



**Kingston Road Corridor and
Specialty Retailing Node**

City of Pickering

Intensification Plan

November 2019

Acknowledgments

The Plan has been developed through a collaborative process that included landowners, developers, City and Regional staff and community members, together with other relevant stakeholders.

The City and consultant team would like to thank all those involved in the process for their commitment to making this document a practical and useful tool to guide the implementation of the Kingston Road Intensification vision.

City of Pickering

Participating Stakeholders

Landowners

The Public

Agencies

- The Province of Ontario Ministry of Transportation
- Region of Durham
- Parks Canada
- City of Toronto
- Town of Ajax
- Durham District School Board
- Toronto Region and Conservation Authority

Consultants

SvN, AECOM and 360 Collective commenced this document in May 2019.

The final Intensification Plan will be presented to the Planning and Development Committee (PDC) at the end of 2019.

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0.0 Intent & Structure of Document

The Intensification Plan provides the vision and framework for intensification and redevelopment within the Kingston Road Corridor and Specialty Retailing Node. It is a further refinement of the Recommended Intensification Scenario and provides direction regarding the proposed policy framework, urban design guidelines and zoning by-law regulations.

The intent of the document is to inform Official Plan policies, the Urban Design Guidelines, the Zoning By-law amendment, and associated municipal strategies.

The Kingston Road Corridor and Specialty Retailing Node Intensification Plan is organized into the following sections:

Section 1 gives contextual background information on the plan, including a summary of the study purpose, study process, study area, local and regional context, and planning context.

Section 2 outlines the overarching vision, goals and objectives for the Kingston Road Corridor and Specialty Retailing Node. It also describes the Recommended Intensification Scenario that formed the basis for the preparation of the Intensification Plan.

Section 3 provides the framework for intensification, detailing planning recommendations for the study area as they relate to land use, built form, place-making, connectivity and servicing.

Section 4 highlights each of the four identified precincts, including a detailed description of precinct character. Key priorities and considerations for each are also identified.

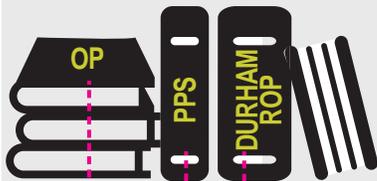
Section 5 wraps up the document by identifying implementation strategies, future studies and relevant strategic capital projects.

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1.0 Background & Context

Understanding of the site and process and policy background.



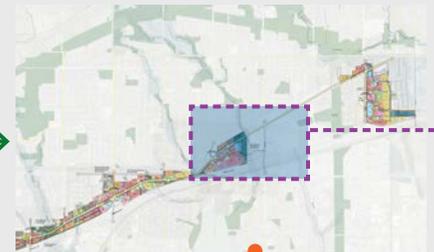
2.0 The Vision

Understanding of vision and objectives.



3.0 Framework

Review of key features necessary for intensification



Structure of the Intensification Plan

Annotated Elements in 3.0 Framework

The Framework section provides greater detail on key features identified in the Intensification Plan, with accompanying discussion and policy recommendations for each. The following example graphic shall guide the reader in identifying the layout and common elements for each feature.

3.2.1 Mixed Use A

Mixed Use A (Residential / Retail / Office) features a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites. Targeted for significant development. Mixed Use A areas will have the greatest density and represent the highest-intensity uses within the Corridor and Node.

Office uses are encouraged to be located in Mixed Use A areas, with Preferred Office Locations at major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities with future potential to be identified as Major Transit Station Areas. This will allow development to capitalize on the availability of frequent transit services and maximize opportunities to create high-density employment zones that enable greater job-work opportunities in the City of Pickering, with jobs and residences located in close proximity.

POLICY RECOMMENDATIONS

- Mixed Use A areas shall be located according to the Intensification Plan shown in Fig.s 5-12.
- Major office development is encouraged to occur in Mixed Use A Areas. Office uses shall be located at Preferred Office Locations within Mixed Use A areas according to the Intensification Plan shown in Fig.s 5-12.
- The minimum target GFA for office use in Whites Precinct shall be 43,000m²; in Brock Precinct shall be 66,000m²; and in Dunbarton/Liverpool Precinct shall be 13,000m². The Rougemount Precinct does not include a minimum target GFA for office use, however office uses will be encouraged to be located in this Precinct.
- Any redevelopment within Mixed Use Area A shall seek to accommodate a minimum office space of 25% of the total gross floor area of buildings on the site.



Figure 12. Artscape Daniels Launchpad, Toronto

The main header identifies the feature.

The symbology used to represent the feature on maps is identified in the top left-hand corner.

The policy recommendations text box provides relevant policy guidelines relating to the feature.

The discussion text introduces the feature, including details on typical locations and functional role within the greater intensification framework.

The accompanying image highlights relevant precedents to show real-life best practice examples of the feature.

4.0 Precincts

Precinct character, densities and key considerations.



5.0 Implementation

Understanding next steps, future studies and strategic capital projects



1.0 Background and Context

- 1.1 Study Purpose
- 1.2 Study Process
- 1.3 Study Area
- 1.4 Local and Regional Context
- 1.5 Planning Context

1.1 Study Purpose

Study Purpose

The Kingston Road Corridor and Specialty Retailing Node Intensification Study represents a further phase of the South Pickering Intensification Study, itself an offshoot of the broader city-wide Growth Strategy Program. The purpose of this overall Program is to implement the strategic growth area objectives of the Provincial Growth Plan and the corridor objectives of the Durham Regional Official Plan within the South Pickering urban area.

The first phase of the Growth Strategy Program focused on the City Centre. Upon the conclusion of that phase, the Program switched focus to examine intensification opportunities on the remaining lands in South Pickering. A number of factors led to the identification of the Kingston Road Corridor and Specialty Retailing Node as an area for further study of intensification potential.

From a policy perspective, Kingston Road is designated as a Regional Corridor in the Durham Regional Official Plan and as a Mixed Use Area – Mixed Corridor in the Pickering Official Plan. The Specialty Retailing Node also has a Mixed Use Area designation in the Pickering Official Plan. Together these designations identify Kingston Road and the Specialty Retailing Node as a priority location for intensification.

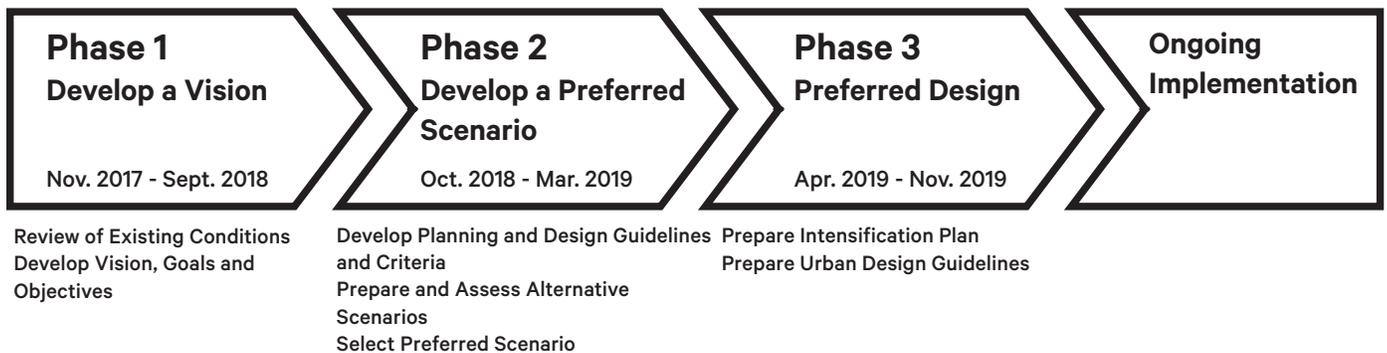
From a transit investment perspective, Durham Region is currently implementing transit priority measures along Kingston Road through curbside bus-only lanes that can accommodate Bus Rapid Transit (BRT). Further study will be undertaken by the region to explore a dedicated median transit right-of-way. There is therefore an opportunity to plan for redevelopment with a mix of uses and at densities that would be supportive of this rapid transit investment.

From a community input perspective, participants in the South Pickering Intensification Study engagement process identified the importance of intensification and higher density development along corridors such as Kingston Road, maintaining the character of established neighbourhoods, encouraging the use of

active transportation, and creating vibrant, mixed-use, well designed, transit-supportive communities. Together, these community aspirations lend themselves to a renewed vision for the Kingston Road Corridor and Specialty Retailing Node that aligns with new policy direction and transit investment initiatives.

Through the Kingston Road Corridor and Specialty Retailing Node Study, opportunities for intensification will be identified, urban design guidelines will be created, and recommendations developed that will be used to update the in-force planning framework, including Official Plan policies and zoning specific to the Corridor and Node.

1.2 Study Process



Study Process

The Study was undertaken in a three-phase process over a two-year period from November 2017 to November 2019. The three phases of the Study include Phase 1: Develop a Vision, Phase 2: Develop a Recommended Scenario, and Phase 3: Recommended Design.

Phase 1 of the Study involved undertaking a review of existing conditions, an analysis of issues and opportunities, and the development of a vision and associated goals and objectives. The vision, goals and objectives were used as the basis for developing alternative intensification scenarios in Phase 2 and the recommended design in Phase 3. Phase 1 concluded with the release of a background report in August 2018, which summarized the results of Phase 1 of the Study.

Phase 2 of the Study focused on developing a set of Alternative Intensification Scenarios with different arrangements of open space, street networks, land use and built form. Each scenario was tested against a set of evaluation criteria based on the Study vision, goals and objectives. The Recommended Intensification Scenario was endorsed by Council on May 27, 2019, which set the basis for the preparation of the Intensification Plan and Urban Design Guidelines developed in Phase 3.

Phase 3 consisted of further analysis and refinement of the Recommended Intensification Scenario to produce the final Intensification Plan and Urban Design Guidelines. The Plan provides a comprehensive planning framework and specific policy recommendations for updating Official Plan policies and Zoning By-law permissions within the Study Area. The Design Guidelines set out clear direction on appropriate and context-sensitive built form, mobility and streetscape design, publicly-accessible open space, and integration and responsiveness to natural heritage.

Each phase of the Study involved robust public and stakeholder consultation with meetings specifically tailored to solicit the involvement of and input from local residents, landowners, public agencies and key stakeholders. This feedback informed key decision points over the course of the Study.

1.3 Study Area

The approximately 152-hectare Study Area is centred on Kingston Road, which spans the entire width of the City of Pickering, paralleling Highway 401. The Study Area generally includes properties that front on to the north and south sides of Kingston Road, between Rouge National Urban Park in the west and Pine Creek in the east. The Study Area also includes a number of properties that front on to the north side of Kingston Road west and east of the intersection of Brock Road, as well as all properties that fall within the Specialty Retailing Node to the southeast of the intersection of Kingston Road and Brock Road (see Figure 1).

There are two areas along Kingston Road that are excluded from the Study Area. These include flood prone areas to the north and east of the Specialty Retailing Node and the City Centre, where a detailed planning study has already been undertaken result in Council-

approved area-specific Official Plan policies, zoning, and urban design guidelines.

For the purposes of the study, the Study Area has been divided into the following four precincts:

Rougemount Precinct – extending from the Rouge Valley in the west to Rosebank Road in the east

Whites Precinct – extending from Rosebank Road in the west to Fairport Road in the east

Dunbarton/Liverpool Precinct – extending from Fairport Road in the west to Pine Creek in the east

Brock Precinct – incorporating the portions of the Study Area around the intersection of Kingston Road and Brock Road and the entirety of the Specialty Retailing Node located south of Kingston Road, east of Brock Road, and north of Highway 401

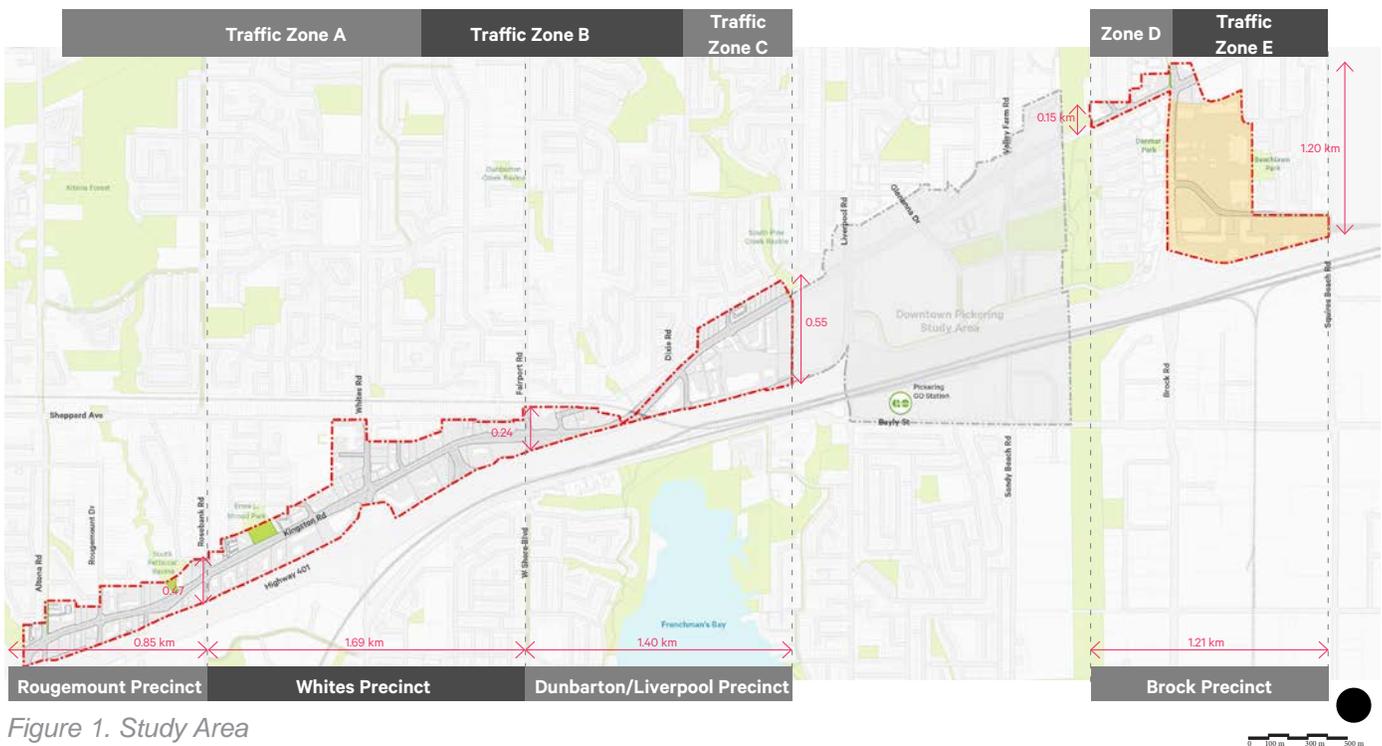


Figure 1. Study Area

Legend

- - - Study Area Boundary
- Parks / Open Space
- Specialty Retailing Node
- Rail Corridor

1.4 Local and Regional Context

Kingston Road continues to serve a regional role, providing connections between Pickering, Toronto, Ajax, Whitby and Oshawa. It also serves as a connector between a number of regionally significant natural heritage features, including the Highland Creek and Rouge River in Toronto, the Petticoat Creek and Duffins Creeks in Pickering, and the Caruthers Creek in Ajax. This regional major link/connection is shown in Figure 2. The Specialty Retailing Node also serves a regional role, providing specialty retailing to a broad regional market with access provided by the Highway 401 interchange at Brock Road.

