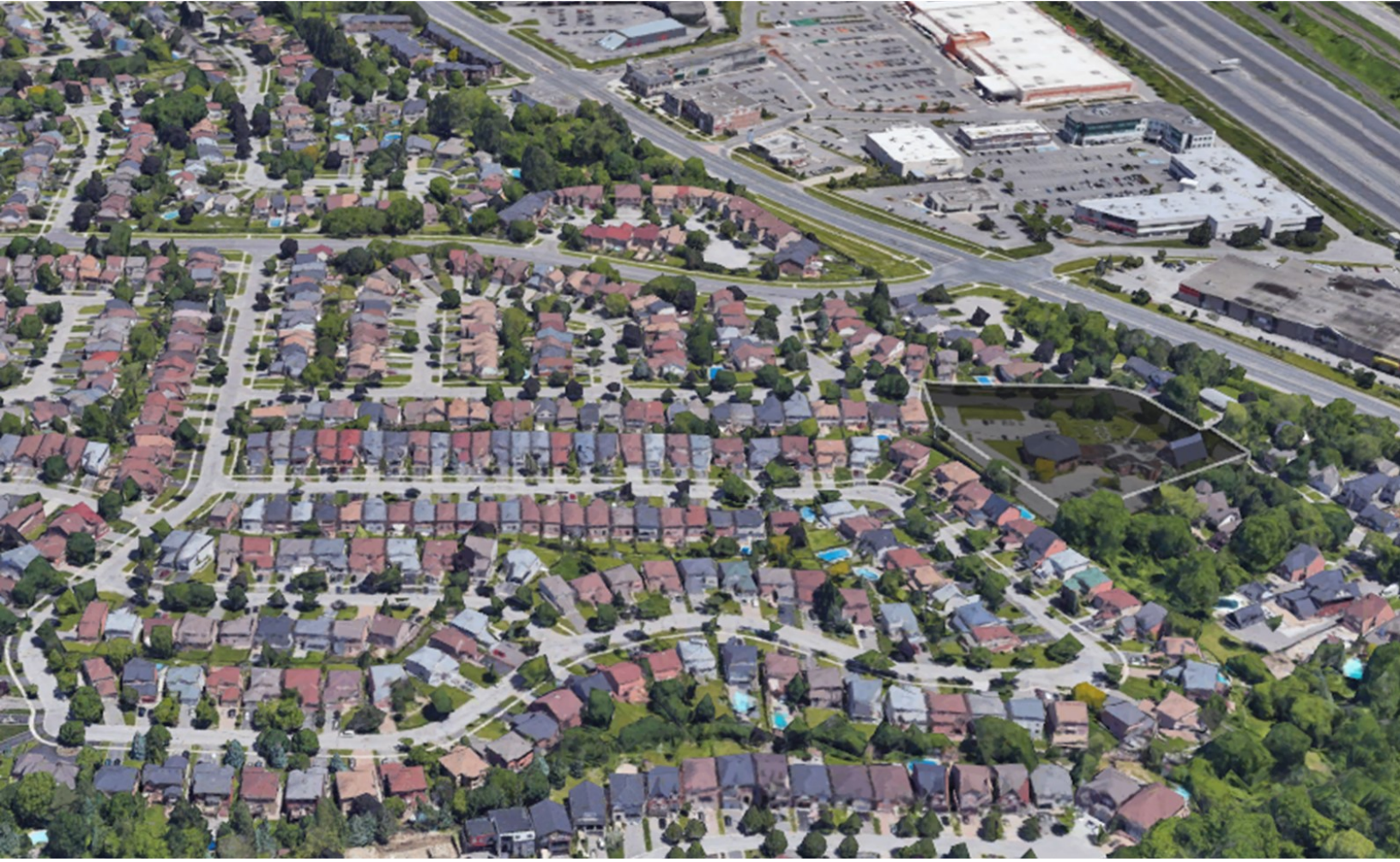

# 1066 DUNBARTON ROAD, PICKERING
# URBAN DESIGN BRIEF

KINDRED WORKS

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

NOVEMBER 2022
FILE NO. 20365AA

# CONTENTS

# 1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Kindred Works (the "Applicant") to seek approvals to redevelop the Dunbarton-Fairport United Church property located at 1066 Dunbarton Road, City of Pickering (the "Subject Lands"). The purpose of this Urban Design Brief is to illustrate how the proposal is compatible with the surrounding neighbourhood and implements the design objectives provided by the City of Pickering Official Plan and the Urban Design Guidelines for Infill & Replacement Housing in Established Neighbourhood Precincts.

The proposed redevelopment represents revitalization and intensification of an underutilized property within the City of Pickering. The proposed density and compact built form is supportive of active transportation and existing and planned transit within the surrounding neighbourhood, especially along the Kingston Road corridor.

## THE POLICY FRAMEWORK

The subject lands are currently designated 'Urban Residential – Low Density Areas' within the City of Pickering Official Plan. In addition, the Subject Lands are located adjacent to the Dunbarton Neighbourhood Established Precinct on the west, east and south sides of the property. Accordingly, in accordance with Map 17 of the Official Plan, the Dunbarton Neighbourhood Development Guidelines or Established Neighbourhood Precinct policies do not apply to the Subject Lands. Although the subject lands are not within the Established Neighbourhood Precinct, consideration for the compatibility of the proposed development with the scale and character of the surrounding neighbourhood precinct is provided.

## OUR APPROACH

In response to the vision for the subject lands to accommodate intensification, MHBC on behalf of the Applicant has prepared this Urban Design Brief to illustrate how the proposed development has been designed in accordance with relevant policies of the Official Plan. This Urban Design Brief also demonstrates how the proposed development has responded to the Urban Design Guidelines for Infill & Replacement Housing in Established Neighbourhood Precincts.

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

Yours truly,
**MHBC**

Andrea Sinclair
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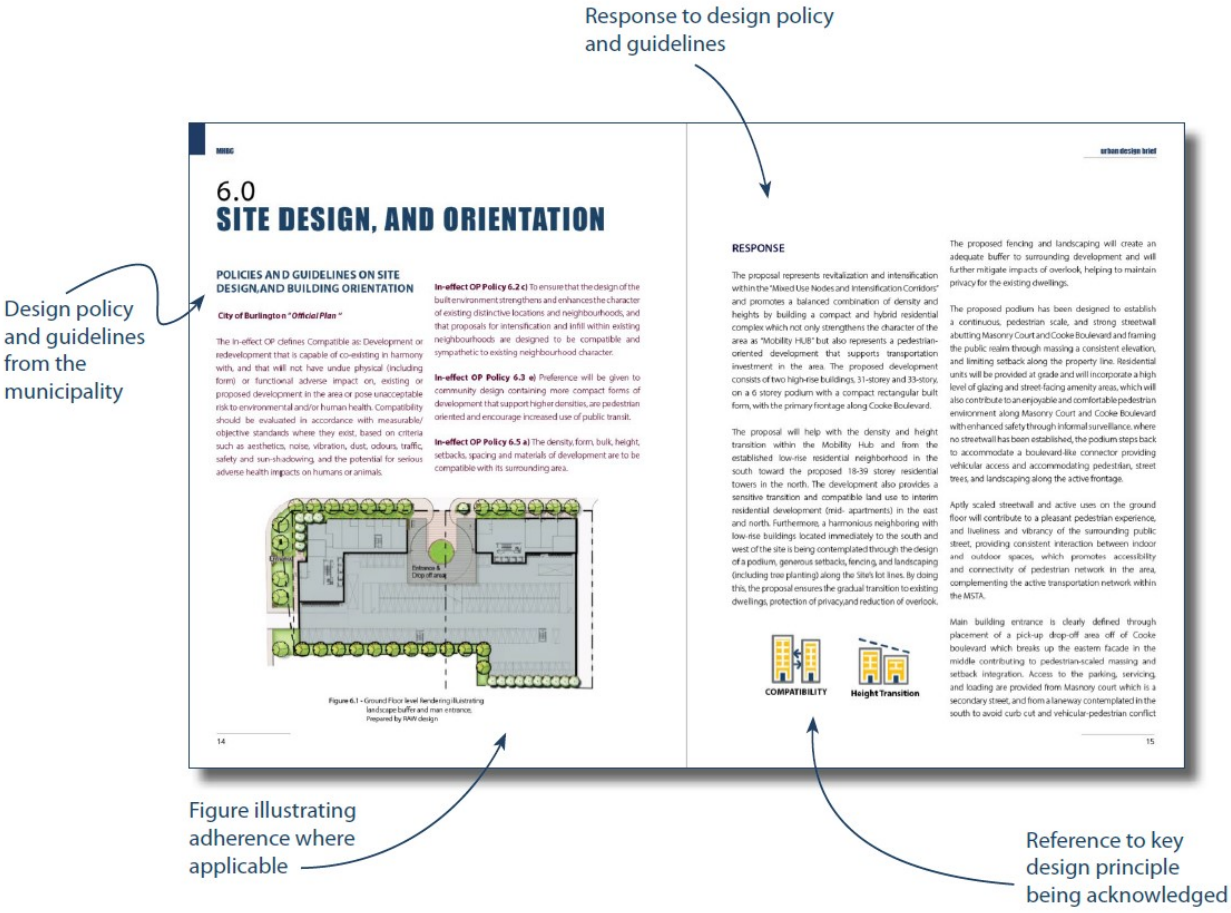
BCD, MCIP, RPP
Intermediate Planner

