Heritage

- 11A.7 City Council recognizes the importance of cultural heritage, particularly in Strategic Growth Areas, and accordingly:
- (a) in partnership with development proponents and the municipal heritage committee, encourages promotion of cultural heritage through means such as placemaking, urban design, public art and the creation of the Heritage Path in the Rougemount Precinct;
 - (b) will ensure the policies of Chapter 8 of this Plan are applied and conformity with the Ontario Heritage Act with regard to cultural heritage and conservation of cultural heritage resources within the intensification areas; and
 - (c) shall encourage any redevelopment of cultural heritage resources or adjacent to cultural heritage resources to be in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

City Policy

Sustainability and Climate Resiliency

- 11A.8 City Council shall,
- (a) encourage sustainable and Low Impact Development (LID) for all development within the intensification areas to minimize energy consumption, greenhouse gas emissions and water consumption in accordance with the relevant policies of this Plan;
 - (b) require development or redevelopment of lands adjacent to or in close proximity to creeks to consider the impact more frequent and/or severe weather events may have on stormwater systems;
 - (c) require development to consider energy conservation, peak demand reduction, resilience to power disruptions, small local integrated energy solutions that incorporate renewable, district energy, combined heat and power or energy storage, as appropriate, or protect for future systems;
 - (d) encourage adaptive and resilient urban design in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines; and
 - (e) require development proposals to, at a minimum, meet the City's mandatory sustainable development standards, and also encourage developers to strive to implement additional optional sustainability measures.

City Policy

Land Use

- 11A.9 The following policies are intended to apply to all development within the intensification areas. Accordingly, City Council shall:
- (a) promote the integration of residential and office uses in conjunction with retail, commercial and institutional uses in support of developing complete communities;
 - (b) ensure the function of the intensification areas as key retail shopping destinations within the City, supporting various sizes and types of retail uses, is maintained and that expansion and establishment of new office and commercial uses is encouraged;
 - (c) promote higher intensity employment and residential uses, within close proximity to transit stops as identified on Schedule XIV;
 - (d) where multi-residential development is proposed, support the inclusion of community gardens for those residents, particularly where private outdoor amenity space is limited;
 - (e) promote and encourage the establishment of community services including educational, cultural, recreational, health and emergency services, in preferred locations as identified conceptually on Schedule XIV, as well as other locations throughout the intensification areas to serve community needs. Accordingly:
 - (i) where appropriate, encourage community facilities to be integrated into multi-storey, mixed use developments;
 - (ii) where a need has been determined, require new community facilities or enhancements to existing facilities, be delivered in a timely manner, concurrent with development, to support growth; and
 - (iii) encourage development to accommodate temporary community facilities until such time as permanent community facilities are constructed and/or outfitted.
 - (f) in accordance with the policies of Sections 7.11-7.12 of this Plan, require all development to be designed to provide, where feasible, for the implementation of leading edge technologies and a robust Information and Communication Technology infrastructure;
 - (g) support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate; and
 - (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.

City Policy

Prohibited Uses

- 11A.9.1 City Council, despite the permitted uses in Table 5 of this Plan, prohibits land extensive and other incompatible uses within the intensification areas, including:
- (a) new stand alone large format retail stores, and other auto-oriented retail and commercial uses;
 - (b) outdoor storage with the exception of seasonal outdoor display of goods and merchandise;
 - (c) waste processing, waste transfer and recycling facilities, including those related to automobiles;
 - (d) new stand-alone vehicle sales and service uses including but not limited to motor vehicle service centres, motor vehicle gas bars and motor vehicle washing establishments; and
 - (e) new low density employment uses such as self storage and warehousing.

Mixed Use Type A

Mixed Use Type A Areas are targeted for significant development and will have the greatest density, tallest heights, and represent the highest-intensity uses within the Corridor and Node. These areas are primarily located within gateways and at major intersections along Kingston Road and Brock Road.

City Policy

Mixed Use Type A

- 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;
 - (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;

- (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; and
- (d) in addition to the complete application requirements in Section 16 of this Plan, for proposals within the Mixed Use Type A designation in the intensification areas, may require the submission of an Office Demand Study, where office floor space is not being proposed.

Mixed Use Type B

Mixed Use Type B Areas feature a combination of residential and retail uses in mixed use buildings, or in separate buildings on mixed use sites, at a lesser density than Mixed Use Type A Areas, and contain a significant proportion of at-grade retail. These areas are primarily located close to gateways or internal local streets.