At the city scale, Kingston Road is a major east-west spine with branch connections to important growth areas such as the Seaton Urban Area. It also connects to recreational amenities such as the Pickering Waterfront and Rouge National Urban Park, including Glen Rouge Campground and its associated trails which are to be expanded significantly over the coming years. These city scale north-south major links/connections are shown conceptually in Figure 3.

At the neighbourhood scale, Kingston Road serves as a spine for key north-south connections across Highway 401, connecting neighbourhoods in the South Pickering Urban Area to one another at Rougemount Drive, Whites Road, Liverpool Road, and Brock Road (see conceptual major links/connections in Figure 4). Likewise, the Specialty Retailing Node plays a city/neighbourhood scale role, providing destination retail and local retail within its boundaries, serving customers from within the City of Pickering and the immediate areas that surround it.

The role the corridor plays at multiple scales necessitates that the ultimate vision for intensification contemplate and seek a balance between these varied functions, through new connections, new open spaces, public realm improvements, new uses, and new, denser development.

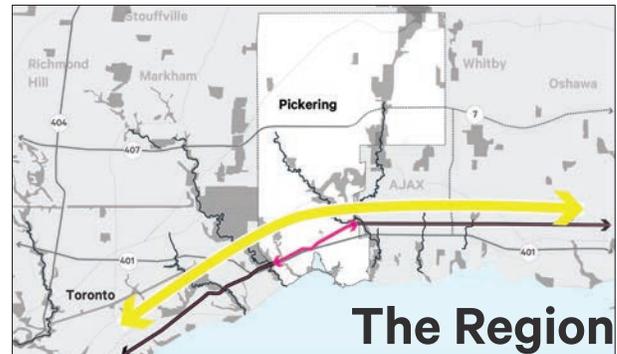


Figure 2. Regional Context

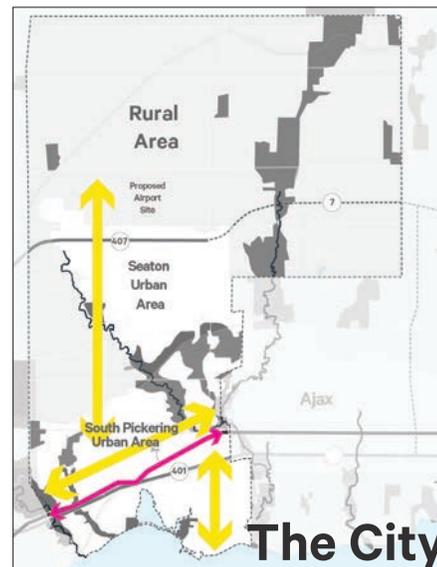


Figure 3. City-wide Context



Figure 4. Neighbourhood Context

1.5 Planning Context

Intensification of the Kingston Road Corridor and Specialty Retailing Node is supported by existing planning policy, ranging from broad direction at the provincial level to specific guidance at the local level.

The Provincial Policy Statement and the Growth Plan provide strong direction for increased intensification and planning for complete communities across the Greater Golden Horseshoe Region. These policies support the close integration of transportation and land use planning through planning for transit-supportive development in proximity to frequent transit. They also support planning practices which facilitate active transportation and provide for a range and mix of uses and activities.

The Regional Official Plan identifies Kingston Road as a Regional Corridor, which is an area towards which intensification is to be directed. These areas are to be

planned and developed as higher-density mixed use areas that support higher order transit priorities and pedestrian-oriented development, and should reach an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index of 2.5. In regards to regional policy, the Region’s Municipal Comprehensive Review (Envision Durham) is currently underway and will be brought into conformity with the Provincial Plans approved in 2017 and with Amendment 1 to the Growth Plan. Envision Durham may provide more direction regarding densities and built form objectives along the Corridor.

The City of Pickering Official Plan identifies both Kingston Road and the Specialty Retailing Node as Mixed Use Areas where a broad variety of uses are permitted at a higher density and within buildings that feature a high quality of design (see Figure 5).

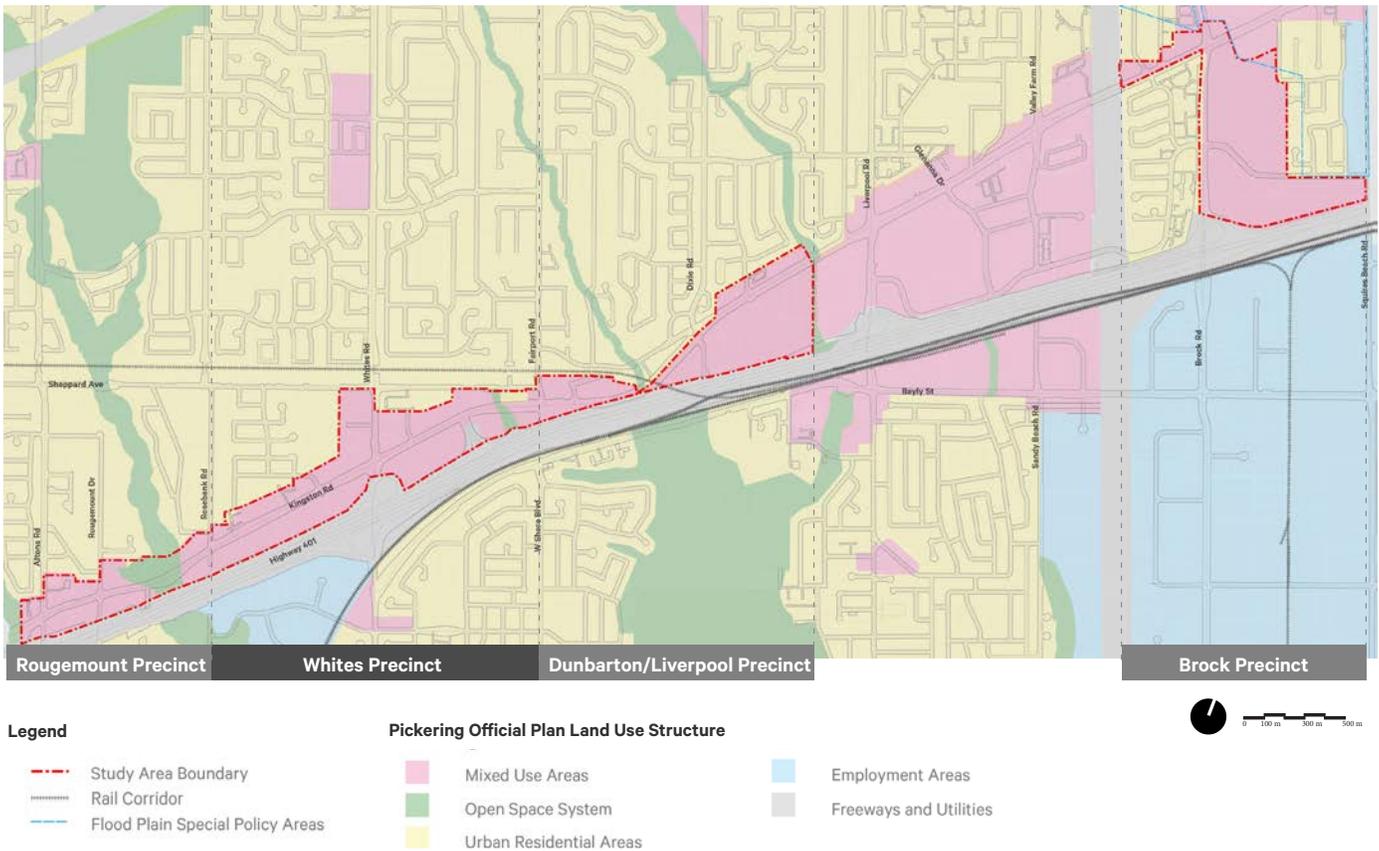


Figure 5. Official Plan Land Use

The Rougemount, Whites and Dunbarton/Liverpool Precincts are designated as Mixed Corridors, and the Brock Precinct is designated as a Mixed Corridor along Kingston Road and a Specialty Retailing Node south of Kingston Road and east of Brock Road.

Despite this policy direction for mixed use, the existing land use within the Study Area are defined by retail uses, with half of all land area occupied by this use (see Figure 6). Other commercial uses including offices, auto dealerships and service uses combined with the retail uses compose nearly two-thirds of all lands within the Study Area. There are relatively large portions of vacant lands and educational uses, each comprising almost 10% of the lands in the study area. There are few lands with medium and high density residential uses, including single detached residential dwellings.

In terms of the transportation role of Kingston Road, it is identified as a Rapid Transit Corridor in the City of Pickering’s Transportation Master Plan Update. Kingston Road, Whites Road and Brock Road are all identified as Transit Spines in the Regional Official Plan; the role of these is to facilitate inter-regional and inter-municipal services along arterial roads and intersect with local transit services.

These existing uses combined with the transportation role of Kingston Road play a strong role in defining the public realm, streetscape character and lot fabric within the Study Area. There is some variation within the corridor in terms of these urban design elements, with some sections exhibiting the physical and functional characteristics of a major traffic route that connects neighbourhoods, and other sections exhibiting those of a main street or “heart” of the community.

The Specialty Retailing Node has a somewhat different character than the remainder of the corridor given its orientation to Kingston Road and the predominance of big box retail uses within its boundaries. Currently, Development Guidelines designed in the late 1990s provide high-level guidance on the desired urban design for the Kingston Road Corridor and Specialty Retailing Node.

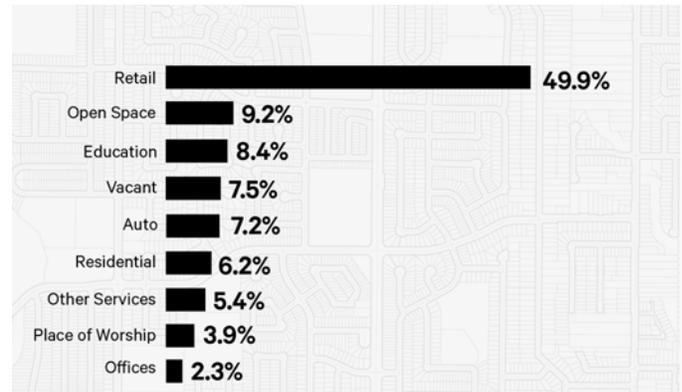


Figure 6. Existing Land Use Composition

2.0 The Vision

- 2.1 Vision Statement
- 2.2 Goals and Objectives
- 2.3 Recommended Intensification Scenario

2.1 Vision Statement

During Phases 1 and 2 of the Study, a renewed Vision for the Kingston Road Corridor and Specialty Retailing Node was developed. This renewed Vision built upon the existing vision for the Corridor and Node as expressed in the City of Pickering Official Plan, the Kingston Road Corridor Development Guidelines, and the Specialty Retailing Node Guidelines. The renewed Vision was also informed by the updated planning framework, specifically the Growth Plan for the Greater Golden Horseshoe's increased emphasis on planning for complete communities and integrating transportation and land use planning through transit-supportive development. Lastly, the renewed Vision was developed in light of the review of existing conditions, analysis of issues and opportunities and consultation with Focus Groups and the Public Agency Advisory Committee.

Based on all of the above, the following was endorsed by Council as a new Vision for the Corridor and Node:

By 2041, the Kingston Road Corridor and Specialty Retailing Node will be...

- A sustainable place that embraces its significant natural heritage assets, connecting to the valleys and creeks that the corridor crosses, mitigating greenhouse gas emissions and adapting to climate change, and building communities centred on new public open spaces in both the Corridor and Node
- A walkable place in all four precincts, with safe, comfortable and green sidewalks and pedestrian connections on both sides of Kingston Road, and within larger parcels that are likely to redevelop with an internal street network, particularly within the node
- An urban, livable, transit-supportive community, with a higher density mix of uses, located in buildings that are pedestrian oriented, and that transition in height and mass to the scale of adjacent established neighborhoods, particularly to the north of the corridor and to the east of the node
- A place that continues to serve as both a destination for shopping and a place of employment, with retail, commercial services and offices within mixed use buildings or on mixed use sites, and generally fronting directly onto Kingston Road, Whites Road and onto new internal streets on larger parcels, to provide active uses at grade that encourage pedestrian traffic
- A regional and local multi-modal connector, with regional gateways at Altona Road and Brock Road, and with gateways to the neighborhoods north and south of the corridor at Rougemount Drive, Whites Road and Fairport Road.

2.2 Goals and Objectives

In addition to the above new Vision, a series of guiding goals and objectives for the corridor and node were prepared to guide the development of the Recommended Intensification Scenario and Intensification Plan.