# 2.0
# HOW TO READ THIS BRIEF




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

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

# 3.0
# EXISTING CONTEXT ANALYSIS

The Subject Lands are located at the northeast corner of Dunbarton Road and Cloudberry Court, and municipally addressed as 1066 Dunbarton Road, within the City of Pickering. The Subject Lands have a total area of approximately 0.79 hectares, with approximately 50 metres of frontage on Dunbarton Road to the south, and approximately 80 metres of frontage on Dunbarton Road to the east.

The Subject Lands are currently comprised of the Dunbarton-Fairport United Church, a one-storey place of worship which occupies much of the central and southwest portions of the property. The remainder of the Subject Lands consist primarily of surface parking, with limited landscaped open space towards the intersection with Cloudberry Court. The original Dunbarton-Fairport United Church structure was constructed in 1877, and additions in 1973 and 1986.

The Subject Lands are immediately bound by low-density residential development. Commercial uses are located in proximity to the Subject Lands as well. The immediate surrounding land uses are illustrated on the following pages.

The Subject Lands are serviced by Durham Region Transit routes 900 and 920 with a stop located approximately 350 metres from the Subject Lands at the Kingston Road and Dixie Road intersection.

Additionally, the Pickering GO Station provides regional transportation connections and is located approximately 1.9 kilometers to the east of the Subject Lands. Dunbarton Road includes a sidewalk opposite the Subject Lands. Neighbourhood amenities in proximity to the Subject Lands include the Dunbarton Creek and the Brookdale Centre Shopping Plaza, which are both located within 350 metres of the Subject Lands.

The Subject Lands are also located close to existing and emerging residential communities, including proposed developments located east and west of the subject lands along the Kingston Road corridor.

Looking north from Dunbarton Road towards the Subject Lands

Looking west from Dunbarton Road towards the Subject lands

Looking west from Dunbarton Road and Cloudberry Court towards the Subject Lands

The Subject Lands are surrounded by a mix of land uses as summarized below:

## NORTH

The properties immediately to the north of the Subject Lands are developed with 2-storey single detached dwellings fronting onto Rambleberry Avenue and Falconcrest Drive.

## EAST

The properties immediately to the east of the Subject Lands are developed with 2-storey single detached dwellings fronting onto Dunbarton Street and Cloudberry Court. Further east of the residential uses are 1 and 2 -storey commercial uses consisting primarily of retail and service.

## SOUTH

The properties immediately to the south of the Subject Lands are developed with 1 and 2 -storey single detached dwellings fronting onto Dunbarton Street. Highway 401 and a CN Rail Corridor are located to the south of the noted residential uses.

## WEST

The properties immediately to the west of the Subject Lands are developed with 2-storey single detached dwellings fronting onto Dunbarton Street. Dunbarton Creek is located to the west of the noted residential uses.


Source: Google Satellite Imagery

# 4.0
# THE PROPOSAL

The Subject Lands are currently occupied by the Dunbarton-Fairport United Church. As part of the proposed development, a large portion of the existing church is to be demolished, with the portion originally constructed in 1877 (and rehabilitated in 1973 after a fire) at the southwest corner to be retained. The retained church structure will continue to serve as a local place of worship, as well as a community centre offering programming and community space to residents of both the proposed development and surrounding neighbourhood.

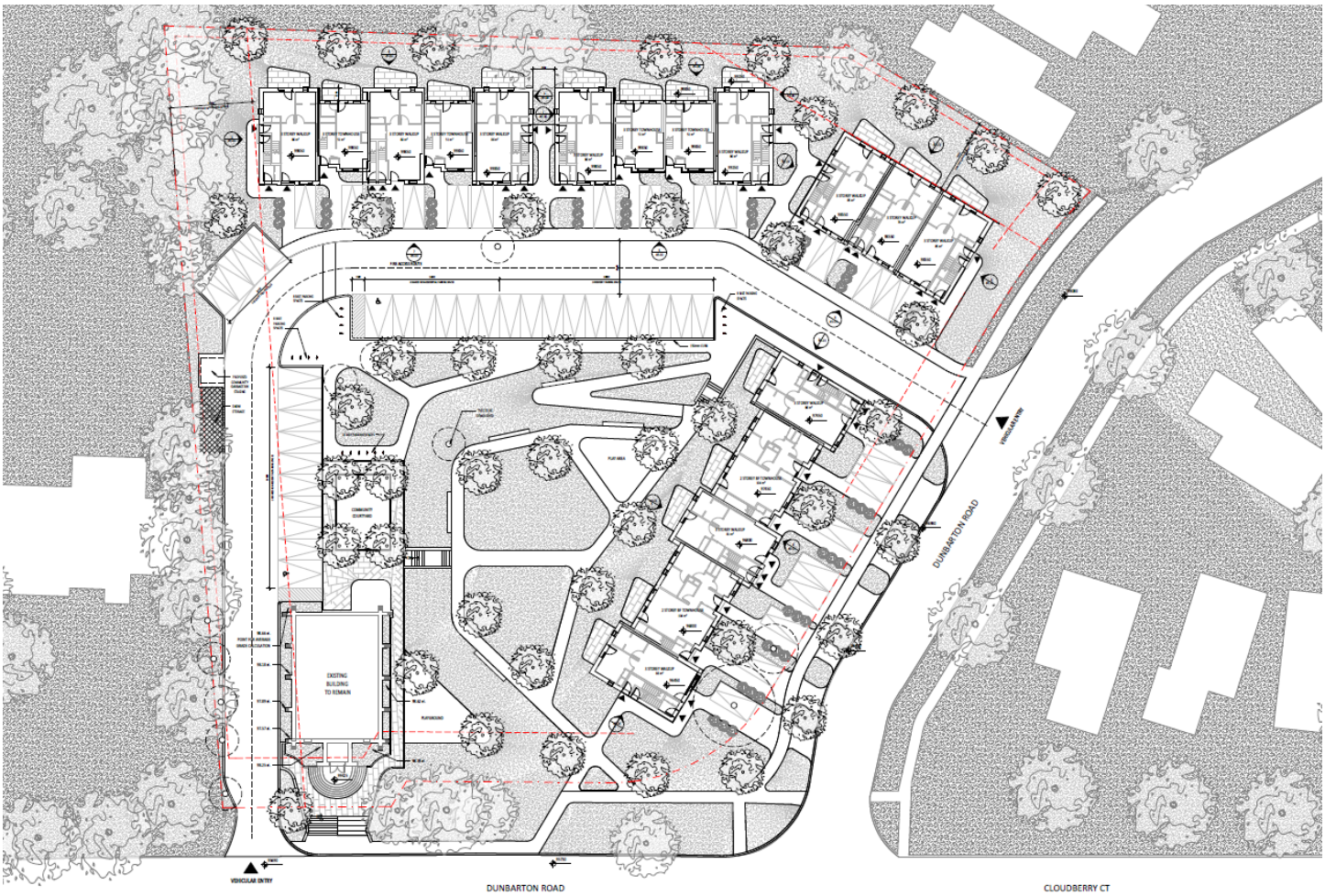
On the underutilized portion of the Subject Lands, which currently includes surface parking and the additions to the original church structure (constructed in 1973 and 1986), the proposed redevelopment includes townhouses and walk-up residential units. A Site Plan and renderings are provided on the following pages. The full-sized version of the Site Plan is included as **Appendix B**.