City Policy

Mixed Use Type B

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

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

Mixed Use Type C

Mixed Use Type C Areas represent the least-intensive mixed use areas within the Corridor and Node. They feature a combination of residential and retail uses, with a greater proportion of residential, and a lower proportion of retail than Mixed Use Type B Areas. These areas are primarily located within the Rougemount Precinct, at intersections that are not identified as gateways or in mid-block locations along Kingston Road, and adjacent to natural areas.

City Policy

Mixed Use Type C

11A.9.4 The following policies apply to the Mixed Use Type C land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) shall require areas designated as Mixed Use Type C on Schedule XIV to be developed predominantly as residential areas with limited retail uses;
- (b) supports retail and commercial uses within these areas which are neighbourhood-oriented, smaller in scale, and complementary to residential uses. These uses shall be primarily located on the ground floor of buildings; and
- (c) may permit limited office uses within these areas, in conjunction with residential, neighbourhood retail and commercial uses.

Residential

Residential Areas feature primarily residential uses, generally in areas where a mix of uses on a specific site may not be desirable or achievable. These areas are located throughout the Corridor and Node, typically adjacent to existing low-rise residential neighbourhoods.

City Policy

Residential

11A.9.5 The following policies apply to the Residential land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) shall require Residential areas, as shown on Schedule XIV, to be developed with higher density residential housing types, consisting primarily of apartment dwellings; and
- (b) may allow consideration of the location of compatible retail and offices within these areas, however, will require them to be limited to the ground-floor of residential buildings.

City Policy

Community Uses

11A.9.6 The following policies apply to the Community Use land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) recognizes identified areas as existing and proposed locations that contain important community facilities including emergency services, schools, and public uses which support the immediate and larger community;

- (b) shall ensure Community Uses adhere to the relevant policies of Chapter 7 of this Plan;
- (c) supports the co-location of community facilities and public service facilities within the Community Uses designation; and
- (d) encourages, where appropriate, the maintenance and adaptation of existing community facilities and spaces as community hubs, particularly those which are easily accessible by active transportation and transit.

Community Hubs

Centralize community services and make it easier for local residents to access the health, social, cultural, recreational and other resources they need together in one spot. (A Place to Grow)

City Policy

Natural Areas and Natural Hazards

11A.9.7 The following policies apply to the Natural Areas land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) shall ensure that the relevant policies of Chapter 10 and 16 of this Plan are applied; and
- (b) encourages the restoration and rehabilitation of creeks that bi-sect the Kingston Corridor Intensification Area, and the implementation of erosion control and stormwater management best practices to improve existing flood conditions.

City Policy

Built Form

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;
- (b) through the design of buildings, enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility;
- (c) similar built form and height on both sides of the street will be encouraged, where appropriate, to create a coherent and cohesive public realm;
- (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;

- (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;
- (f) angular plane, building design, landscaping, setbacks, and other requirements will be applied, as appropriate, to ensure compatibility with adjacent development; and
- (g) all urban design matters regarding built form, including appropriate separation distances, floor areas, street walls, and podium heights, should be addressed in accordance with the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

City Policy

Building Heights and Transition

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, along the Highway 401 and proximate to highway interchanges;
- (b) encourage the development of mid-rise buildings, consisting of buildings 5 storeys to 12 storeys in height, where appropriate, throughout the intensification areas;
- (c) consider in the review of development applications for mid-rise and high-rise development, the following performance criteria:
 - (i) that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;
 - (ii) that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level;
 - (iii) that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized;
 - (iv) that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces;

- (v) 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;
- (d) despite Section 11A.10.1(a), limit the maximum building height to 25 storeys in the Rougemount Precinct on the south side of Kingston Road, along Highway 401 to reflect the precinct character;
 - (e) further limit building heights, where appropriate, to provide transition immediately adjacent to existing low-rise residential areas and along streets without active frontages, particularly along the north side of Kingston Road;
 - (f) despite Sections 3.6(d) and 3.6(e) and Table 6, require all new buildings in the Intensification Area to be at least 3 functional storeys except for community facilities and in the Open Space System – Natural Areas designation;
 - (g) despite Section 11A.10.1(f), permit expansions or additions to existing buildings in the intensification areas to be less than 3 functional storeys, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in Table 6 of this Plan; and
 - (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.

City Policy

Setbacks

11A.10.2 City Council shall,

- (a) require front yard setbacks to be kept a minimum, in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, so that an urban streetwall condition can be achieved along all streets; and

- (b) encourage the accommodation of patios, displays, waiting areas, public landscape elements or elements that provide screening and privacy for grade-related residential units, within setback areas as appropriate. On larger development or infill sites, phasing plans should indicate how infill development can be accommodated over time to achieve this condition.