These goals and objectives are as follows:

1. Advance the concept of place-making and create complete communities

- 1.1 Create a distinct character for the Corridor and Node as a whole while also providing for variation based on the unique conditions and adjacencies within each precinct
- 1.2 Create a strong sense of community, a context for healthy lifestyles and a high quality of life
- 1.3 Plan for a full range of housing types and tenures in a variety of building forms
- 1.4 Provide for and ensure the accessibility of a full range of services and amenities for all walks of life

2. Promote sustainability in the design and full life-cycle of the streetscape, open spaces and buildings

- 2.1 Ensure that the ultimate streetscape, open space and redevelopment concepts have capacity to support growth beyond the horizon of the plan
- 2.2 Ensure that sustainability principles and green infrastructure are incorporated as a foundational element of all streetscape, open space and built form concepts

3. Stimulate economic growth and vitality

- 3.1 Maintain space for various sizes of retail uses and encourage the expansion of office and commercial service uses

4. Promote mixed used development with an emphasis on higher density residential and employment uses integrated within a building or site

- 4.1 Plan for existing single use sites to transition over time to a mix of uses, either through full scale redevelopment or infill on underutilized portions of a site
- 4.2 Plan for higher density forms of employment including office uses, within close proximity to higher order transit stops
- 4.3 Plan for the greatest mix of uses and highest densities within close proximity to higher order transit stops

5. Design all public roads and private connections to be complete streets and emphasize transit and pedestrian oriented development

- 5.1 Ensure that all users of public roads and private connections have distinct and delineated spaces to separate modes of travel moving at different speeds
- 5.2 Ensure that buildings are located in close proximity to and are oriented towards the public realm and provide active edges to create an environment that encourages walking

6. Improve access management and connectivity for all transportation modes

- 6.1 Plan for the consolidation of driveways with access to and from Kingston Road
- 6.2 Plan for the creation or enhancement of internal street networks on larger parcels to provide alternative routes and new frontages for development

7. Encourage the optimization of infrastructure

7.1 Establish a density target for areas or sites within proximity to higher order transit stops to optimize transit ridership

7.2 Ensure that intensification can be supported by existing infrastructure capacity and that additional infrastructure is phased in step with development

8. Enhance and restore natural heritage features and functions

8.1 Provide physical and visual connections between the corridor and the natural heritage features that it intersects

8.2 Restore natural heritage corridors, ensure no incremental loss of natural heritage and consider stormwater management on an area wide basis

9. Support implementation by considering phasing, flexibility and intermediate interventions

9.1 Ensure that the overall arrangement of streets, blocks, open spaces and buildings can be achieved in multiple ways and that sites are designed in a manner that anticipates change over time

2.3 Recommended Intensification Scenario

The Recommended Intensification Scenario was developed through an iterative process whereby a set of Alternative Intensification Scenarios with different arrangements of open space, street networks, land use and built form were developed and tested against a set of evaluation criteria.

The evaluation and assessment was informed by four inputs. The first input was consideration of the defined vision, goals and objectives for the Study Area, which was used to create a framework for modelling change and growth within the four precincts. The second input was a series of key assumptions that were held consistent across all of the Alternative Intensification Scenarios, including assumptions around overall growth, natural environment, transportation, and land use. The third input was the identification of sites with redevelopment potential. Finally, the fourth was feedback from key public agencies and members of the public through a workshop and open house and a number of one-on-one meetings with major landowners/developers; this allowed the community to provide input into the challenges and opportunities for how connectivity, place making, and land use / built form could be improved within all four precincts.

Following the assessment of the Alternative Intensification Scenarios, these findings were used as a base to develop a Preferred Intensification Scenario that was further refined into a Recommended Intensification Scenario for the overall Corridor and Node.

This Recommended Intensification Scenario included modelling the potential mix of land uses and densities for potential redevelopment sites in each precinct to estimate the level of intensification that could be achieved in terms of people and jobs.

Within the Rougemount Precinct, the potential mix of uses and densities would result in a total of 1,991 residents and 236 jobs on potential redevelopment sites, for a combined 101 people and jobs per hectare and 45 residential units per hectare.

Within the Whites Precinct, the potential mix of uses and densities would result in a total of 7,622 residents and 2,536 jobs on potential redevelopment sites, for a combined 199 people and jobs per hectare and 75 residential units per hectare.

Within the Dunbarton/Liverpool Precinct, the potential mix of uses and densities would result in a total of 6,036 residents and 1,274 jobs on potential redevelopment sites, for a combined 203 people and jobs per hectare and 84 residential units per hectare.

Within the Brock Precinct, the potential mix of uses and densities would result in a total of 6,208 residents and 3,580 jobs on potential redevelopment sites, for a combined 218 people and jobs per hectare and 69 residential units per hectare.

The Recommended Intensification Scenario was endorsed by Council on May 27, 2019. For additional information see the Kingston Road Corridor and Specialty Retailing Node Intensification Study: Recommended Intensification Scenario Report from March 20, 2019.

The report and endorsement has set a conceptual framework in place to be refined into an Intensification Plan. Although it has been endorsed by Council, certain concerns have been expressed from stakeholders, particularly with regard to building heights, parkland provision, infrastructure capacity, and road networks. These were further reviewed and considered through the development of the Intensification Plan (see Figure 7).

3.0 Framework

- 3.1 Introduction
- 3.2 Land Use
- 3.3 Built Form
- 3.4 Placemaking
- 3.5 Connectivity
- 3.6 Infrastructure Services

3.1 Introduction

Building upon the new Vision and the Recommended Intensification Scenario, this Intensification Plan provides a comprehensive framework for future development of the Kingston Road Corridor and Specialty Retailing Node.

This document sets out a detailed plan for desired land use mix, built form, and area character. It establishes place-making priorities relating to natural heritage, public realm and open space. It specifies improvements to the street, transit, cycling and pedestrian network to increase connectivity to adjacent areas. It also addresses infrastructure services relating to water, wastewater, stormwater and information technology.

The following legend for the Intensification Plan outlines the key features of the Plan. It is followed by an overall Intensification Plan (Figure 7) and Intensification Plans (Figures 8 to 11) subdivided by precinct.

LEGEND

- | | | |
|-------------------------------------|---|------------------------------------|
| Study Area Boundary | Existing Main Road | Lot Lines |
| Valleylands and Stream Corridors | Existing Road / Laneways | Developable Lots |
| Regional Stormwater Flood Plain | Existing Cycling Network | Lot Identifier |
| Existing Park | Planned Cycling Network | Area Subject to Further Assessment |
| Buildings To Remain | GO Railway | Existing Controlled Intersection |
| Properties of Heritage Significance | Future & Planned Connection Subject to EA | Bus Stops |

LAND USE / BUILT FORM

- Gateway
- Mixed Use A - Residential/ Retail/ Office
- Preferred Office Location
- Mixed Use B - Residential/ Retail
- Mixed Use C - Residential/ Retail
- Residential
- Primary Frontage
- Secondary Frontage
- Existing Development Application
- Buildings and Shadows - Illustrative Only (March 21st at 1:00 pm)

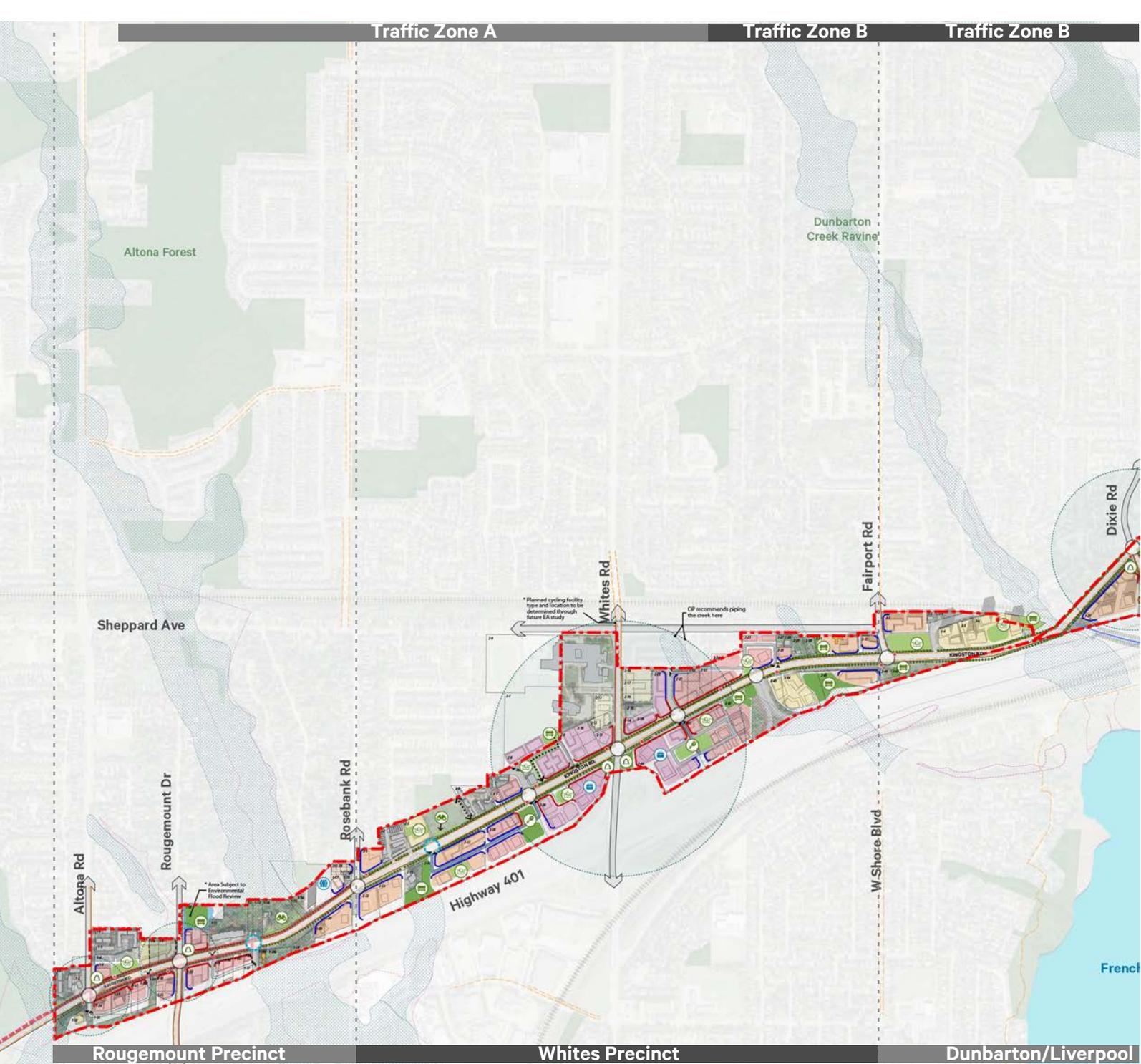
PLACE MAKING

- Gateway Plaza
- Public Green Space
- Public Park
- POPS
- Public Lookout
- Heritage Path
- Potential Community Facility

CONNECTIVITY

- Pedestrian Path
- Multi-Use Path
- Proposed Public Streets
- Proposed Private Streets
- Proposed Cycling Facility
- Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review
- Indicative Enhanced Boulevard
- Right-In , Right-out
- Access

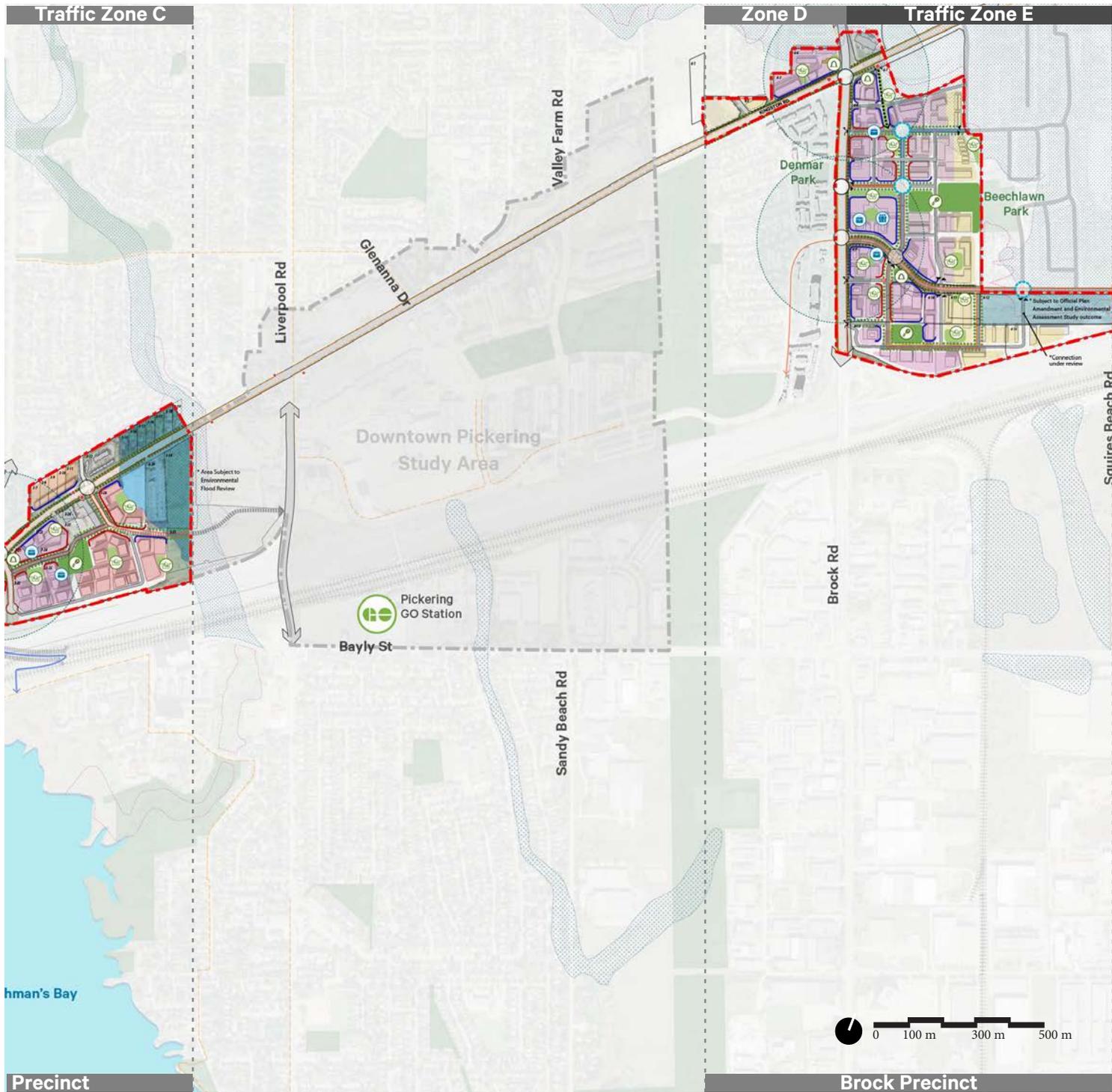
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LEGEND