The proposed residential units are primarily located along the perimeter of the Subject Lands, fronting on both Dunbarton Road and an internal drive aisle. 22 standard and 11 barrier-free walk-up units, and 6 standard and 2 barrier-free townhouse units are proposed for a total of 41 residential dwelling units. All of the proposed units will have an entrance at-grade with landscaping and parking located in front of the unit, consistent with the street wall of the surrounding neighbourhood. The townhouses and walk-up units are proposed to be interspersed (ranging from 2 to 3 storeys) to provide for a varied façade.

The proposed development includes multiple forms of outdoor amenity space, including private patios, playgrounds, a community courtyard, and open lawn. A pedestrian pathway network connects all the proposed residential units to the existing church structure and amenity areas, as well as to the public sidewalk network. A sidewalk is proposed along the Dunbarton frontage where one does not currently exist.

View of the proposed development looking north from Dunbarton Road. The above rendering illustrates the existing church structure.

## SITE PLAN




Access to the proposed development is provided from two locations on Dunbarton Road. Residential units that front Dunbarton Road have direct access to Dunbarton. The proposed drive aisle will provide access to the retained church, church and visitor parking, as well as several of the proposed residential units. The proposed development includes street-facing residential along Dunbarton Road, which provides for an attractive streetscape and "eyes on the street".

Surface parking is provided throughout the Subject Lands to the north of the existing church, as well as adjacent to the proposed residential units. A total of 50 surface parking spaces are proposed throughout the Subject Lands, with 34 spots dedicated to residential parking and 16 spots dedicated to church parking. 44 bicycle parking spaces are provided throughout the Subject Lands, of which 8 are within bike boxes which provides for secure storage.

Overall the proposed development has been designed to:

- Provide a much-needed mix of affordable and market rate rental housing;
- Introduce modest intensification and density onto the Subject lands, while also respecting the built form and character of the surrounding neighbourhood;
- Ensure active street frontages along Dunbarton Road;
- Support existing and planned transit within the surrounding neighbourhood;
- Support long term sustainability with the inclusion of timber construction, high-quality materials, and passive ventilation; and
- Provide an appropriate context sensitive design which better utilizes the Subject Lands.

Preliminary rendering showing proposed development. The above graphic shows the proposed open lawn area.

Preliminary rendering showing the proposed development. The above graphic illustrates how residential units vary to provide visual interest while breaking up the building mass.

# 5.0 COMMUNITY DESIGN GOAL AND OBJECTIVES

The City of Pickering Official Plan outlines a goal and objectives for the community design of developments at all scales within the City of Pickering. These community design objectives serve as the guiding principles for the proposed development and the overall design intent. The community design goal and objectives are described below, followed by a summary response explaining how the design of the proposed development has considered these objectives.

## PICKERING OFFICIAL PLAN

### 9.1 Community Design Goal

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

### 9.2 Community Design Objectives

To achieve the community design goal, City Council shall:

(a) encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians;

(b) encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection;

(c) encourage private and public developments that provide an integrated mix of uses, activities and experiences;

(d) encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy for both pedestrians and vehicles to move about in a variety of directions;

(e) encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings;

> (ii) the development of compatible Infill and Replacement Dwellings within Established Neighbourhood Precincts as identified on Maps 11, 12, 13, 15, 16, 17, 20 and 22 of this Plan, to ensure that new development minimizes impacts related to building height, massing and scale, privacy, overlook, shadowing and loss of open space, particularly with respect to the matters identified in Policy 3.9 (f).

(f) encourage developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering's public realm;

(g) encourage, where appropriate, the creation of landmarks and other distinctive elements including buildings, open spaces, landscapes and natural features that make it easy for people to understand where they are, and how they get to the various places, amenities and facilities they require;

(h) encourage the design of buildings and places that can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities;

(i) encourage the use of colour, decoration and variation in material to create buildings, and the spaces around

buildings, that are attractive for people to look at and use; and

(j) encourage developments that establish appropriate relationships between built and natural environments, that ensure sensitive natural systems are protected and where possible enhanced, and celebrate significant aspects of the natural and cultural landscape.

## RESPONSE

The following summarizes how the community design goal and objectives have shaped the overall design of the development proposal:

- The proposed development has been designed to be pedestrian-oriented with the inclusion of active street frontages on Dunbarton Street and the internal drive aisle, and a maximum height of 10.355 metres. Landscaped spaces are provided throughout the Subject Lands and will enhance the pedestrian experience.
- The proposed development offers a high level of comfort and enjoyment by including multiple forms of outdoor amenity space, including private patios, playgrounds, a community courtyard, and open lawn. These spaces have been carefully designed to promote natural surveillance.
- The proposed development includes a mix of uses, including institutional and residential. The church will continue to serve as a local place of worship, as well as to serve as a community centre offering programming and community space to residents of both the proposed redevelopment and surrounding neighbourhood.
- The proposed development includes an internal drive aisle and pedestrian pathways that connect all residential uses to the public road network. A public sidewalk is proposed on Dunbarton Street.
- The proposed development enhances the existing neighbourhood by removing a large surface parking lot and replacing it with a built form that compliments existing surrounding development. Residential units will contribute to the neighbourhood's streetwall and the design is consistent with the established neighbourhood vernacular. The colours and materials of the proposed development are designed to be attractive and complimentary of surrounding development.
- The proposed development is not within an Established Neighbourhood Precinct, but has been designed to minimize impacts to the adjacent Precinct. As noted previously, the proposed height is 10.355 metres. This minimizes privacy, overlook, and shadowing concerns as the proposed development is similar in height to surrounding development. Additionally, the proposed development offers more landscaped open space than is currently provided on the Subject Lands. Policy 3.9 (f) is evaluated in the Planning Justification Report.
- The proposal retains the existing church structure, which is an important built heritage feature and landmark within the community.

Overall, the proposed development represents a high-quality design that offers enjoyment, comfort and safety, and evokes a desirable image and sense of place for the surrounding neighbourhood and future residents.