City Policy

Active Frontages At Grade

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;
- (b) require primary frontages, as indicated in the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, to be developed with the highest levels of active uses such as retail that generates pedestrian activity; and
- (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.

City Policy

Public Realm

11A.11 City Council shall,

- (a) recognize parks, green spaces, privately-owned publically accessible spaces (POPS), boulevards, and connections as interconnected components of the public realm in the intensification areas;
- (b) encourage the location of public parks and privately-owned publically 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;
- (c) prioritize connectivity between public spaces within the intensification areas as well as improved access to and enhancement of existing public spaces, including Public Parks, within a 10 minute walk (800 metres);
- (d) require the provision of high quality indoor and outdoor amenity spaces as a component of all development within the intensification areas with a prioritization of spaces which are accessible to the public;

- (e) encourage the provision of public access points to the Internet and infrastructure that supports this access in public spaces throughout the intensification areas and at Transit Stop locations, where possible;
- (f) encourage the provision of amenities for pedestrians such as seating areas, digital kiosks, play structures, fountains or feature benches in the public realm, as appropriate;
- (g) in accordance with the public art policies of Section 14.13, encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure;
- (h) prioritize municipal capital projects within the intensification areas that contribute to the public realm;
- (i) in consultation with the Toronto and Region Conservation Authority, require the proponents of new development adjacent to creeks within the Kingston Mixed Corridor Intensification Area to enhance natural heritage features and incorporate passive recreational uses such as walking paths and seating areas, where appropriate;
- (j) in consultation with the Durham District School Board, investigate opportunities for community access and use of school properties outside of school hours for active and passive community recreational needs; and
- (k) In addition to the complete application requirements in Section 16 of this Plan, require the submission of a Facility Fit Plan for proposals within the intensification areas to support the provision of suitable public amenity spaces.

City Policy
Public Parks

11A.11.1 City Council shall,

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

Neighbourhood Parks are intended to perform an array of functions and include amenities such as play structures, smaller recreational fields, sports courts, and passive areas, primarily serving the immediate neighbourhood.

Community Parks are intended to provide for a range of illuminated recreational facilities as well as some non-illuminated sports fields, including mini-baseball and soccer fields, servicing the surrounding neighbourhoods.

City Policy

Privately-owned Publically Accessible Spaces

11A.11.2 City Council supports the development of Privately-Owned Publically 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; and
- (c) POPS adjacent to the Heritage Path within the Rougemount Precinct shall be integrated with the Heritage Path in accordance with Section 11A.3.1.

City Policy

Public Lookouts

11A.11.3 City Council shall,

- (a) support the development of Public Lookouts which highlight important views within the Kingston Mixed Corridor Intensification Area and are located at natural vantage points in close proximity to natural areas as shown on Schedule XIV; and
- (b) encourage Public Lookouts to be developed in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

City Policy

Parkland Acquisition

11A.11.4 City Council shall,

- (a) require the provision of Public Parks through measures including in-kind contributions through development, municipal partnership, community philanthropy, land acquisition and in accordance with Section 16.29 of this Plan; and
- (b) prioritize the acquisition of parkland through land dedication to provide active and passive recreation opportunities within the Intensification Area to serve the needs of the new community, as well as, the surrounding established neighbourhoods.

City Policy

Mobility

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;
- (d) prioritization of measures to improve pedestrian safety and reduce traffic collisions;
- (e) promotion of transportation demand management measures in accordance with Policy 4.5(b) of this Plan, including mobility-as-a-service, where appropriate; and
- (f) prioritization of minimizing surface parking, and the development of active transportation networks.

Complete Streets

Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. (A Place to Grow)

City Policy

Pedestrian and Cycling Network

11A.12.1 City Council shall,

- (a) require the provision of pedestrian paths, cycling facilities, and multi-use paths in accordance with the City's Integrated Transportation Master Plan, and where appropriate, in consultation with the Region of Durham;
- (b) encourage the provision of additional pedestrian and cycling infrastructure and connections, where opportunity arises, to support the City's active transportation network; and
- (c) require pedestrian and cycling facilities to be developed in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, best practices, and the prioritization of the safety of pedestrians and cyclists.