- | | | |
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Figure 7. Intensification Plan



LAND USE / BUILT FORM

- Gateway
- Mixed Use A - Residential/ Retail/ Office
- Preferred Office Location
- Mixed Use B - Residential/ Retail
- Mixed Use C - Residential/ Retail
- Residential
- Primary Frontage
- Secondary Frontage
- Existing Development Application
- Buildings and Shadows - Illustrative Only (March 21st at 1:00 pm)

PLACE MAKING

- Gateway Plaza
- Public Green Space
- Public Park
- POPS
- Public Lookout
- Heritage Path
- Potential Community Facility

CONNECTIVITY

- Pedestrian Path
- Multi-Use Path
- Proposed Public Streets
- Proposed Private Streets
- Proposed Cycling Facility
- Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review
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- Right-In, Right-out
- Access

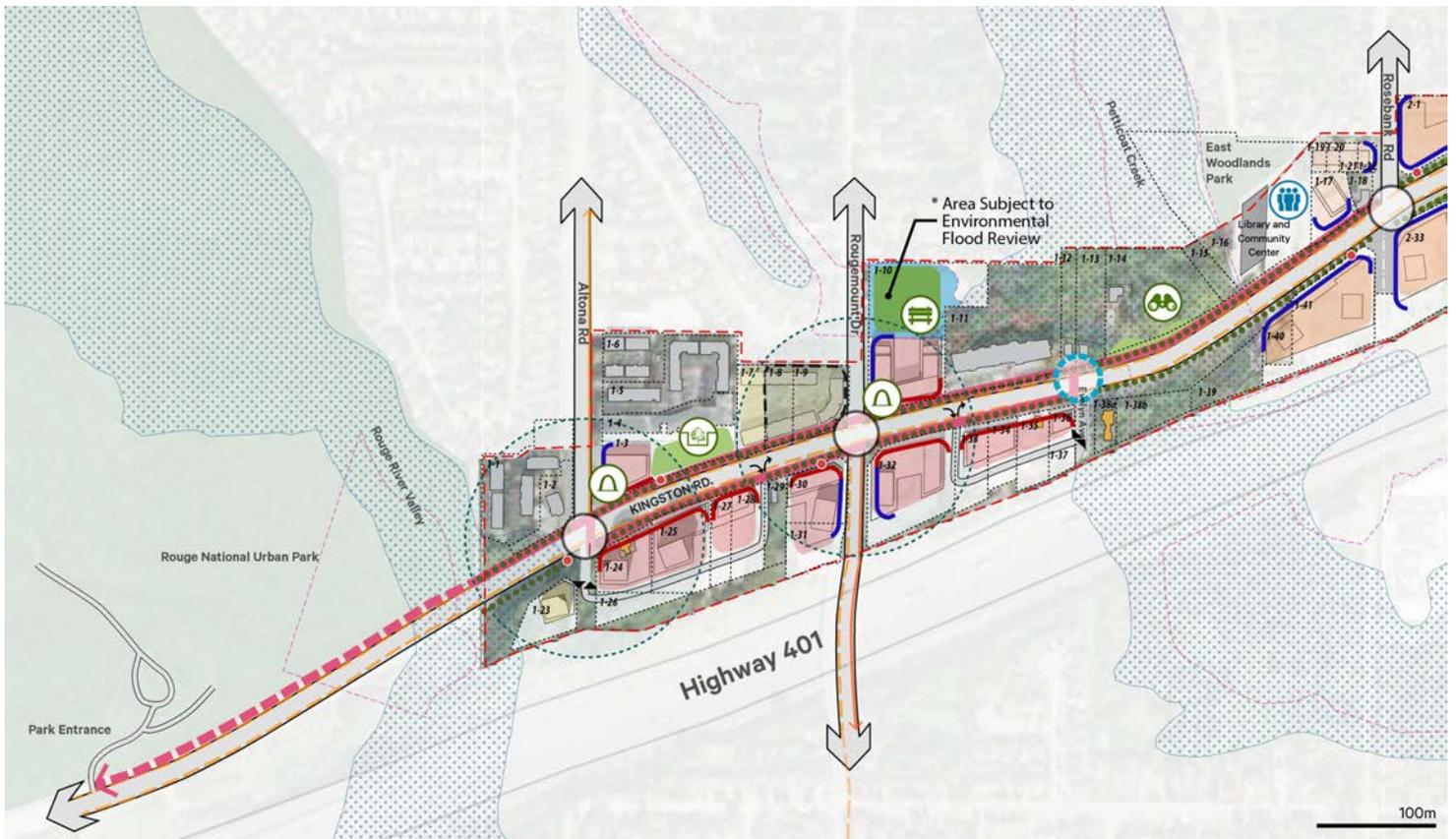


Figure 8. Rougemount Precinct Intensification Plan

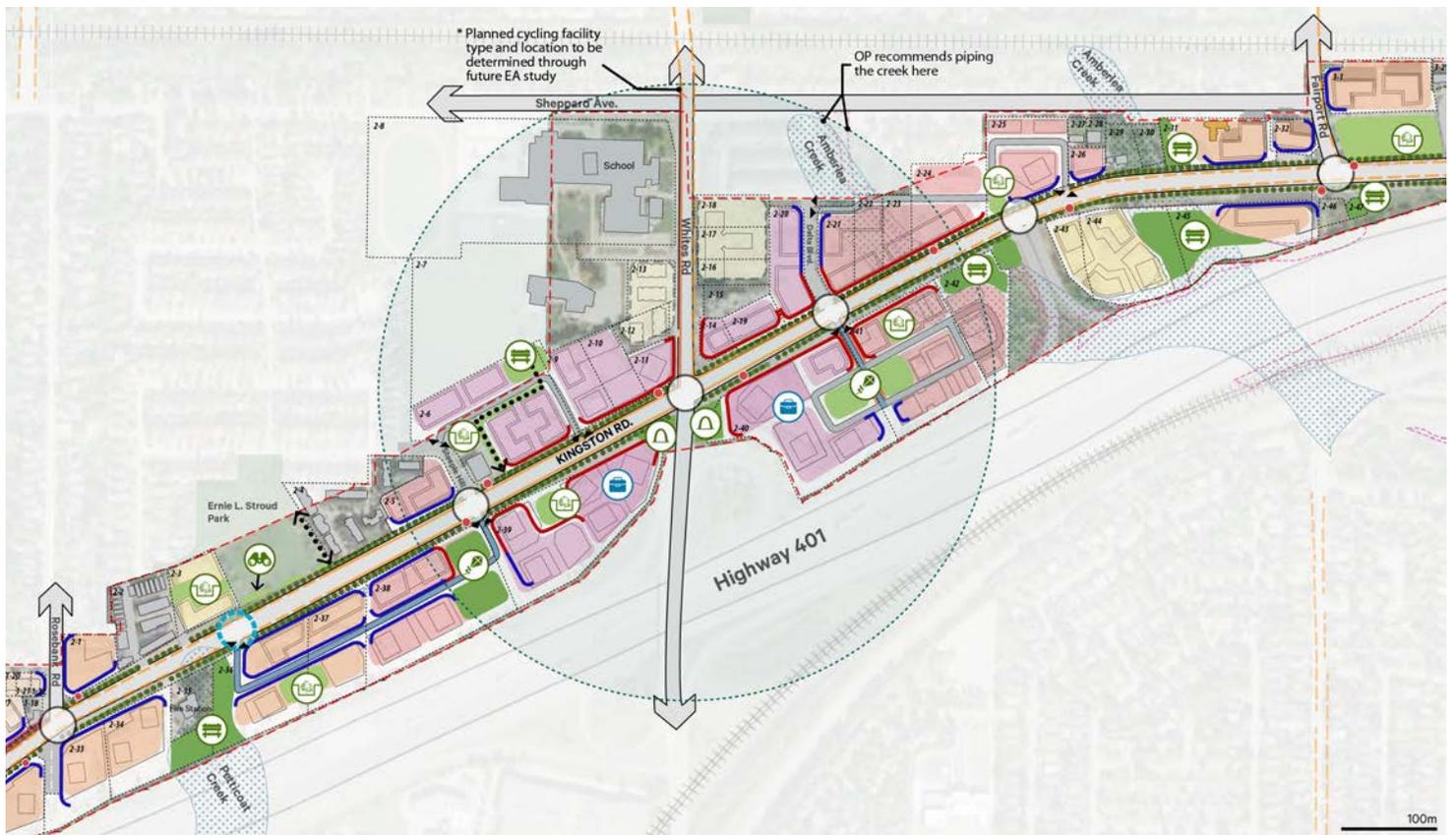


Figure 9. Whites Precinct Intensification Plan



Figure 10. Dunbarton/Liverpool Precinct Intensification Plan



Figure 11. Brock Precinct Intensification Plan

3.2 Land Use

Key Objectives

- Promote mixed-use development with an emphasis on higher density residential and employment uses integrated within a building or site
- Create high-density employment hubs through the concentration of office uses near higher-order transit
- Build complete communities with opportunities for live-work within close proximity

Introduction

This section introduces the land use permissions that will apply to the Kingston Road Corridor and Specialty Retailing Node. They are intended to support an integrated mix of residential, retail and office uses. Redevelopment shall seek to accommodate these uses in a form and scale which is complementary to the vision of the mixed-use Corridor and Node.

Land uses can be allocated in a number of different ways. A mix of uses can be accommodated within a single building; for example, a building with retail co-located on the ground floor with residential uses above. A mix of uses can also be accommodated within any single use buildings on the same site; for example, a standalone retail store or office building located on Kingston Road with residential townhomes located on the same property but off of the main street.

During each stage of the planning process, land use compatibility must be considered so as to avoid instances of adverse effect when competing uses are in close proximity. The location of commercial establishments with busy evening hours adjacent to residential homes is an example of where this type of conflict may arise.

This Plan recommends four land use categories for the Kingston Road Corridor and Specialty Retailing Node: Mixed Use A, Mixed Use B, Mixed Use C, and Residential. Subsequent pages discuss the following features, shown in the Intensification Plan and identified in the legend with the corresponding symbology.

-  Mixed Use A - Residential/ Retail/ Office
-  Preferred Office Location
-  Mixed Use B - Residential/ Retail
-  Mixed Use C - Residential/ Retail
-  Residential

- Mixed Use A - Residential/ Retail/ Office
- Preferred Office Location

3.2.1 Mixed Use A

Mixed Use A (Residential / Retail / Office) features a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites. Targeted for significant development, Mixed Use A areas will have the greatest density and represent the highest-intensity uses within the Corridor and Node.

Office uses are encouraged to be located in Mixed Use A areas, with Preferred Office Locations at major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities with future potential to be identified as Major Transit Station Areas. This will allow development to capitalize on the availability of frequent transit services and maximize opportunities to create high-density employment zones that enable greater live-work opportunities in the City of Pickering, with jobs and residences located in close proximity.

POLICY RECOMMENDATIONS

- a. Mixed Use A areas should be located according to the Intensification Plan shown in Fig. 7-11.
- b. Major office development is encouraged to occur in Mixed Use A areas. Office uses should be located at Preferred Office Locations according to the Intensification Plan shown in Fig. 7-11.
- c. Although the Rougemount Precinct does not show land uses identified as Mixed Use A, office uses are encouraged to be located in this Precinct.
- d. Redevelopment within Mixed Use A areas should seek to accommodate a minimum amount of office space as part of the total floor area of buildings on site. The City of Pickering is encouraged to undertake an office demand study to determine the requirements necessary as the area intensifies. An office demand study may also be requested in coordination with a development application at key locations.
- e. The intent of establishing minimum office space requirements is to preserve the potential for future office space at key transit nodes. As current demand for office space may not match future potential, provisions for office space can be met through demonstrating phasing and/or including building types that can be easily altered or appropriated for office uses over time (see Section 5.0).
- f. The City shall promote the creation of residential units in conjunction with retail, office, service commercial and institutional uses in support of developing complete communities.



Figure 12. Artscape Daniels Launchpad, Toronto

3.2.2 Mixed Use B

Identified on Drawings as:

■ Mixed Use B - Residential/ Retail

Mixed Use B (Residential / Retail) features a combination of residential and retail uses in mixed use buildings, or in separate buildings on mixed use sites. Mixed Use B areas will contain a significant proportion of at-grade retail, most of which will be small- to medium-scale neighbourhood-oriented businesses to satisfy local needs.

They are primarily located close to gateways or internal local streets. These areas will combine street-level retail and commercial services with medium and high-rise residential to support higher-density development, local employment, and an animated public realm.

POLICY RECOMMENDATIONS

- a. **Mixed Use B areas should be located according to the Intensification Plan shown in Fig. 7-11.**
- b. **Retail and commercial-service uses should be primarily located on the ground floor. Second floor retail and commercial-service uses are encouraged.**
- c. **Office uses should be permitted but secondary to residential, retail and service-commercial uses.**
- d. **The City shall promote the creation of residential units in conjunction with retail, office, service commercial and institutional uses in support of developing complete communities.**



Figure 13. Ideal Lofts, Toronto, Canada (photo credits: Wikimedia)

3.2.3 Mixed Use C

Identified on Drawings as:

Mixed Use C - Residential/ Retail

Mixed Use C (Residential / Retail) also features a combination of residential and retail uses, with a greater proportion of residential, and a lower proportion of retail than Mixed Use B. These represent the least-intensive mixed use zones within the Kingston Road Corridor. Mixed Use C areas will include occasional smaller-scale retail and service uses which are complimentary to residential uses, reflecting their community-oriented role.