# 6.0 SITE DESIGN

The following is a summary of relevant Official Plan policies related to site design, followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

## PICKERING OFFICIAL PLAN

### 14.2 Community Image

(a) require that development at all scales creates, reinforces, and enhances distinctive neighbourhoods, nodes and corridors, and enhances the specific character of existing developments and neighbourhoods;

(c) encourage the retention and enhancement of distinctive built and natural features within the rural area, such as historic buildings, settlement areas, ridges, valley and stream corridors, and woodlots that contribute to the image of the rural area;

(d) encourage the siting of buildings of significant form and use (such as churches, fire halls and schools) at important locations within the City to enhance their visual status and to contribute to Pickering's image;

### 14.5 Development and Subdivision Design

(a) encourage designs and patterns for streets and major aisles that provide appropriate access for vehicles, public transit, pedestrians and cyclists; create view corridors and vistas where appropriate; and allow adequate space for utilities and services;

(b) encourage designs of streets, major aisles, blocks and lots that create a public realm supporting comfortable and safe pedestrian activity and movement both within and beyond the development;

(d) encourage new subdivision streets and major aisles that generally align on a grid or modified grid pattern in order to create development blocks appropriately sized for their intended use and possible future uses;

### 14.6 Views and Vistas

(a) recognize significant views of prominent buildings and open spaces at the scales of neighbourhoods, streets, small public spaces and individual development sites;

(c) evaluate new development proposals for their opportunity to maximize, create or enhance views and vistas;

### 14.11 Personal Security

(a) endeavour to ensure that the design of developments minimize conditions that are potentially dangerous to the public without impeding functional and aesthetic characteristics;

(b) encourage the continuous occupancy and use of public spaces throughout daily, weekly and seasonal cycles by encouraging the mixing of spaces, activities and institutions which enable public presence at varied times;

(c) discourage developments from having public and publicly-accessible spaces such as parking facilities, outdoor and indoor walkways, elevators, stairs and lobbies in remote or isolated locations;

(d) endeavour to ensure publicly-accessible spaces are located near public roads, transit stops and other high activity spaces to enable public surveillance;

(e) endeavour to ensure landscaping plants and materials are used in a manner that does not obstruct views into lobbies, windows, parking facilities and pathways, or any other views needed to ensure clear surveillance and safety;

(f) endeavour to ensure views are provided into, out-of, and through publicly-accessible interior spaces of developments through the use of transparent materials in stairways, lobbies, hallways, elevators and doors;

(g) discourage the creation of long passages or outdoor walks which cannot be adequately watched or monitored;

(i) endeavour to ensure developments are designed to provide users a choice of routes between parking areas, public streets or walkway systems, and building entrances and exits.

**14.12 Barrier-free Access**

(b) endeavour to ensure that the main travelled portions of pedestrian routes are kept free of obstructions such as street furniture, signs or building projections; and

(c) endeavour to ensure that barrier-free features are well integrated with the functional and aesthetic design of developments to preclude the perception of segregation.

## RESPONSE

### PICKERING OFFICIAL PLAN

**14.2 Community Image**

The proposed development enhances the existing neighbourhood by removing a large surface parking lot and replacing it with a built form that compliments existing surrounding development. Street-facing residential units that front Dunbarton Street are consistent with the established neighbourhood vernacular. The proposal retains the existing church structure, which is an important built heritage feature within the community.

**14.5 Development and Subdivision Design**

The drive aisle has been designed appropriately to accommodate pedestrians, vehicles, and bicycles. Different materials are proposed and help delineate areas for pedestrians and vehicles which encourage pedestrian comfort and safety. The drive aisle has been designed to align with the existing urban fabric and street grid.

**14.6 Views and Vistas**

Views to the existing church are maintained from as it is an important built heritage feature within the community. Residential units are not proposed adjacent to the existing church structure so views are maintained on much of Dunbarton Street.

**14.11 Personal Security**

Personal safety has been considered in the design of the proposed development. The proposed drive aisle has been designed to achieve functional requirements while promoting an intimate pedestrian scale, slow traffic and optimized land use efficiency. In addition, the proposed redevelopment incorporates a number of streetscape amenities including benches and street trees providing for a high-quality public realm.

The outdoor amenity space includes a number of elements such as a community courtyard, a play area, and a playground, that will ensure the outdoor spaces are used continuously. Mixing institutional and residential uses further promotes a continuous use.

Residential units are proposed throughout the site which enables public surveillance and ensures no parts of the Subject Lands are isolated. Further, the proposed residential units include a number of large windows within the façades and doors. The proposed landscaping balances the need for greenspace and surveillance. A number of pedestrian walkways are proposed which offer choices for pedestrians as they navigate the site.

**14.12 Barrier-free Access**

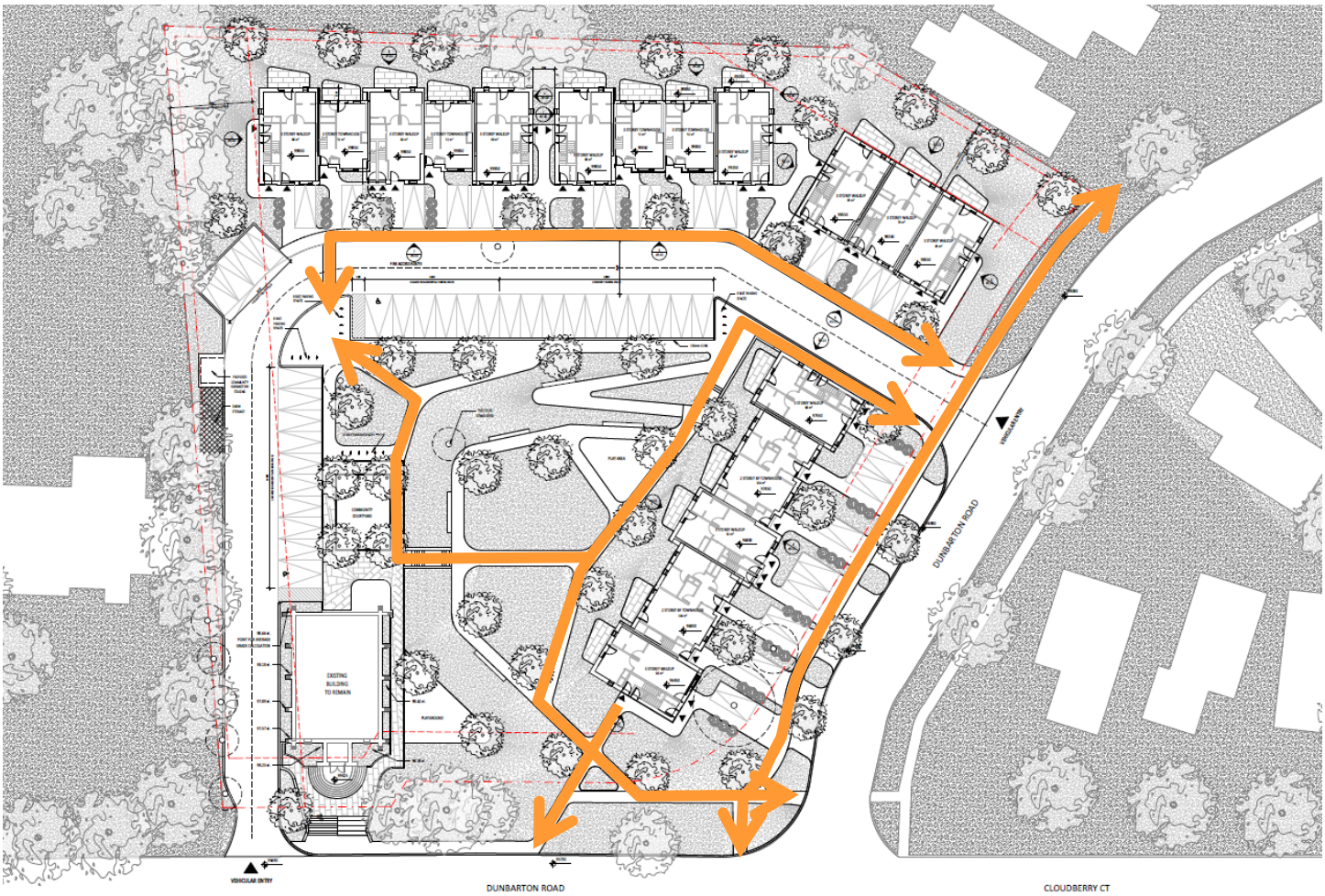
The development will be constructed in accordance with the Ontario Building Code, AODA and all required accessibility standards. Further, the proposed walk-up residential units provide for at-grade residential units that support a greater level of accessibility for future residents. Accessibility was an important consideration in the design of the site. Stairs have been limited to the extent possible, and a ramp provided. Benches are proposed to be located adjacent to pedestrian walkways as to not obstruct movement.