City Policy

Transit

11A.12.2 City Council,

- (a) will cooperate with Durham Region Transit and Metrolinx in order that the alignment and location of future transit routes consider access to the greatest concentration of people and jobs, and minimizes the distance between transit connections within the intensification areas;
- (b) shall seek to coordinate the location and design of proposed future public spaces fronting Kingston Road and the other streets with transit routes and transit stops;

- (c) will ensure the provision of appropriate amenities, including street furniture, trees for shade, digital kiosks, and access to pedestrian and cycling networks are provided to support transit ridership and promote an integrated and connected active transportation network;
- (d) recognizes two key transit junctions along Kingston Road, at Whites Road and Brock Road and Kingston Road. These intersections occupy prime locations and transit transfer points along a higher-order transit corridor which connect the intensification areas with adjacent areas including the Seaton community and other lands to the north. Accordingly:
 - (i) though transit-supportive development is expected to occur throughout the intensification areas, these locations warrant additional consideration as ideal sites for higher-intensity uses, in particular, employment uses;
 - (ii) these transit junctions and related pedestrian connections shall be priority areas for design excellence and capital improvements including landscaping, public seating, weather protection and public art; and
 - (iii) new development adjacent to the transit junctions shall be designed to frame the junctions with active uses at grade and entrances oriented towards them.

City Policy

Street Network and Design

11A.12.3 City Council shall,

- (a) in accordance with the policies of Section 4.11, require the design of new streets and the design and extension of streets identified on Schedule XIV to be connected to existing streets, and have block lengths generally no longer than 150 metres and block depths generally not less than 60 metres to provide to provide a finer grid of walkable and interconnected development blocks over time;
- (b) require all new or re-designed streets, as appropriate, to be complete streets with public amenities including sidewalks, enhanced paving in busy pedestrian areas, cycle paths or multi-use paths, and landscape and furniture zones;
- (c) through the redevelopment of larger blocks of land, require new public and private streets in locations generally as shown on Schedule XIV;

- (d) allow the exact alignment of new streets to be determined through block planning, 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;
- (e) require the provision of trees along streets to enhance the urban forest canopy and provide shade for pedestrians, particularly along Kingston Road, Whites Road, and Brock Road;
- (f) encourage all streets to be designed in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, with consideration given to integration and continuity of street design elements where streets intersect, and construction of public streets to public street design standards; and
- (g) collaborate with the Region of Durham to implement, where possible, new signalized intersections as shown on Schedule XIV, in order to provide opportunities for efficient transportation and safe pedestrian movement.

City Policy
Parking

11A.12.4 City Council shall,

- (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;
- (b) consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles,
 - (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;
 - (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
 - (iii) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;
- (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

- (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.

City Policy

Loading Areas and Goods Movement

11A.12.5 City Council shall,

- (a) require all uses that facilitate goods movement within the intensification areas to have regard for Provincial Freight Supportive Guidelines;
- (b) ensure the design and location of buildings and loading areas, particularly those adjacent to goods movement routes, consider means to mitigate any adverse impacts that truck and commercial traffic will have on the surrounding areas; and
- (c) require impacts on the pedestrian and cyclist environment from goods movement within the intensification areas to be considered and mitigated through measures such as wider sidewalks and landscaping schemes to reduce noise and visual impacts within pedestrian areas and to provide additional buffering.

City Policy

Service Streets and Laneways

11A.12.6 City Council shall,

- (a) encourage, where possible, shared driveways, parking ramps and servicing areas between two or more properties to maximize building frontages and minimize the number of required curb cuts;
- (b) where such shared facilities are provided, require each landowner to provide a reciprocal easement in favour of the other landowner(s);
- (c) seek establishment of service streets and laneways with access off streets with lower levels of traffic, and to avoid interrupting active street frontages;
- (d) require service laneways to be designed in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines; and
- (e) recognize, in particular, two proposed private streets in the Rougemount Precinct south of Kingston Road as shown on Schedule XIV, as service streets and laneways. Since services are only provided to the north, only one sidewalk is required to be provided on the north side of the two service streets/laneways.