They are primarily located at intersections along Kingston Road that are not identified as gateways. Mixed Use C lands are also often located adjacent to existing or proposed green spaces or community and institutional facilities.

POLICY RECOMMENDATIONS

- a. **Mixed Use C areas should be located according to the Intensification Plan shown in Fig. 7-11.**
- b. **Retail and commercial-service uses should be primarily located on the ground floor.**
- c. **Office uses should be permitted but secondary to residential, retail and service-commercial uses.**
- d. **The City shall promote the creation of residential units in conjunction with retail, office, service commercial and institutional uses in support of developing complete communities.**



Figure 14. 270 Rushton, Toronto, Canada (photo credits: Josie Stern Team)

3.2.4 Residential

Identified on Drawings as:

 Residential

Residential features primarily residential uses, generally in areas that otherwise are intended to have a high degree of mixed use and where a mix of uses on a specific site may not be desirable or achievable.

They are located throughout the Kingston Road Corridor and Specialty Retailing Node, typically adjacent to existing low-rise residential neighbourhoods.

New residential housing development will support the achievement of municipal and regional housing goals, including diversity in housing type, tenure and affordability.

POLICY RECOMMENDATIONS

- a. Residential areas should be located according to the Intensification Plan shown in Fig. 7-11.
- b. The following residential building types should be permitted: apartment dwellings of various heights, townhouses and live-work units.
- c. Office and retail uses should be permitted but limited to live-work units on the ground-floor of residential buildings.
- d. Residential areas are encouraged to achieve a broad diversity of housing by form, location, size, tenure, and cost to meet the housing needs of existing and future residents as they evolve over time, including affordable, rental, assisted and special needs housing.
- e. A minimum 25 percent of new residential construction is encouraged to be of forms that would be affordable to households of low or moderate income.

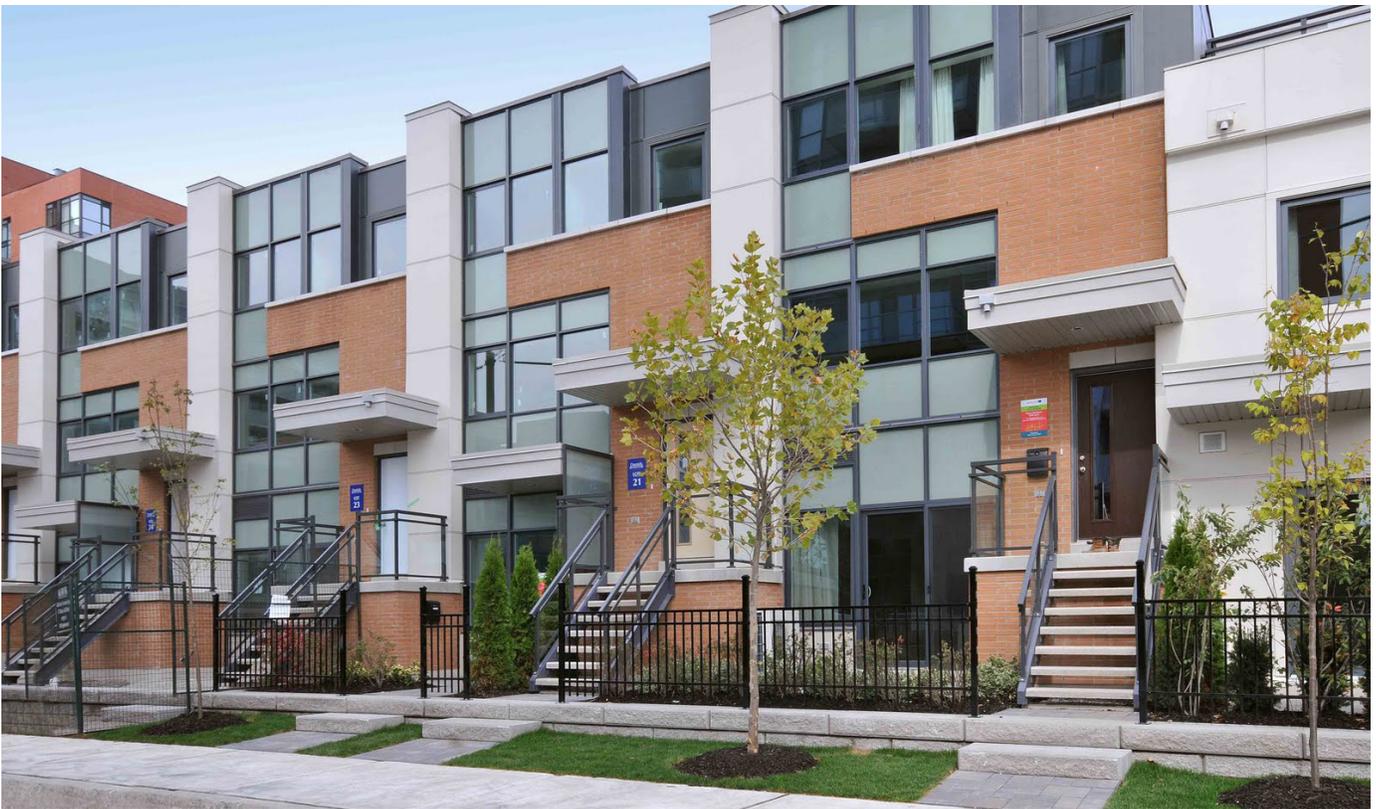


Figure 15. Regent Park townhouses, Toronto, Canada (photo credits: SvN)

3.2.5 Transition of Use Over Time

As the area undergoes intensification and redevelopment, uses that are not compatible with the vision for Kingston Road Corridor and Speciality Retailing Node will be encouraged to locate elsewhere within the City of Pickering.

Land uses that detract from walkability and a vibrant public realm are not considered compatible. These include gas stations, auto parts repairs, service shops, car washes, car dealerships, commercial surface parking, drive through establishments, bottle depots, car storage, self-storage, warehouses, distribution facilities, and storage facilities, and any other businesses requiring extensive parking or outside storage.

The transition of these areas into compatible uses is encouraged and should be supported, where possible, through adjacent redevelopment.

POLICY RECOMMENDATIONS

- a. Uses that are incompatible with the vision for the Kingston Road Corridor and Specialty Retailing Node should be encouraged to relocate. These include new auto-oriented development and low-density industrial uses.
- b. The expansion of existing uses that require open air storage should be discouraged and/or encouraged to provide indoor storage located at the rear of the site.
- c. Redevelopment adjacent to incompatible uses should balance the mitigation of impacts with the integration and future redevelopment of such sites through building, site and streetscape design strategies.
- d. Larger redevelopment sites should submit a phasing plan as part of their development application demonstrating the full build out of the site, including but not limited to:
 - i. Ultimate street and block network, including potential connections to adjacent properties;
 - ii. Ultimate parks and open space network, including potential connections to adjacent properties;
 - iii. Integration of office uses; and
 - iv. Redevelopment of surface parking lots.



Figure 16. Archimatika's design for a modern office, Kiev, Ukraine (photo credits: Archimatika)

3.3 Built Form

Key Objectives

- Promote higher-density mixed-use development while respecting the character and scale of established neighbourhoods through proper transitioning, and careful building design and placement
- Introduce an animated public realm through encouraging active uses at grade and an enjoyable pedestrian experience
- Retain and emphasize the distinct character of local streetscapes and precincts, including heritage protection

Introduction

This section introduces built form policies and guidelines to promote high-quality urban environments within the Kingston Road Corridor and Specialty Retailing Node.

The Intensification Plan identifies a more urban condition, with higher heights and greater densities, than what currently exists in the area. Heights and densities are pronounced near transit stops and intersection gateways as a response to a higher convergence of pedestrians, cyclists and transit users. Additionally, priority is given to respecting the character and scale of adjacent established residential neighbourhoods.

The Built Form policy recommendations aim to ensure that new buildings enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility.

The Built Form chapter will address heights, gateways, streetwalls, setbacks, active frontage, heritage buildings and precinct character. Subsequent pages discuss the following features, shown in the Intensification Plan and identified in the legend with the corresponding symbology.

-  Gateway
-  Primary Frontage
-  Secondary Frontage
-  Existing Development Application
-  Buildings and Shadows - Illustrative Only (March 21st at 1:00 pm)
-  Properties of Heritage Significance

3.3.1 Tall Buildings

Tall buildings are generally defined as buildings that are 13 storeys or greater.

As intensification occurs within the Corridor and Node, the number of tall buildings is expected to increase. Their design and placement should positively contribute to the public realm and respond to the surrounding context. The impact of taller built forms on parks and the pedestrian realm, in terms of sunlight, shadow and wind tunnel impacts, should also be considered.

Tall buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where high-rise development is directly adjacent to existing low-rise neighbourhoods.

POLICY RECOMMENDATIONS

- a. Tall buildings should generally be located within gateways and at the intersection of transit spines and major arterials, along the highway, and proximate to highway access. Tall buildings consist of buildings 13 storeys or higher.
- b. Tall building towers should be separated from one another by a minimum distance of 25 metres and should have a maximum tower floor plate of 750m².
- c. Tall buildings should be located to minimize shadow impacts and wind tunnel effects on proximate parks, open spaces, primary frontage sidewalks and existing low-rise residential areas.
- d. The general maximum height of tall buildings should be no more than 45 storeys. At gateway locations in the Rougemount Precinct and Dunbarton/Liverpool Precinct and along the highway in the Rougemount Precinct, the maximum building height should be 25 storeys to reflect the precinct character.
- e. If the general intent of the Intensification Plan is met, flexibility with massing and height may be considered on a site specific basis.



Figure 17. Paintbox Condominium, Toronto, Canada (photo credits: Lisa Logan)

3.3.2 Mid-Rise Buildings

Mid-rise buildings are generally defined as buildings which are between 5 to 12 storeys in height.

The design and placement of mid-rise buildings should maintain access to sunlight and extend the length of time for which the sun will hit the sidewalk throughout the day. It should also ensure a similar built form and height on both sides of the road to create a coherent and cohesive public realm. In Rougemount and Dunbarton/Liverpool, the design of mid-rise buildings should prioritize preserving the historic neighbourhoods and local natural heritage.

POLICY RECOMMENDATIONS

- a. Mid-rise buildings are encouraged to be located throughout the Kingston Road Corridor and Specialty Retailing Node. Mid-rise buildings consist of buildings 5 to 12 storeys in height.
- b. For mid-rise buildings up to 8 storeys, a minimum separation distance of 11 metres shall be maintained. For mid-rise buildings between 8 and 12 storeys, a minimum separation distance of 18 metres shall be maintained. This may be reduced if there are no primary windows on the wall facing an abutting building.
- c. On Kingston Road and Brock Road built form should conform to an angular plane extended at a 45 degree angle from the front property line, beginning at a height 80 percent the width of the adjacent right-of-way.



Figure 18. Cross Roads, Vancouver, Canada (photo credits: PCI Developments)

- d. This angular plane requirement applies everywhere with the exception of Kingston Road in Rougemount Precinct, and Kingston Road between Dunbarton Creek and Pine Creek in the Dunbarton/Liverpool Precinct. In these areas, built form should conform to an angular plane extended at a 45 degree angle from the front property line or R.O.W., beginning at a height 30 percent the width of the adjacent right-of-way.
- e. For buildings along existing north-south public roads intersecting Kingston Road and buildings along Pickering Parkway, the front angular plane that applies to Kingston Road frontage will also apply to the secondary street frontage.
- f. The transition for properties abutting low-rise residential will include a minimum setback of 7.5 metres from the property line (or edge of development) and a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line. This provides a lower building and a gradual transition.
- g. Where there is a grade difference between the front and rear of the property, the rear angular plane should always be taken from the lowest grade elevation along the shared property line. This ensures that properties to the rear are not subject to additional shadow impacts resulting from changes in grade.
- h. Where shallow redevelopment lots are immediately adjacent to designated established low-density residential properties, the City may also consider the implementation of other regulations to ensure built form compatibility in addition to the application of the angular plane.



Figure 19. Cross Roads, Vancouver, Canada (photo credits: Ledcor)

3.3.3 Low-Rise Buildings

Low-rise buildings are generally defined as buildings which are 4 storeys or lower in height. The majority of low-rise buildings within the Kingston Road Corridor and Specialty Retailing Node are expected to be residential buildings.

Low-rise buildings must provide an appropriate transition to existing low-density residential areas and act as a suitable intermediary between these neighbourhoods and more intensified areas featuring mid-rise and tall buildings. They should ensure adequate building setbacks to provide a suitable transition from the public realm to the private realm, which allows low-rise buildings to be part of attractive and cohesive streetscapes while also minimizing negative impacts regarding issues with privacy and overlook.

POLICY RECOMMENDATIONS

- a. Low-rise buildings are typically located adjacent to low-rise residential areas and along streets without active frontages. Low-rise buildings consist of buildings 4 storeys or lower in height.
- b. Low-rise buildings up to 4 storeys should maintain a minimum separation distance of 11 metres between facing buildings. Low-rise buildings should maintain a 8 metre separation distance between the face of a building containing primary living space, such as bedrooms and living rooms, and the side of another building.
- c. The City of Pickering is encouraged to develop dedicated comprehensive low-rise residential design guidelines to support development of townhomes and low-rise apartment buildings.



Figure 20. Regent Park townhouses, Toronto, Canada (photo credits: SvN)

3.3.4 Gateways

Identified on Drawings as:



Gateways are entry points into particular locations, areas or neighbourhoods, often signified by a distinctive public realm or built form interventions. They are introduced by enhanced site and building design, such as greater setbacks and open space, or taller heights.

Gateways are located at major intersections along the Corridor and Node. They are identified at locations of significance to frame street corners, enhance local character, create landmarks along the Corridor and within the Node, and act as the principal vehicular and pedestrian arrival points into individual precincts.