BUILT FORM

ACCESSIBILITY

URBAN FABRIC

# PEDESTRIAN CONNECTIVITY




The proposed development has been designed with considerable attention to pedestrian connectivity both within the site and to the external surrounding public streets. The above diagram illustrates primary pedestrian routes through the site.

Consistent with City design direction, the proposed development recognizes the significant view of the original portion of the church and maintains this structure as part of the overall development. The current open views into the site adjacent to the site have also been maintained and provide for a pedestrian connection in to the central green space.

# 7.0
# BUILT FORM AND MASSING

The following is a summary of relevant Official Plan policies and guidelines related to built form and massing followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

### PICKERING OFFICIAL PLAN

**14.9 Human Scale**

(a) encourage the use of continuous horizontal projections such as cornices, roof overhangs or masonry courses within the first few storeys of buildings adjacent to pedestrian routes to establish human-scaled visual and physical references;

(b) encourage development at heights that are related to the width of the streets they front in order to establish a sense of enclosure along the public sidewalk, and to ensure reasonable sunlight on the street;

(c) encourage building designs that capitalize on the use of grade level windows and doors to permit visibility of human activities within the public areas of buildings;

(d) encourage the use of trees and shrubs in areas of more intense development or within large open spaces to create human scale; and

(e) promote the design of buildings, spaces, and facilities to accommodate the varied range of human dimensions, levels of mobility and strengths.

### URBAN DESIGN GUIDELINES FOR INFILL & REPLACEMENT HOUSING

**2.3 Dwelling Length, Width & Depth**

(1) For new dwellings or dwelling additions, Dwelling Length and Width should be in keeping with the rhythm of the street.

(2) Dwelling Depth should be generally in keeping with the existing dwellings along a street to avoid privacy and overshadow issues.

**3.1 Side Yard Setback & Separation Distance Between Dwellings**

(1) Adequate Separation Distance Between Dwellings should be maintained to reinforce open space patterns between dwellings on the same block; and

(2) Where needed, greater Side Yard Setbacks should be used to mitigate shadowing associated with greater building mass.

## RESPONSE

### PICKERING OFFICIAL PLAN

The built form of the proposed development has been designed to be human scale and compatible with the surrounding neighbourhood. The entrances of the proposed residential units are recessed to provide an overhang for weather relief. The proposed residential units have a maximum height of 10.355 metres, and incorporate flat and peaked roofs to ensure the height of the structures is similar to the height of the surrounding residential properties. A number of trees are proposed in the proposed development's open space which assist in creating a human scale. Overall the site has been designed to be accessible for all ages.

### URBAN DESIGN GUIDELINES FOR INFILL & REPLACEMENT HOUSING

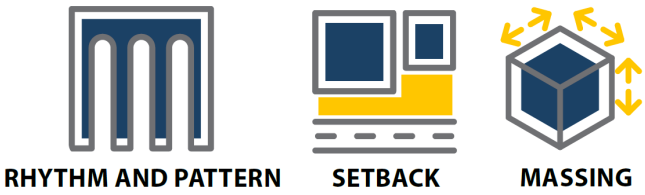
**2.3 Dwelling Length, Width & Depth**

The built form of the proposed residential units is in keeping with the rhythm of the street as street-facing residential units are proposed which is consistent with surrounding development. The dwelling depth is

generally lower than surrounding development.

### 3.1 Side Yard Setback & Separation Distance Between Dwellings

Side yard setbacks in the surrounding neighbourhood range from 2-2.5 m on average. The minimum distance between buildings within the proposed development is 2.5 m which is appropriate given the surrounding context. The Zoning By-law Amendment proposes a minimum interior side yard setback of 8 m, and a minimum exterior side yard setback of 4.5 m which are appropriate given the 3-storey height of the proposed development.





The proposed development has been designed at a human scale. The height of the three storey dwellings has been minimized by the use of flat roofs. The overall building mass has been broken up by incorporating two storey units with steep roof pitches that add visual interest. Large ground floor windows also help to reinforce the human scale.

Techniques used to break up building mass (as labeled above and described below) include:

1. Variations to the roofline.
2. Projections
3. Recessions
4. Variation in window sizes

# 8.0
# BUILDING DESIGN

The following is a summary of relevant Official Plan policies and guidelines related to building design, followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

## PICKERING OFFICIAL PLAN

### 14.10 Design of Buildings

(a) encourage buildings that can be identified and appreciated at various scales, including up close, from the immediate area (including nearby streets that offer direct views of the building), and when appropriate, from locations beyond the immediate area;

(b) where groupings of buildings are proposed, require built forms, massing and architectural treatments that create cohesive and unified developments, and are architecturally compatible with each other and surrounding areas;

(c) where new development is proposed within an existing neighbourhood or established area, encourage building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and building area to site area ratios;

(d) require designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns and internal divisions, to assist in defining human scale and providing visual interest;

(g) encourage building designs that consider both the initial lifespan of the building or structure, and its potential for future adaptation;

(h) require the height, form, massing and articulation of the façade of new buildings to reflect its "position" or significance on the street (e.g., designing a commercial building that capitalizes on special opportunities provided at street corners or at the end of a view corridor);

(i) endeavour to ensure that building designs provide opportunity for protection from the elements (rain, snow, wind and sun) through the use of features such as awnings, canopies, colonnades or recessed ground floor façades;

(j) require the incorporation of bicycle storage areas in high density residential, commercial and major industrial buildings and sites;

(k) encourage the use of high quality, low maintenance building materials to help ensure an attractive appearance over time;

(m) encourage residential building design to minimize the impact of projecting garages on neighbourhood streetscapes;

(n) consider the following guidelines in the protection of designated heritage sites and districts:

> (i) encourage the retention and repair of original building and architectural features of designated heritage sites and districts;
>
> (iii) encourage development that is close to designated heritage properties does not adversely impact upon the physical quality or structural stability of nearby heritage properties;

## URBAN DESIGN GUIDELINES FOR INFILL & REPLACEMENT HOUSING

### 2.1 Dwelling Height & Roof Pitch

(1) The height and roof pitch of a new home or addition should be compatible with the general scale and massing of surrounding houses;

### 2.2 Height of Front Entrance

(1) The height of the front entrance of a dwelling should

be located at a height that is compatible with the height of front entrances of neighbouring dwellings, and provide for no more than approximately six (6) steps to access the front door;

(2) The main entrance to the dwelling should be directly visible from the street;

(3) The design and detailing of the main entrance is encouraged to be consistent with the architectural style of the dwelling;

(4) Weather protection at the main entrance should be provided through the use of covered porches, porticos, canopies, verandas or recesses;

(5) Natural light at the entry is encouraged though the use of sidelights, transoms and door glazing.