City Policy
Servicing

- 11A.13 City Council supports the optimization of infrastructure and a coordinated and integrated approach to the provision of infrastructure and services. Accordingly, the following principles shall apply, in addition to the provisions of Section 7.10 of this Plan, with regard to servicing the intensification areas:
- (a) development should be sequenced to ensure that appropriate transportation, municipal servicing and community infrastructure are available;
 - (b) planned investment and expansion of infrastructure shall, wherever possible, be concurrent with and support growth;
 - (c) strategies shall be implemented for energy and water conservation, including energy and water demand management;
 - (d) the City will work with the Region of Durham, utility providers, and other appropriate stakeholders to prioritize infrastructure and servicing improvements, including burying of utilities, where feasible, and to ensure sufficient infrastructure capacity within the area to support growth;
 - (e) the City will work with landowners and the Region of Durham to develop a plan for the phasing of extensions to existing services within the area to allow development to proceed as expeditiously as possible; and
 - (f) consideration shall be given to the impacts associated with climate change, including an increase in the frequency and severity of extreme weather events, in the design and longevity of infrastructure services.

City Policy

Stormwater Management

11A.13.1 City Council shall require proposals for large-scale development to be accompanied by a stormwater management plan or equivalent to the satisfaction of the City, in consultation with Toronto and Region Conservation Authority, that:

- (a) is informed by a subwatershed plan or equivalent;
- (b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; and
- (c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

The following stormwater management criteria should be implemented for development within the intensification areas:

- i) control of post-development peak flow rates to pre-development levels;
- ii) a maximum runoff coefficient of 0.5 should be used to represent pre-development conditions, regardless of how much impervious cover currently exists on a re-development site;
- iii) retention of the runoff from up to a 5 mm storm event be provided on site for infiltration;
- iv) enhanced water quality treatment to achieve 80% removal of Total Suspended Solids.

City Policy

Implementation

11A.14 City Council shall,

- (a) require development applications on larger sites, identified through the implementing zoning by-law, to provide a block development plan to demonstrate the full build out of new streets and blocks within the site, potential connections to adjacent sites, redevelopment within all future blocks, and the provision of supporting open spaces and community infrastructure as required. The block development plans shall be accompanied by supporting technical studies that provide a level of information sufficient to assess the ultimate infrastructure and other requirements of full build out;
- (b) require the expansion of the street network into a finer grid of streets and connections to occur incrementally with development, with new public streets being secured through the development application process and/or through cost-sharing by benefitting landowners, to the satisfaction of the City;

- (c) where appropriate and necessitated by timing considerations, encourage the consideration of financial front-ending agreements to expedite infrastructure delivery. Agreements for cost-sharing should be implemented where appropriate to facilitate the provision of infrastructure and allocate the related costs of development amongst local landowners; and
- (d) support the use of the Holding provisions in the *Planning Act* and require where necessary, proponents to enter into agreements with the City, Region and other agencies as appropriate, respecting various development related matters including but not limited to:
 - (i) servicing or relocation of infrastructure;
 - (ii) requiring a multi-modal transportation study for proposed developments that are anticipated to generate 100 or more vehicle peak hour trips (two-way), or where site and design characteristics may result in traffic or transportation concerns, to assess the impact on the transportation system and the timing and need for future improvements;
 - (iii) entering into cost sharing and front ending agreements;
 - (iv) ensuring that development shall not take place on lands within the defined Creek corridors;
 - (v) providing or exchanging easements over lands where necessary;
 - (vi) providing contributions to the cost of rehabilitating the Creek corridors, if necessary;
 - (vii) requiring a comprehensive functional servicing and stormwater management plan that addresses stormwater management on a site-by-site basis; and
 - (viii) requiring a block development plan for large sites.

City Policy
Transition

11A.14.1 City Council shall,

- (a) encourage and support the relocation of uses that are incompatible with the vision for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas. These include new auto-oriented development, industrial uses, or uses requiring extensive outdoor storage or surface parking;
- (b) discourage the expansion of existing uses that require outdoor storage and/or encourage the provision of indoor storage;

- (c) discourage the development of new, land intensive, auto-oriented stand alone retail and commercial uses; and
- (d) seek to ensure redevelopment adjacent to existing incompatible uses balance the mitigation of impacts with the integration and future redevelopment of such sites through building, site and streetscape design strategies.

City Policy

Economic Development

11A.14.2 City Council, shall undertake measures to stimulate economic growth and vitality within the intensification areas. Accordingly, the City:

- (a) may undertake an office demand study to support transition and intensification efforts including redevelopment of the area, evaluation of applications, and relocation of incompatible businesses to other appropriate locations within the City; and
- (b) will initiate a program to engage local businesses in the area to consider matters such as business retention and expansion needs in a changing retail environment.

City Policy

Community Improvement Plan

11A.14.3 City Council may, in order to support the achievement of the City Council's vision for the intensification areas, develop and implement a Community Improvement Plan for a portion or the entirety of the intensification areas in accordance with the policies of Section 16.33 of this Plan.