POLICY RECOMMENDATIONS

- a. Gateways should be located according to the Intensification Plan in Fig. 7-11.
- b. Tall buildings should generally be located within gateways.
- c. The diameter of the extent of gateways in each precinct is as follows:
 - i. 250 metres in Rougemount Precinct;
 - ii. 800 metres in Whites Precinct;
 - iii. 500 metres in Dunbarton/Liverpool Precinct; and
 - iv. 500 metres in Brock Precinct.The extent of gateways is measured from the center of the intersection.
- d. Building articulation, including vertical projections, recessions, design treatments and other architectural details, is encouraged at gateway locations to create an enhanced visual interest and a human-scaled environment.



Figure 21. Marine Gateway, Vancouver, Canada (photo credits: Perkins+Will)

3.3.5 Setbacks

Setbacks refer to the distance between the property line and the front, side or rear of a building.

Building setbacks help define and transition between the public and private realm by requiring minimum distances between the public right-of-way and residential or commercial uses. Setbacks contribute to the animation of the streets by drawing commercial activities out onto the sidewalk and improving the pedestrian experience.

Along Kingston Road, setbacks are introduced in anticipation of the fact that the existing right-of-way does not have enough landscaping or a generous enough sidewalk to support the expected increase in pedestrian traffic associated with intensification.

POLICY RECOMMENDATIONS

- a. All buildings fronting Kingston Road in the Rougemount Precinct should be setback 3 metres from the front property line.
- b. In all other precincts, all buildings fronting Kingston Road, Brock Road and Pickering Parkway should be setback 5 metres from the front property line.
- c. Buildings fronting existing public roads intersecting Kingston Road should be setback 5 metres from the property line in the Whites and Brock Precincts and 3m in the Rougemount and Dunbarton/Liverpool Precincts, or match the setback of adjacent buildings.
- d. In all precincts, all buildings should be setback a minimum of 2 metres from new public and private streets that are internal to the development block.
- e. In all precincts, all buildings should be setback a minimum of 3 metres from parks and open spaces.
- f. Setback areas should be used to accommodate spill-out uses from commercial activity (i.e. patios, displays, waiting areas), public landscape elements (i.e. benches, planters, other amenities), or landscape elements that provide screening / privacy for grade-related residential units as appropriate.
- g. All new buildings and additions should aim to keep front yard setbacks to a minimum so that an urban streetwall condition can be achieved along all streets. On larger development sites, phasing plans may show how infill development can be accommodated over time to achieve this condition (see Section 5.0).



Figure 22. University Village outdoor shopping mall, Seattle, USA (photo credits: Google)

3.3.6 Active Frontage Network

Identified on Drawings as:

-  Primary Frontage
-  Secondary Frontage
-  Existing Development Application

To help achieve a lively streetscape which generates continuous pedestrian flows, certain streets are required to have active uses at grade, with visual engagement between the street and the ground floors of buildings.

The Plan identifies both Primary Frontages and Secondary Frontages. Primary Frontages contain a greater consistency and greater number of fine grain active uses at grade, such as retail units with glazing oriented to the street. They are identified as areas where the highest levels of retail activity are desired.

Secondary Frontages consist of a less continuous presence of publicly-accessible spaces, or more private spaces that still have a strong street-related presence. They maintain high levels of public realm animation and pedestrian activity, but are less prioritized for retail activity.

POLICY RECOMMENDATIONS

- a. **Primary Frontages shall have a minimum of 60% of the lot frontage of retail uses, commercial-service uses or consolidated office and residential entrances.**
- b. **Secondary Frontages are encouraged to have a minimum of 30% of the lot frontage of retail uses, commercial-service uses or consolidated office and residential entrances.**
- c. **Development applications which are already underway along Kingston Road and other major intersections are encouraged to have active frontages.**



Figure 23. Creekside Community Centre, Vancouver, Canada (photo credits: Paul Krueger)

3.3.7 Streetwall

Streetwall refers to the front façade of buildings. To create and reinforce a sense of coherency and enclosure along blocks, streetwalls should be continuous with uniform heights and building ground floor heights. This helps create a cohesive and welcoming public realm, particularly for pedestrians, and contributes to a sense of place in local areas.

Regular breaks in the streetwall will contribute to variety and variation in the streetwall, provide permeability through development blocks for pedestrians, and provide opportunities to establish view corridors through development blocks.

Upper building façades, when stepped back, have less impact on the streetwall.

POLICY RECOMMENDATIONS

- a. The minimum streetwall height along all public and private roads should be 3 storeys, with a minimum ground floor height of 4.5 metres.
- b. The podium portion of tall buildings should have a minimum height of 3 storeys and a maximum height of 6 storeys.
- c. Variety and variation in the streetwall will be provided through encouraging a fine-grain pattern of retail units / residential entrances, and the establishment of façade articulation and rhythm through building projections / recesses and the use of different façade materials.
- d. Generally, buildings shall have a podium of at least 3 storeys before any building stepbacks are introduced. The first stepback for any building shall not occur higher than the sixth floor of a building.
- e. Building stepbacks should be a minimum of 2.5 metres.



Figure 24. Garrison Woods, Calgary, Canada (Image Credits: Canada Lands Company)

3.3.8 Heritage Buildings

Identified on Drawings as:

■ Properties of Heritage Significance

There is one heritage designated building and four buildings of heritage interest within the Kingston Road Corridor and Specialty Retailing Node.

The Post Manor located at the north west corner of Brock Road and Kingston Road is a designated historical site which was built by mill owner and lumber merchant Jordan Post in 1841. Sites of heritage interest include 301 Kingston Road, 401 Kingston Road, 1 Evelyn Avenue and 882 Kingston Road. 882 Kingston Road is St. Paul's on-the-Hill Anglican Church, a brick church structure; the other three are historical residences currently used by local businesses.

Heritage buildings are significant for their role in preserving local character, celebrating collective history, building community identity and having educational and cultural value.

POLICY RECOMMENDATIONS

- a. The identified Properties of Heritage Significance as identified on Fig. 7 should be studied for heritage merit and potential designation or listing as appropriate.
- b. Buildings of heritage significance should be preserved, through methods that are appropriate to the specific building and surrounding context.
- c. Preservation may include keeping buildings in their existing location, moving buildings to a more appropriate location on the same site to incorporate with new development, or replacing buildings with an urban landscaped feature speaking to its significance and history (i.e. landscaped area with historical signage or plaque).
- d. A Heritage Impact Assessment is required for development activity on or adjacent to heritage properties, as governed by the Ontario Heritage Act.
- e. Any redevelopment on or adjacent to heritage properties should be completed in accordance with the Urban Design Guidelines.



Figure 25. John H. Daniels Faculty of Architecture, Toronto, Canada (photo credits: NADAAA)

3.4 Place-making

Key Objectives

Key objectives relating to place-making include:

- Advance the concept of place-making and create complete communities
- Enhance and restore natural heritage features to strengthen their relation to adjacent uses
- Promote sustainability in the design and full life-cycle of the streetscape, open spaces and buildings

Introduction

Place-making is all about providing and strengthening the connections between people and the places they share. Successful place-making involves incorporating publicly and privately-owned and accessible features into an interconnected network of open and inviting spaces where users can gather, linger and have an enjoyable experience.

Publicly-owned public spaces include public parks, green spaces, gateway plazas and lookouts, which play a fundamental role in creating a vibrant community. In addition, privately-owned public space (POPS), which can take the form of linear parks and urban squares, provide opportunities for private developments to enhance the public realm.

Natural heritage networks provide residents and visitors opportunities for rest, recreation and places to connect. Strengthening the linkages along the Kingston Road Corridor is a priority to ensure accessibility to the wide range of creeks, trails, parks, and other natural heritage features in close proximity to the Corridor. Sustainability is critical to ensuring the long-term livability of the Kingston Road Corridor and is addressed through both natural heritage protection and climate response measures.

The Place-making chapter discusses the following features, shown in the Intensification Plan and identified in the legend with the corresponding symbology. There is also additional discussion on sustainable development and the natural heritage network.

-  Heritage Path
-  Public Park
-  Public Green Space
-  Public Lookout
-  Gateway Plaza
-  POPS
-  Potential Community Facility

3.4.1 Climate Response and Sustainable Development

Climate response measures can help mitigate more frequent and severe weather events, including flooding, heat waves, and other phenomena which have an impact on the health and safety of communities. Additionally, they create a more enjoyable and comfortable pedestrian environment.

Major improvement of micro-climate conditions can be achieved through the strategic use of massing. Built forms should build resiliency into development sites through building design and the selection of appropriate building materials.

POLICY RECOMMENDATIONS

- a. Development should incorporate building and landscape design which maximizes sunlight access and minimizes shadow on sidewalks, parks, open spaces and other intensively used areas as necessary to preserve their utility. Development will adequately limit net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on parks and open spaces.
- b. Development should incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds, especially during winter.
- c. Sustainable and Low Impact Development (LID) measures are encouraged for all development in order to minimize energy consumption, greenhouse gas emissions and water consumption.
- d. Through the development or redevelopment of lands adjacent to in close proximity to creeks, consideration should be given to the impact more frequent and/or severe storm events may have on stormwater systems.



Figure 26. Bioswale system within a median, Detroit, USA (photo credits: Aaron Volkening via Flickr)

3.4.2 Natural Heritage Network

The Kingston Road Corridor and Specialty Retailing Node benefits from proximity and access to an extensive existing waterway system and natural heritage network. The area intersects with a range of significant natural heritage features, including Petticoat Creek, Amberlea Creek, Dunbarton Creek, Pine Creek, Duffins Creek, and Rouge National Urban Park.

Access points to open space provide direct links between existing and planned trail systems. Lookout Points are introduced at natural vantage points typically present in close proximity to the creeks and valleylands. Public Parks and Green Spaces, buffer and 'link' development areas and natural heritage features along the corridor, preserving their ecosystem functions and ensuring their sustainability for future generations.

POLICY RECOMMENDATIONS

- a. **Natural heritage areas that bisect or intersect the Corridor and Node are to be managed as a connected and integrated natural system, recognizing the functional inter-relationships between them. Their continuity, exclusive of roads, railways and utilities, should be maintained and enhanced.**
- b. **The restoration and rehabilitation of creeks and the implementation of erosion control and stormwater best practices through redevelopment of adjacent lands will be encouraged.**
- c. **The extent of the development at areas identified in Fig. 7-11 as "Area Subject to Environmental Flood Review" will require additional studies.**
- d. **Efforts should be made to facilitate greater connections to the Petticoat Creek. Connections from the Heritage Trail to Rouge National Urban Park should be explored pending further studies.**



Figure 27. Petticoat Creek, Pickering, Canada (photo credits: City of Pickering)

3.4.3 Heritage Path

Identified on Drawings as:

 Heritage Path

The Intensification Plan identifies a new Heritage Path running through Rougemount Precinct along Kingston Road, providing an enhanced connection between Rouge National Urban Park at the edge of the study area on the western side, the retail along Kingston Road and the community center and library on the eastern side of the precinct. By enhancing parts of Kingston Road and taking advantage of the precincts existing Heritage Buildings and creeks the Heritage Path will strengthen the area's historical and cultural memory while connecting cyclists and pedestrians with Rouge National Urban Park.

POLICY RECOMMENDATIONS

- a. The City will work with the Region to implement a Heritage Path within portions of the new Kingston Road streetscape.
- b. It is recommended that the trail does not stop at the end of the study area to the west and that it continues to Rouge National Urban Park, in a manner coordinated with Parks Canada Trail planning, to strengthen the connection between the entrance to the park and the Rougemount Precinct.
- c. The Heritage Path is encouraged to include heritage plaques, directional signage, enhanced planting enhanced paving materials and moments to pause and rest.

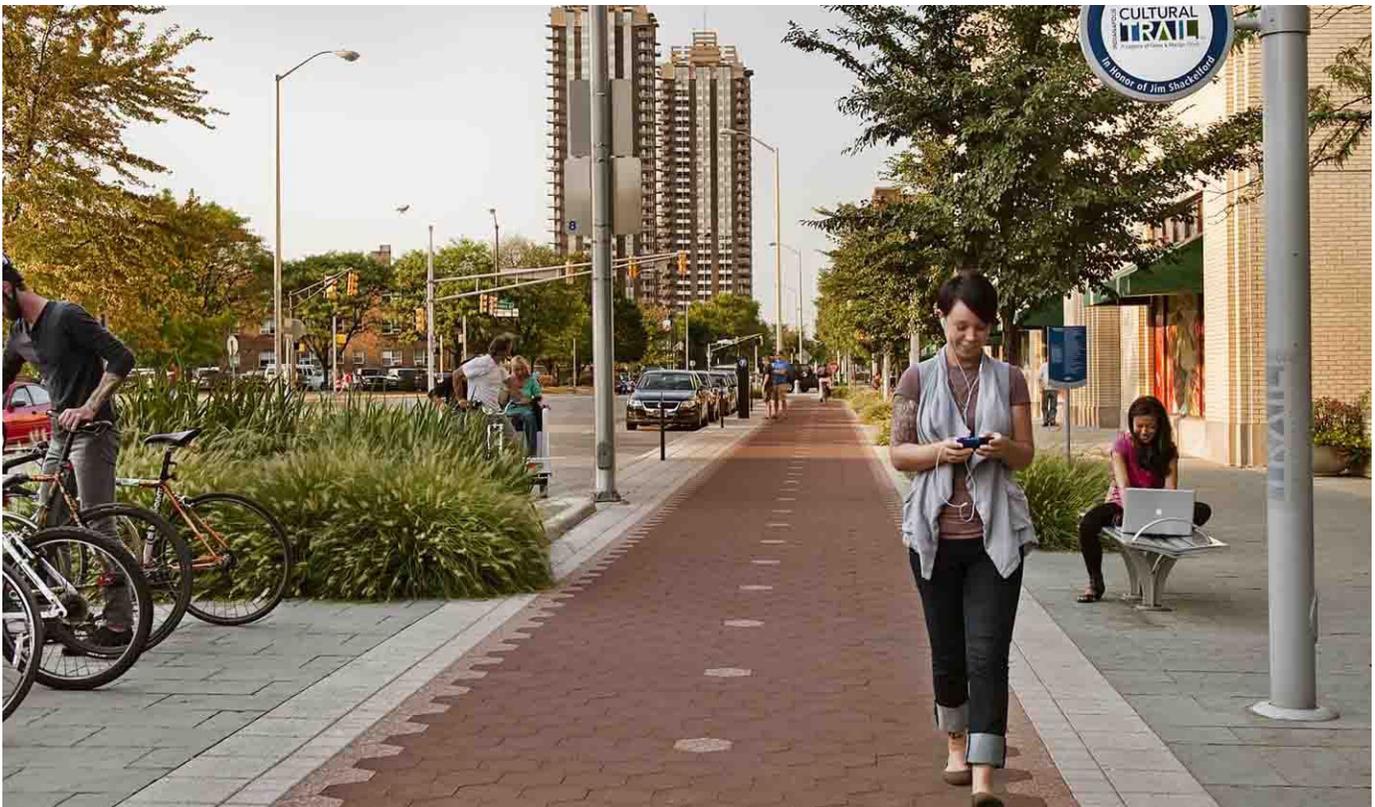


Figure 28. Indianapolis Cultural Trail, Indianapolis, USA (photo credits: Indianapolis cultural trail website)

3.4.4 Public Parks

Identified on Drawings as:



Public Park

Public parks play a fundamental role in enhancing the public realm and the physical environments in which we live. They provide valuable outdoor gathering and activity space which can be programmed and enjoyed by all members of the community.