(6) Enhancements to emphasize the main entry area is encouraged and may include pilasters and masonry surrounds;

(7) Stairs accessing the main entrance to the dwelling should be designed as an integral component of the dwelling's façade;

(8) Access routes should be provided for people with disabilities whenever possible;

(9) The front entrance design and architectural elements should reduce the visual dominance of the garage and the front driveway;

# RESPONSE

## PICKERING OFFICIAL PLAN

The proposed development has been designed to be appreciated at various scales. While the massing is straightforward and the number of materials limited, details become more apparent up close such as the recessed building entrances and windows.

The proposed residential unit groupings have been designed in a consistent way that unifies the development. The proposed development also complements the character of surrounding development by proposing a 2-3 storey building form, peaked roofs, and brick facades. A continuous façade has been provided along Dunbarton Street which helps to frame the street. Visual interest is provided by including small setbacks between different units which varies the façade.

Bicycle parking has been provided throughout the Subject Lands. High quality materials have been provided that will ensure the longevity of the proposed development. Garages are not proposed.

As noted previously, the church at the southwest corner of the Subject Lands will be retained and will continue to serve as a local place of worship, as well as a community centre offering programming and community space to residents of both the proposed development and surrounding neighbourhood.


Example elevation showing the front façade of the proposed residential units.

## URBAN DESIGN GUIDELINES FOR INFILL & REPLACEMENT HOUSING

The height and roof pitch of the proposed development have been designed to be compatible with surrounding development while limiting the maximum height to 10.355 metres. The height of the proposed front entrances is generally at-grade or includes 1 step. This ensures the proposed development is accessible for most users. The entrances of neighbouring dwellings ranges from 1 to 5 steps; therefore the proposed development is consistent with surrounding development.

The residential units that front Dunbarton Street are directly visible from a public street and other units are proposed to face the internal drive aisle. This ensures the proposed development activates the space it fronts. The main entrances have been designed to be consistent with the architectural style of the residential units. Door glazing will provide natural light into the proposed units. Entrances are recessed to provide for weather protection. The front façade of the proposed residential units has been designed to reduce the visual dominance of the driveway by highlighting the front entrance.

# 9.0
# LANDSCAPE DESIGN & PUBLIC REALM

The following is a summary of relevant Official Plan policies and guidelines related to landscape design and public realm, followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines. A Landscape Plan is included as **Appendix C**.

## PICKERING OFFICIAL PLAN

### 14.4 Design with Nature

(b) where possible, require the maximum retention of natural features on properties proposed to be developed, and ensure that such features are permitted to regenerate with minimal intervention;

(c) encourage the protection of mature trees of aesthetic and heritage value;

(d) evaluate existing vegetation to be preserved on properties subject to development against the following criteria:

(i) its ability to survive construction conditions;

(ii) its contribution to a larger vegetated area extending over abutting properties;

(iii) its ability to provide shading, screening or noise attenuation, both on-site and for surrounding properties;

(iv) its contribution to the diversity of the broader plant community;

(v) its value due to species, age or ornamental qualities; and

(vi) its intrinsic relation with adjacent designated heritage buildings or districts;

(e) encourage the use of plant materials in a design capacity to define open spaces, frame desired views or focal points, direct pedestrian movement, and reinforce particular locations;

(f) encourage the use of plant materials to create visual variety on the basis of their form, colour and texture, and to satisfy functional requirements, such as providing shade, providing screening in all seasons, providing sound attenuation, buffering wind, controlling snow deposition, and stabilizing slopes;

(g) in certain areas of the City, encourage the use of low maintenance plant and landscape materials which enhance ecological stability; and

(h) encourage the use of native plant species which are tolerant to disease and pollutants as the dominant plant material when creating new plant communities or when adding to existing plant communities.

### 14.8 Streetscapes

(b) encourage landscape design along streets to complement adjacent built forms and open spaces, to provide shade in the summer and visual interest throughout all seasons, and to accentuate the special character of particular streets;

(e) require the partial vertical screening of surface parking lots through the use of low fences, walls or landscape elements;

(j) endeavour to ensure that the design and pattern of pavement for pedestrian paths and sidewalks enhance the character of high activity areas along the street; indicate pedestrian crossing with a continuation of the sidewalk pattern over the crosswalk; indicate points where vehicular routes cross pedestrian paths; and accommodate higher volumes of pedestrian movement by widening sidewalks at intersections; and

### URBAN DESIGN GUIDELINES FOR INFILL & REPLACEMENT HOUSING

**3.3 Driveway Width**

(1) Driveways are to be no wider than the width of the permitted garage;

(2) To maximize water infiltration, consideration should be given to the use of permeable pavers and other technologies; and

(3) To ensure that there is sufficient space for on-street parking and for planting street trees between driveways within the public right of way, tapering driveway widths to 6 metres is encouraged where appropriate.

**4.1 Front Yard Landscaping**

(1) Existing mature trees should be preserved whenever possible.

(2) Native tree species should be chosen that are hardy for the location and that are drought and salt tolerant, and disease resistant.

(3) Avoid landscaping that completely screens the view of the house from the sidewalk/street.

(4) Use ground cover or other low-growing plants to maintain visibility of the house.

(5) Use drought-resistant native plant species to avoid having to continuously water.

(6) Limit paving in the front yard to walkways and small areas at the front door.

**4.2 Street Trees**

(1) Trees on all streets should be a diverse mixture of species to limit the ability for diseases to spread. If a uniform look is desired it can be achieved by focusing on matching the form of trees rather than using the same species.

(2) Selection of trees should take into consideration mature tree size, proximity to power lines and setback to existing trees or structures.

(3) Wherever possible large canopy shade trees should be planted adjacent to sidewalks to reduce the heat island effect and enhance pedestrian comfort and safety.

(4) Adequate space should be provided for trunk expansion.

(5) Native tree species should be chosen that are hardy for the location and that are drought and salt tolerant, and disease resistant.

(6) Street trees should be spaced at 10 to 12 metres apart or seek to reflect the existing placement pattern of street trees.

## RESPONSE

### PICKERING OFFICIAL PLAN

**14.4 Design with Nature**

The proposal has been designed to retain as many trees as possible. Several mature trees adjacent to Dunbarton Street are proposed to be retained. Over 40 new trees are proposed to be planted, which have been strategically sited to frame the open spaces and provide shade for future residents. A variety of native species are proposed to be planted.

**14.8 Streetscapes**

Street trees along Dunbarton Street are proposed which compliments the surrounding streetscape and will provide shade during the summer season. Parking has been integrated throughout the site which ensures a large lot is avoided. The parking spaces adjacent to the residential units are broken up with landscaping and trees.

The proposed development includes the addition of a sidewalk along Dunbarton Street. Where the sidewalk intersects with the driveway, the crosswalk will be constructed with concrete which prioritizes the crossing for pedestrians. Different ground materials are proposed throughout the site and help delineate the areas that are for pedestrians and areas for vehicles which encourage pedestrian comfort and safety.

### 3.3 Driveway Width

Driveway width is minimized to the extent possible and crushed stone is used for parking spaces which is more permeable than conventional asphalt.

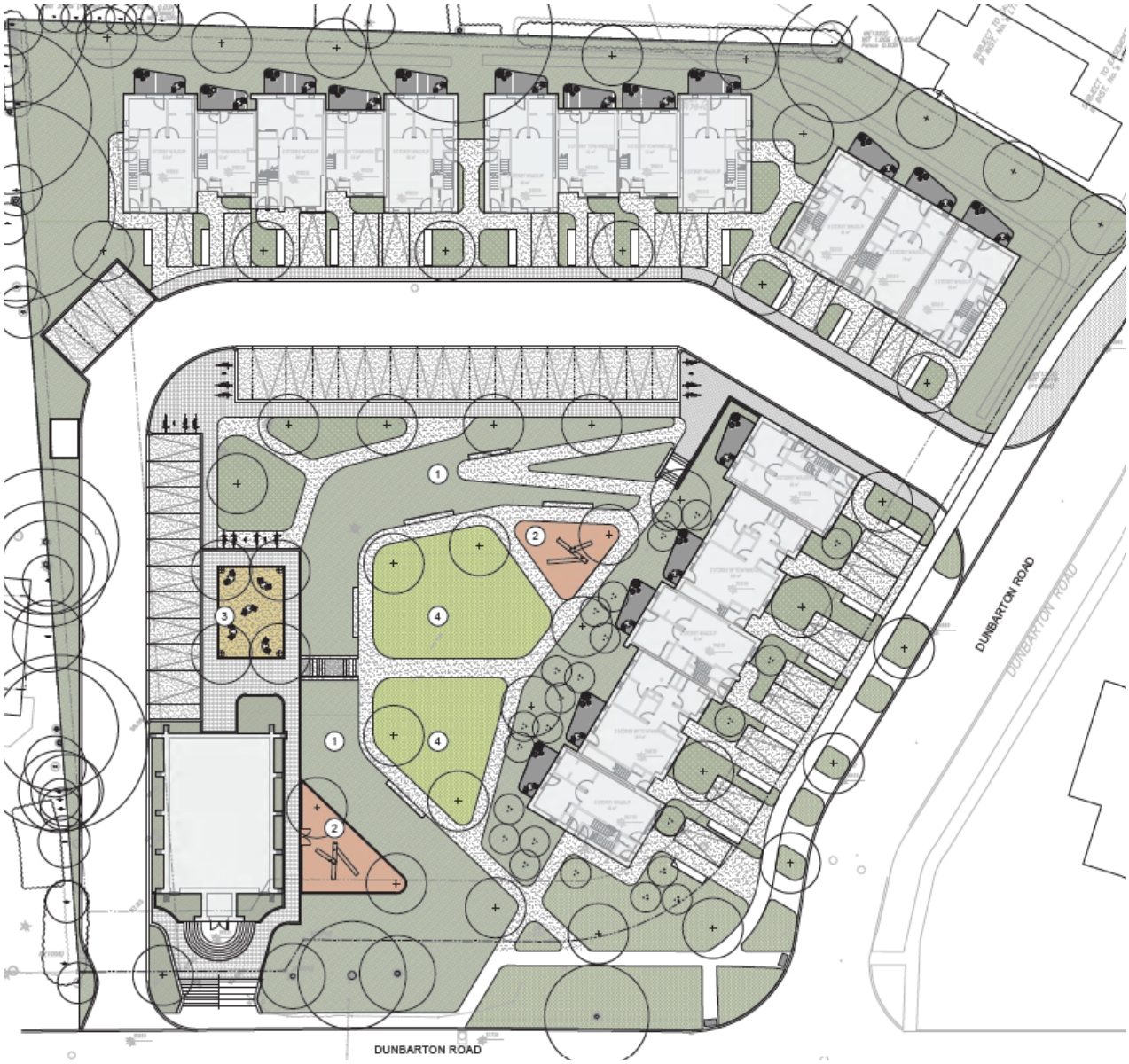
### 4.1 Front Yard Landscaping and 4.2 Street Trees

The proposal has been designed to retain as many trees as possible. Several mature trees adjacent to Dunbarton Street are proposed to be retained. A variety of native species are proposed to be planted. Visibility to the proposed units is maintained by providing adequate spacing between street trees. Paving in the front yard has been limited by using crushed stone instead of hard surfaces.

STREET FURNITURE

PUBLIC REALM

## CONCEPTUAL LANDSCAPE PLAN




Conceptual landscape plan showing proposed facilities: (1) Planted / Naturalized Slope; (2) Playground (Natural Play) ; (3) Community Gathering Area; and (4) Open Lawn / Gathering Space.

# 10.0 SUSTAINABILITY

The following is a summary of relevant Official Plan policies related to sustainability, followed by a summary response explaining how the design of the proposed development has considered these policies.

### PICKERING OFFICIAL PLAN

**14.5 Development and Subdivision Design**

(i) require the implementation of green development standards in development and subdivision design, in keeping with applicable City policies and guidelines, including but not limited to the following:

> (iii) increasing the tree canopy through tree planting programs to promote biodiversity, improve air quality, and reduce the urban heat island effect.

**14.10 Design of Buildings**

(o) encourage the implementation of green development standards in the design of buildings, including but not limited to the following:

> (i) incorporating energy efficiency and alternative or renewable energy resources (such as solar panels) to reduce energy demand;
>
> (ii) installing green or white roofs to improve energy efficiency in buildings, stormwater absorption and quality, and to reduce urban heat island effects;
>
> (iii) installing bird-friendly glazing, particularly on new tall buildings proposed within established migratory flights paths, to prevent potentially fatal collisions with windows;
>
> (iv) using non-toxic and recycled content building products; and
>
> (v) orienting buildings to maximize the use of natural sunlight;

(p) encourage development to design and certify new buildings to LEED® Silver, Gold or Platinum standards, or alternative equivalent.

## RESPONSE

### PICKERING OFFICIAL PLAN

Determination of the proposed site layout and built form was, in large part, driven by the goal of optimizing passive solar energy gain on the Subject Lands. The proposed development has considered environmental sustainability by incorporating timber construction, high -quality materials and passive ventilation. Passive House Certification and Zero On-Site Carbon are also being pursued, with geothermal to be explored throughout the development process. The proposed redevelopment will be designed to ensure that passive solar gain is accommodated in consideration with the street/lot orientation.

**SUSTAINABILITY**

# 11.0
# SUMMARY

Based on our review of the Official Plan and the Urban Design Guidelines for Infill & Replacement Housing in Established Neighbourhood Precincts, it is our opinion that the proposal adheres to the vision and design direction for this area. In our opinion the increased density contemplated in the Official Plan Amendment, and residential uses, density, and building height contemplated in the Zoning By-law Amendment is appropriate for the Subject Lands.

The proposal provides a mix of affordable and market rate rental housing. It introduces modest intensification and density onto the Subject lands, while also respecting the built form and character of the surrounding neighbourhood.

The proposal provides for high-quality architecture and design that adds visual interest and a well-defined pedestrian-friendly streetscape to Dunbarton Street while maintaining the existing church.

Overall, the proposal represents high-quality design that promotes intensification and revitalization while respecting existing surrounding development. The proposed development has been designed in accordance with relevant policies of the Official Plan and responds to the Urban Design Guidelines for Infill & Replacement Housing in Established Neighbourhood Precincts.

# APPENDIX A

## DESIGN TERMS

# DESIGN TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

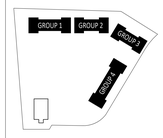
**WAYFINDING**
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

# APPENDIX B

SITE PLAN

GENERAL NOTES:

1. Drawings are not to be scaled. Contractor will verify all existing conditions and dimensions required to perform the Work and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architectural Drawings are to be read in conjunction with all other Contract Documents including the Project Manuals and the Structural, Mechanical and Electrical Drawings. In case of difference between the Consultants' documents with respect to the quantity, sizes or scope of work, the greater shall apply.
3. Positions of exposed or finished Mechanical or Electrical devices, fittings or outlets are not necessarily shown on the Drawings, but unless shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The architect has not been retained for supervision of construction and assumes no responsibility for means, methods and techniques of construction.
6. These documents are not to be used for construction unless specifically noted for such purpose.




KEY PLAN

LEGEND

- PROPERTY LINE
- EXISTING BUILDING TO BE DEMOLISHED
- PROPOSED TREE
- EXISTING TREE
- DEMOLISHED TREE

ESTABLISHED GRADE CALCULATION
ZBL 2265/21 4. Definitions (9)
"Grade" or "Established Grade" means the average elevation of the finished level of the ground adjoining all exterior walls of a building."