The Intensification Plan identifies several new Public Parks, which provide open spaces and nature views for enjoyment and opportunities for tree planting to grow the urban forest. The proposed Public Parks are strategically located to leverage and interact with existing green spaces to form a cohesive corridor-wide green network which includes parks, squares, trails, lookouts, natural heritage features and more.

Where particularly intensified clusters supporting future residential and employment density have been planned, parks have been integrated in nearby areas to ensure ease of access.

POLICY RECOMMENDATIONS

- a. **Public Parks will be provided through redevelopment in the Whites, Dunbarton/Liverpool and Brock Precincts as shown conceptually through the Intensification Plan in Fig. 7-11.**
- b. **The precise location of the Public Parks within the development blocks where they are conceptually identified will be determined through the implementing zoning by-law. Their exact size, location and design will also be addressed through detailed block planning.**
- c. **Public Parks are intended to serve a community function and will be designed to accommodate diverse programming throughout all seasons. The dimensions and configuration of these parks (as determined by municipal staff) will support this objective.**
- d. **Through the redevelopment of lands, the design and development of any public parkland should be completed in accordance with the Urban Design Guidelines.**



Figure 29. Mekel Park at Delft University of Technology Campus, Delft, Netherlands (photo credits: Mecanoo)

3.4.5 Public Green Spaces

Identified on Drawings as:



Public Green Space

The Intensification Plan identifies a collection of Public Green Spaces adjacent to the Natural Heritage Network. Like Public Parks, Public Green Spaces provide areas of respite, lookouts, and opportunities for outdoor recreation.

However, they are specifically located with the intention to buffer and interact with natural heritage features throughout the Corridor and Node. These spaces should be protected and preserved to allow the Natural Heritage Network to thrive.

Public Green Spaces are distributed throughout the precincts, adjacent to creeks and other sensitive environmental areas, and help to create trails and a more naturalized environment.

POLICY RECOMMENDATIONS

- a. **Public Green Spaces will be provided through redevelopment as shown conceptually through the Intensification Plan in Fig. 7-11.**
- b. **The precise location of the Public Green Spaces within the development blocks where they are conceptually identified will be determined through the implementing zoning by-law. Their exact size, location and design will also be addressed through detailed block planning.**
- c. **Public Green Spaces are intended to serve a community function will be designed to accommodate programming, where possible and where they do not interfere with sensitive environmental areas.**
- d. **Through the redevelopment of lands, the design and development of any public green space should be completed in accordance with the Urban Design Guidelines.**

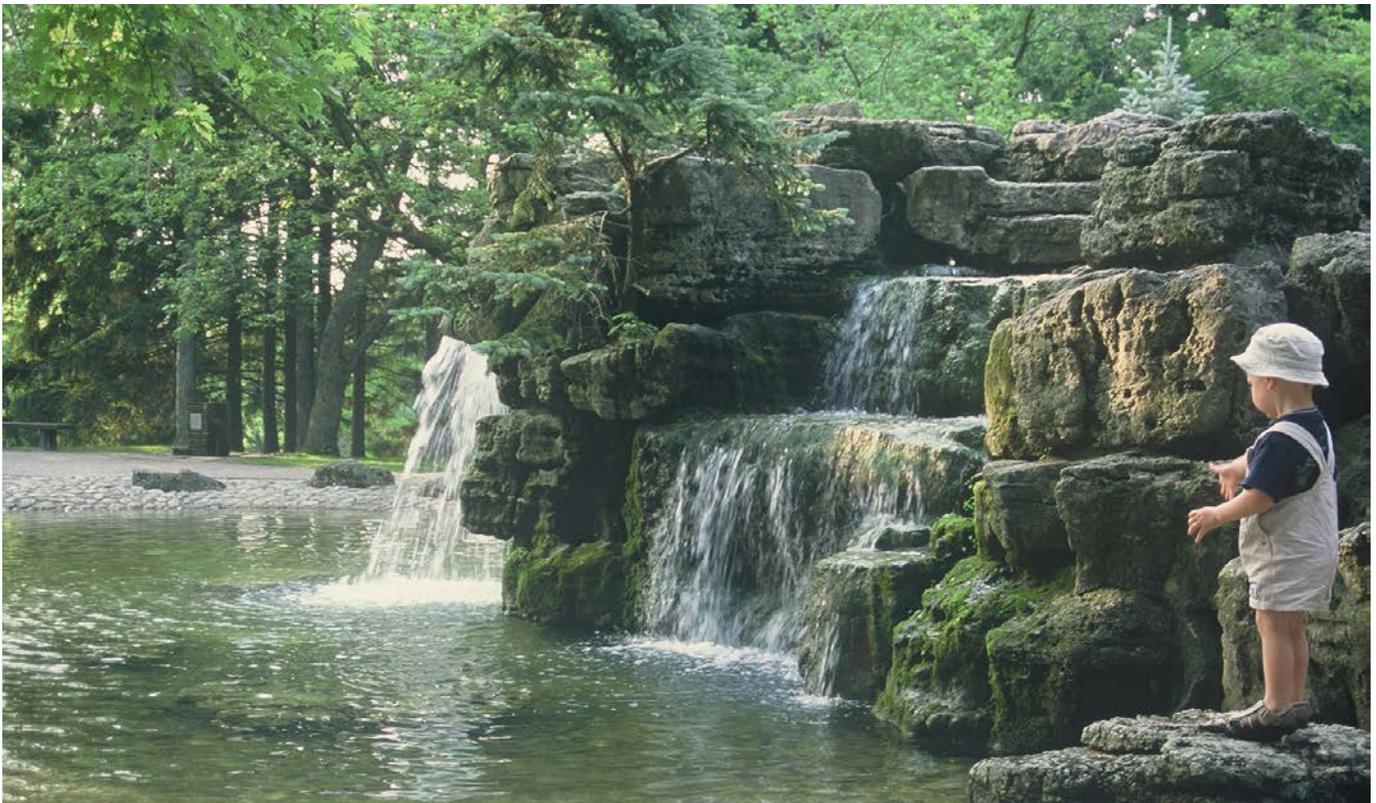


Figure 30. Riverwalk, Stratford, Canada (photo credits: Riverwalk B&B)

3.4.6 Public Lookouts

Identified on Drawings as:



Public Lookout

Public Lookouts highlight important views within the urban structure of streets, parks and open spaces. These are located at natural vantage points typically present in close proximity to the creeks and valleylands. Complemented by other placemaking features such as trails and green spaces, they support a walkable and connected pedestrian environment.

POLICY RECOMMENDATIONS

- a. **Public Lookouts will be provided as shown conceptually through the Intensification Plan in Fig. 7-11.**



Figure 31. The Chemin-Quei-Marche Lookout, Montreal, Canada (photo credits: Lemey)

3.4.7 Gateway Plazas

Identified on Drawings as:



Gateway Plaza

Gateway Plazas highlight important entry points for vehicles and are located at intersections where there is either existing public land that can be used to provide additional amenity spaces for pedestrians or private land that can be developed as POPS (see 3.4.8) or a combination of both. The Gateway Plazas should include amenity for pedestrians such as seating areas, cycling rings, planters and include larger public features such as art work, fountains or feature benches.

POLICY RECOMMENDATIONS

- a. Gateway Plazas will be provided as shown conceptually through the Intensification Plan in Fig. 7-11.

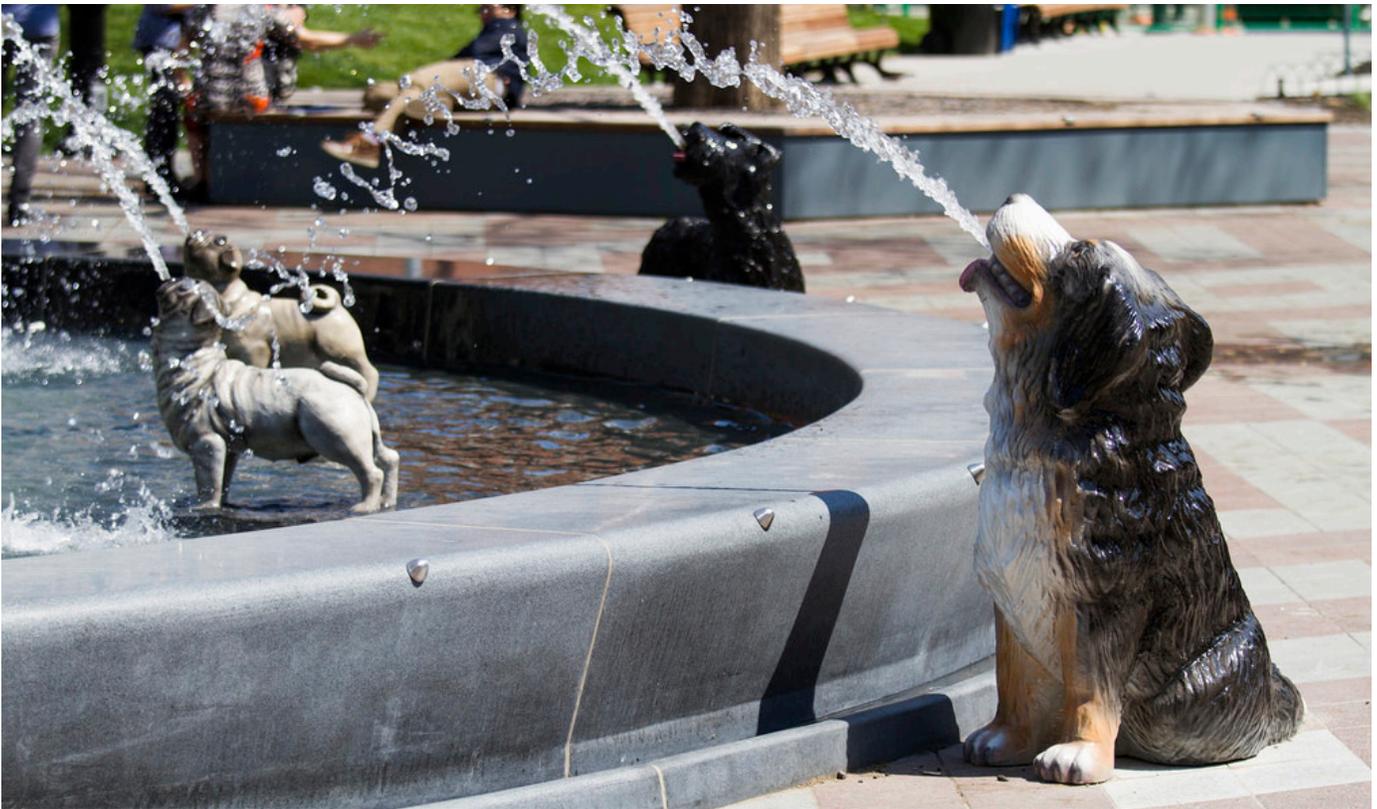


Figure 32. Berczy Park, Toronto, Canada (photo credits: Jeremy Gilbert via Flickr)

3.4.8 Privately Owned Publicly-Accessible Spaces (POPS)

Identified on Drawings as:



Beyond publicly-owned parks, green spaces, plazas and lookouts, privately owned publicly-accessible spaces (POPS) form a key part of the public realm network, providing valuable amenity space through development. POPS are owned and maintained by private landowners, but open to the general public to enjoy.

The Intensification Plan identifies privately-owned features which may include Parks, Linear Parks and Urban Squares. These are part of an overall hierarchy of connected open spaces throughout each precinct. POPS are meant to be fully publicly accessible with easy identification and navigation for all user groups.

POLICY RECOMMENDATIONS

- a. All at-grade POPS should be publicly accessible unless they are for single-family residential units.
- b. The locations of POPS will be identified in the implementing zoning by-law and their exact size, location and design will be addressed through detailed block planning, also to include matters such as connectivity and cost sharing between multiple landowners.
- c. Private landowners should provide public easements as necessary over Privately Owned Publicly-Accessible Spaces to provide access to the general public. These can include, for condominium developments, public easements in common element areas.
- d. Private landowners should be responsible for ongoing maintenance to ensure that publicly accessible spaces remain in a state of good repair.



Figure 33. Artwork at Daniel's High Park Condos, Toronto, Canada (photo credits: Urban Toronto)

3.4.9 Community Facilities

Identified on Drawings as:



Potential Community Facility

Community services and facilities play a critical role in providing for complete communities by enabling a high quality of life for residents, helping grow community capacity and strengthen social networks.

The Intensification Plan identifies two potential Community Facilities, with the exact uses to be determined according to local needs. The proposed facility in Rougemount Precinct is located adjacent to the existing community library and the facility in Brock Precinct is located adjacent to the area's largest green space; in both cases, they are strategically positioned to create community hubs by maximizing the site and coordinating the delivery of services and amenities.