(POINT A + POINT B+.... etc)/# of POINTS = A.G.

EXISTING BUILDING EST. GRADE: 98.22 el.

GROUP 1 EST. GRADE: 99.850 el.
GROUP 2 EST. GRADE: 99.550 el.
GROUP 3 EST. GRADE: 98.550 el.
GROUP 4 EST. GRADE: 96.900 el.

| Rev. | Date | Issued |
|---|---|---|
| 1 | 10/14/2022 | ZBA Submission |

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Toronto, ON, Canada M5A 0L6
416.977.5104

UPRC

**Dunbarton - Fairport**

1066 Dunbarton Rd
Pickering, ON L1V 1G8

Project North True North

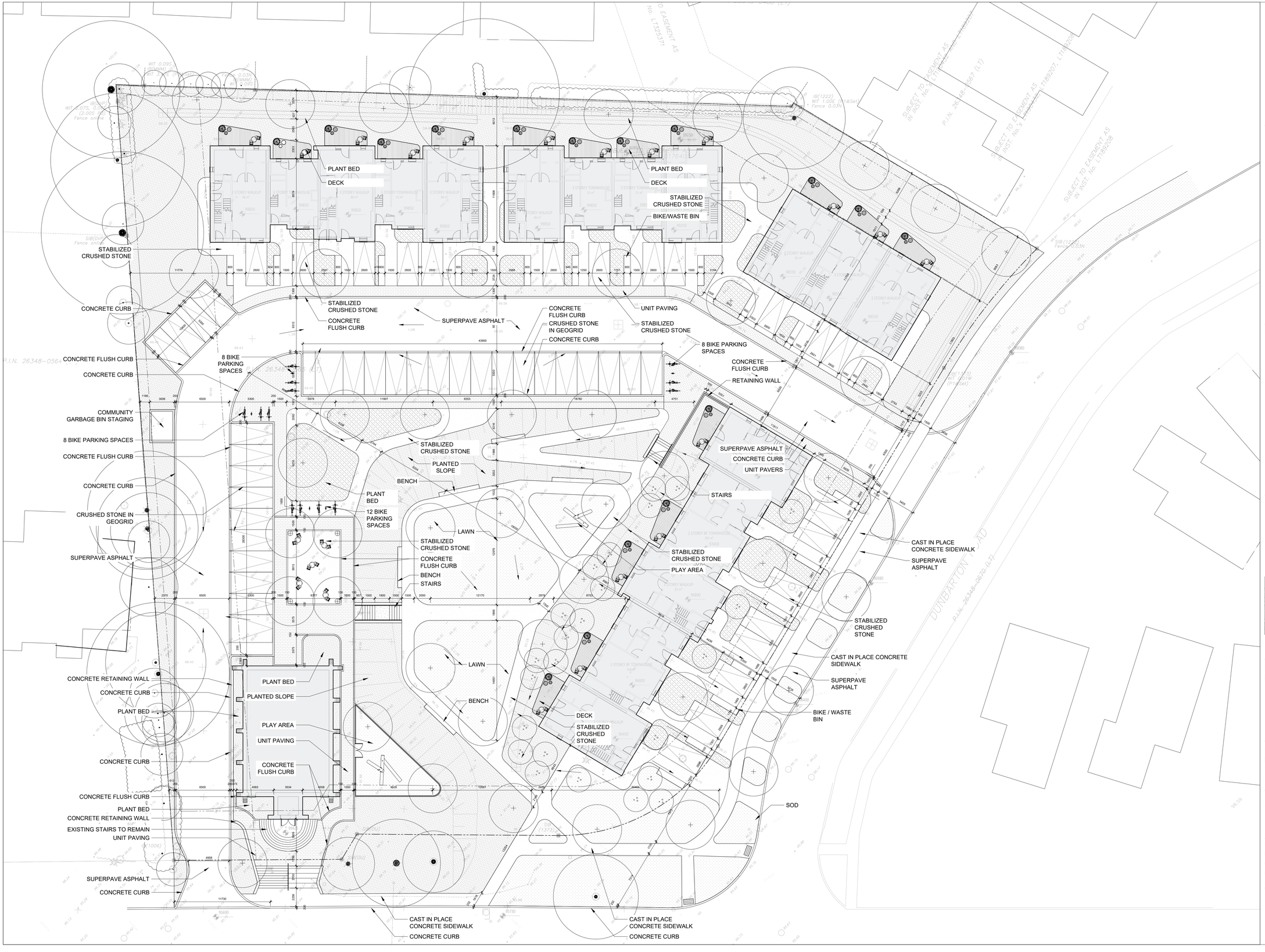
| | |
|---|---|
| Project No. | 2139 |
| Scale | 1 : 150 |
| Plot Date | 10/14/2022 |

**CONCEPTUAL SITE PLAN**

**A1-03**

# APPENDIX C

LANDSCAPE PLAN




## NOTES

1. COPYRIGHT OF THIS DRAWING AND DESIGN IS RESERVED BY THE DESIGNER. THE DRAWING AND ALL ASSOCIATED DOCUMENTS ARE AN INSTRUMENT OF SERVICE BY THE DESIGNER. THE DRAWING AND THE INFORMATION CONTAINED THEREIN MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE PRIOR WRITTEN PERMISSION OF THE DESIGNER.
2. DRAWINGS ARE NOT TO BE SCALED FOR CONSTRUCTION.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CONSULTANT IF ANY DISCREPANCIES IN THE DRAWING AND CONTRACT DOCUMENTS ARE DISCOVERED.
4. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS AND DEPTHS PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT IF CONFLICTS ARE PRESENT. IF UTILITY RELOCATIONS ARE REQUIRED DUE TO CONFLICT OR DAMAGE, COORDINATE WITH APPROPRIATE UTILITY OWNERS.
5. WATERING PROGRAM TO BE ADMINISTERED FOR NEWLY PLANTED TREES FOR THE FIRST TWO YEARS AFTER PLANTING BY OWNER / CONTRACTOR.
6. SOIL IS TO BE RETAINED ON SITE OR ADJUSTED OR REPLACED WITH SOIL OF EQUAL OR BETTER QUALITY BY OWNER / CONTRACTOR.
7. MAXIMUM SOIL VOLUME ACHIEVABLE HAS BEEN ALLOCATED TO ALL LARGE CANOPY TREES TO MEET TGS SOIL VOLUME (60m3 FOR EACH TREE MINIMUM).
8. 75% OF NON-ROOF HARDSCAPE, INCLUDING STONE / UNIT PAVING, TO HAVE MINIMUM SOLAR REFLECTIVITY OF 29 OR AN INITIAL SOLAR REFLECTANCE OF AT LEAST 0.33.
9. READ IN CONJUNCTION WITH KPMB ARCHITECTS DRAWINGS AND ALL PROJECT CIVIL ENGINEERING DRAWINGS.

## LEGEND

- OPEN LAWN
- PERENNIAL PLANT BED
- MEADOW PLANT BED
- UNIT PAVING
- PROPOSED TREE
- PROPOSED MULTI-STEM TREE
- EXISTING TREE
- PROPERTY LINE

## ISSUE

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| 1 | 2022-10-19 | ISSUED FOR ZBA |

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1066 DUNBARTON ROAD, PICKERING, ONTARIO

# LANDSCAPE LAYOUT PLAN

| | |
|---|---|
| SCALE: | 1:200 |
| DRAWN: | OV |
| CHECKED: | RM |
| PROJECT NUMBER: | 22-018 |
| DRAWING DATE: | 2022-08-08 |

# L100