POLICY RECOMMENDATIONS

- a. **Two Potential Community Facilities will be provided as shown conceptually through the Intensification Plan in Fig. 7-11.**
- b. **Community Facilities will be provided through in-kind contributions through development, municipal partnership, land acquisition or Section 37 benefits.**
- c. **The delivery of on-site Community Facilities is encouraged to be integrated into multi-storey, mixed-use developments (i.e. forming part of the podium of a residential tower).**
- d. **Community Facilities should be delivered in a timely manner to support and be concurrent with growth. Need for these facilities should be studied and evaluated according to the City's established service planning processes.**



Figure 34. North Toronto Collegiate Institute with community facilities along the street and integrated residential development by CS&P Architects, Toronto, Canada (photo credits: Google)

3.5 Connectivity

Key Objectives

- Design all public roads and private connections to be complete streets and emphasize transit and pedestrian oriented development
- Improve access management and connectivity for all transportation modes
- Encourage the optimization of infrastructure

Introduction

Connectivity is all about providing and improving the number and quality of mobility options available to a wide range of users. Connections include new public streets, private streets, pedestrian paths, controlled intersections, bicycle lands and cycling tracks, and multi-use paths, which make up the integrated pedestrian, cycling, transit and street network of an area. New or improved connections are used to provide alternate travel routes, break up larger blocks into smaller and more walkable blocks, allow for smooth vehicular and servicing access, and provide access to parks, open spaces and natural heritage features. Improvements to existing infrastructure help make streets safer and more comfortable for everyone, particularly pedestrians and cyclists.

The Kingston Road Corridor and Specialty Retailing Node is envisioned as a pedestrian and cyclist-friendly space where users are able to walk and ride freely between destinations in a comfortable, safe, well-connected and visually interesting environment. The Intensification Plan identifies a pedestrian and cycling network that is integrated with the wider public realm, including parks and open spaces, community facilities, and natural heritage destinations. However, the Intensification Plan also recognizes the importance of Kingston Road, Brock Road and Whites Road as major carriers of local and longer-distance vehicular traffic. The Plan is also supportive of phased implementation of higher-order transit on Kingston Road (i.e. dedicated curbside lane in the short-to-medium term and transition to a dedicated median right-of-way in the long term).

The Connectivity chapter will make reference to the following items identified on the Intensification Plan. Each item is also identified on the top left of the section in which it is addressed.

-  Pedestrian Path
-  Multi-Use Path
-  Proposed Public Streets
-  Proposed Private Streets
-  Proposed Cycling Facility
-  Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review
-  Indicative Enhanced Boulevard
-  Right-In , Right-out
-  Access

3.5.1 Pedestrian Paths

Identified on Drawings as:

◀••••▶ Pedestrian Path

The Kingston Road Corridor and Specialty Retailing node is envisioned as a comfortable, safe, and well-connected area with a coordinated and continuous pedestrian network.

Each precinct has Proposed Pedestrian Paths, which provide additional routes of circulation within blocks and to destinations. These connections help link Kingston Road to existing and proposed green spaces and community destinations, enhancing their accessibility. For example, the two pedestrian paths in the Whites Precinct help connect Ernie L. Stroud Park and the existing school to the north to Kingston Road.

The pedestrian connections identified are only some among many, with a wide range of potential future connections dependent on future development patterns and uses.

POLICY RECOMMENDATIONS
a. Proposed Pedestrian Paths will be provided through redevelopment within each precinct and will be located as shown conceptually through the Intensification Plan in Fig. 7-11.

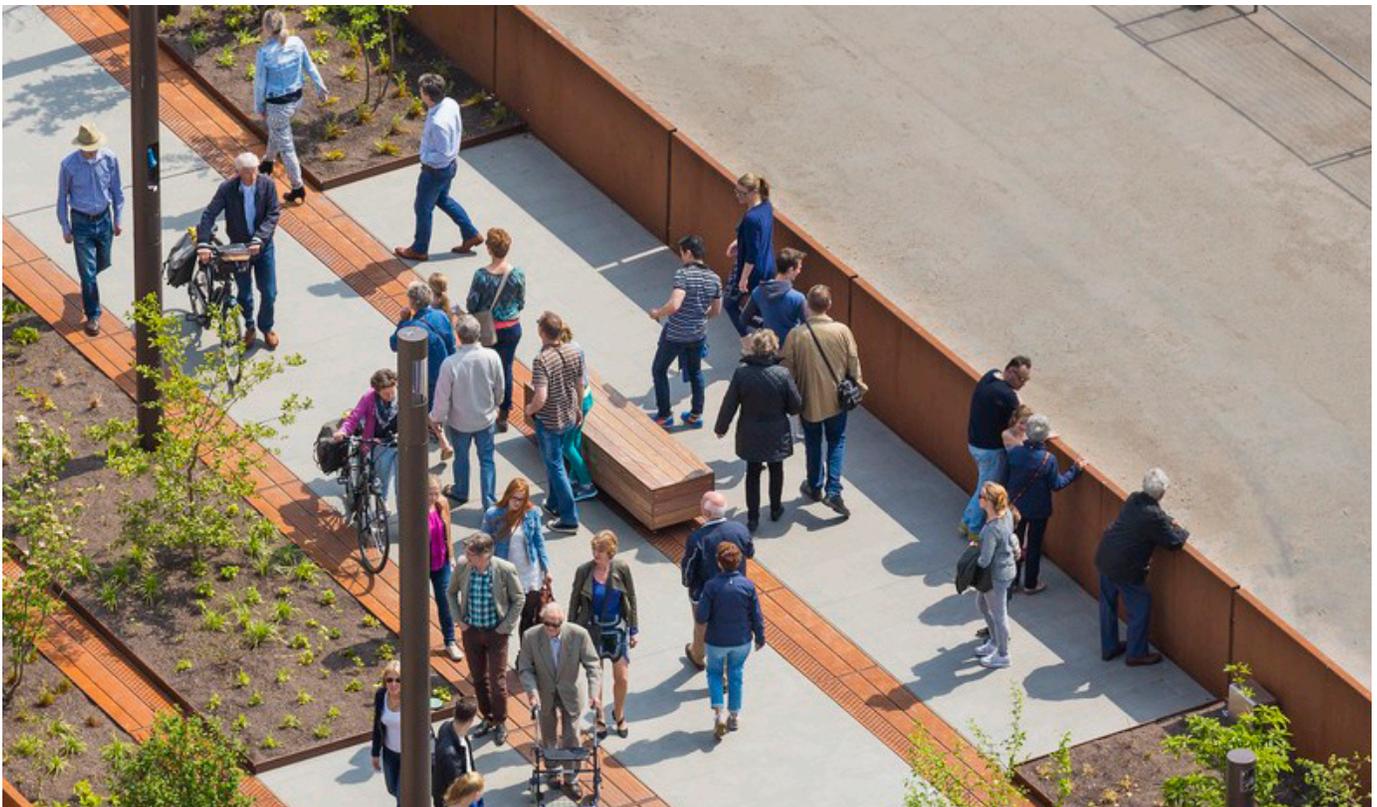


Figure 35. Requalification of Mermoz Avenue, Lyon, France (Image Credits: Gautier Conquet)

3.5.2 Controlled Intersections

Identified on Drawings as:



Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review

To improve pedestrian safety, there are a number of identified Potential Controlled Intersection locations. These are located at sites where conflicting traffic flows are anticipated, featuring traffic signals, pedestrian cross-overs, stop signs or roundabouts, and intended to provide for safer pedestrian, cyclist and vehicular movement. For example, the Potential Controlled Intersection proposed in the Rougemount Precinct is located at Evelyn Avenue and Kingston Road, offering a convenient crossing location for pedestrians walking north along Evelyn Avenue.

The controls chosen for each intersection may take the form of stop lights or stop signs, and will be determined based on further technical review.

POLICY RECOMMENDATIONS

- Subject to further review, there are five Potential Controlled Intersections identified in the Plan. These should be located as shown conceptually through the Intensification Plan in Fig. 7-11.**
- The exact location and design of the Potential Controlled Intersections will be established in collaboration with the Region of Durham.**
- On private sites where there are new road connections and blocks established, pedestrians should be accommodated and given priority through appropriate traffic control methods.**



Figure 36. Finch and Don Mills Intersection, Toronto, Canada (photo credits: Nataliya Pekar - City of Toronto Website)

3.5.3 Cycling Network

Identified on Drawings as:

- Multi-Use Path
- Proposed Cycling Facility

Along the corridor there is an extensive existing and planned cycling network which plays a key role in enabling multi-modal mobility choices for users.

The Intensification Plan identifies several new Proposed Cycling Facilities, which would take the form of on-street bike lanes or in-boulevard cycle tracks. It also identifies segments that are more appropriate as Multi-Use Paths. These connect other cycling routes and adjacent neighbourhoods to the intensification sites, such as the connection proposed south of Kingston Road on Rougemount drive to connect the neighbourhoods near Kingston Road to those south of Highway 401. The type and specifications of new cycling facilities are to be determined through further Environmental Assessment or similar studies.

Beyond cycling facilities on major roads, opportunities to create multi-modal internal roads which include cycle facilities are identified in both the Dunbarton/Liverpool and Brock precincts. This will draw cycling traffic to these internal roads, both of which feature retail frontages. The proposed cycling network on both sides of Pickering Parkway will also connect to the Pickering GO station further west, supporting the uptake of transit.

Kingston Road, Altona Road, Rougemount Drive, Whites Road, Liverpool Road, Brock Road and Pickering Parkway (from Liverpool Road to Brock Road) are all part of the Regional Cycling Plan, and all upgrades to the municipal cycling network should be completed with consideration of existing and planned regional infrastructure. Furthermore, the cycling network should be integrated with Parks Canada efforts to identify new cycling routes from Rouge National Urban Park.



Figure 37. SvN Landscape Six Points Interchange, Toronto, Canada (Image Credits: SvN)

POLICY RECOMMENDATIONS

- a. Proposed Cycling Facilities and Multi-Use Paths are identified in the Plan. These should be located as shown conceptually through the Intensification Plan in Fig. 7-11.
- b. Cycling facilities are encouraged within developments and new public and private streets. They may take the form of multi-use paths or cycling facilities, including bicycle lanes and cycle tracks. The former are more appropriate in residential areas or as a link between neighbourhoods, while the latter are more appropriate along busy retail-oriented streets.
- c. Cycling paths should be raised and vertically separated from the street at an intermediate or sidewalk level, to create a safe and comfortable riding environment and adequate buffer between cyclists and other road users. Where appropriate, they may also incorporate barrier features.
- d. Cycling facilities are encouraged to connect with crossrides and bike boxes to support the safety of cyclists at intersection locations.



Figure 38. Streetscape Cross Section with Multi-Use Path

3.5.4 Transit

Identified on Drawings as:

● Bus Stops

Kingston Road holds an important role as a transit corridor with both existing and planned transit routes, including an active bus rapid transit (BRT) route. Existing bus stops are identified within the Intensification Plan.

There are two key transit intersections, one at the intersection of Whites Road and Kingston Road and one at the intersection of Brock Road and Kingston Road, with the potential to develop into future Major Transit Station Areas (MTSA). These intersections occupy prime locations along a higher-order transit corridor. Though transit-oriented development is expected to occur throughout the entire area, these locations warrant additional consideration as ideal sites for higher-intensity uses. In particular, employment hubs are recommended to leverage their location as key transit nodes.

Through the Durham-Scarborough BRT TPAP EA study, transit stops are being reviewed. Through the review, it

POLICY RECOMMENDATIONS

- a. Council should seek to coordinate the location and design of proposed future open spaces fronting Kingston Road and Brock Road, with transit stops.
- b. Transit stops should have safe access via sidewalks and appropriate street crossings, including controlled intersections where possible.
- c. Shelters at transit stops should be designed to maximize user comfort, including features to minimize extreme weather conditions.
- d. Additional pedestrian and cycling amenities, such as benches and bicycle storage racks, should be incorporated into the design of transit stops.
- e. The exploration of energy efficient technologies to provide light and heat at shelters is encouraged.

is likely that there will be fewer stops than current DRT PULSE stops. As the existing number of stops is limited and located at major intersections, it is recommended that additional stops are introduced in areas where new intersections are proposed, such as Rougemount and Whites.



Figure 39. Durham Transit, Hamilton, Canada (photo credits: Hamilton Spectator)

3.5.5 Existing Streets

As the Kingston Road Corridor and Specialty Retailing Node intensifies, there are some planned or existing roadways that require alterations and/or additions to better reflect the vision of the corridor.

The main recommendation for Kingston Road is to enhance the public experience through enhanced planting and safe and comfortable walking and cycling facilities. Some portions of Kingston Road have been implemented as shown in Fig. 40, but Kingston Road is currently part of a Metrolinx-led planning, design and engineering study for a proposed BRT route between Scarborough Town Center and Downtown Oshawa. As part of the Durham-Scarborough BRT TPAP, the feasibility of cycling lanes moving off road are being studied along with the median transit construction. It is recommended that a 2m cycle track and treed and landscaped planting area be implemented on both sides of Kingston Road. In the Rougemount Precinct, the Intensification Plan recommends that a Heritage Path is introduced along Kingston Road to highlight the district's historical and natural heritage features (see Section 3.4.3).

At Brock Road in the Brock Precinct, additional street trees should be incorporated within the existing

Identified on Drawings as:

-  Existing Main Road
-  Existing Road / Laneways
-  Future & Planned Connection Subject to EA

POLICY RECOMMENDATIONS

- a. The City will work with the Region and Metrolinx to recommend a 2 metre wide raised cycle track with an enhanced treed and landscaped planting area on both sides of Kingston Road.
- b. Additional street trees should be incorporated within the existing streetscape on the east side of Brock Road to provide shade and comfort for pedestrians walking along Brock Road.
- c. Walnut Lane should have a Multi-Use Path trail on one side to connect to Liverpool Road and provide cycling access on this more pleasant route to Kingston Road.
- d. The incorporation of a 2 metre cycle track or an MUP with a minimum landscaped zone of 2 metres should be encouraged on Pickering Parkway.

streetscape on the east side of Brock Road to provide shade and comfort for pedestrians walking from Brock Road and Kingston Road south to the Specialty Retailing Node. Fig. 41 shows the current condition.

The recommendation for Walnut Lane and its expansion as part of an EA study in the Dunbarton/Liverpool Precinct should include a comfortable pedestrian sidewalk and cycling facility, which can take the form

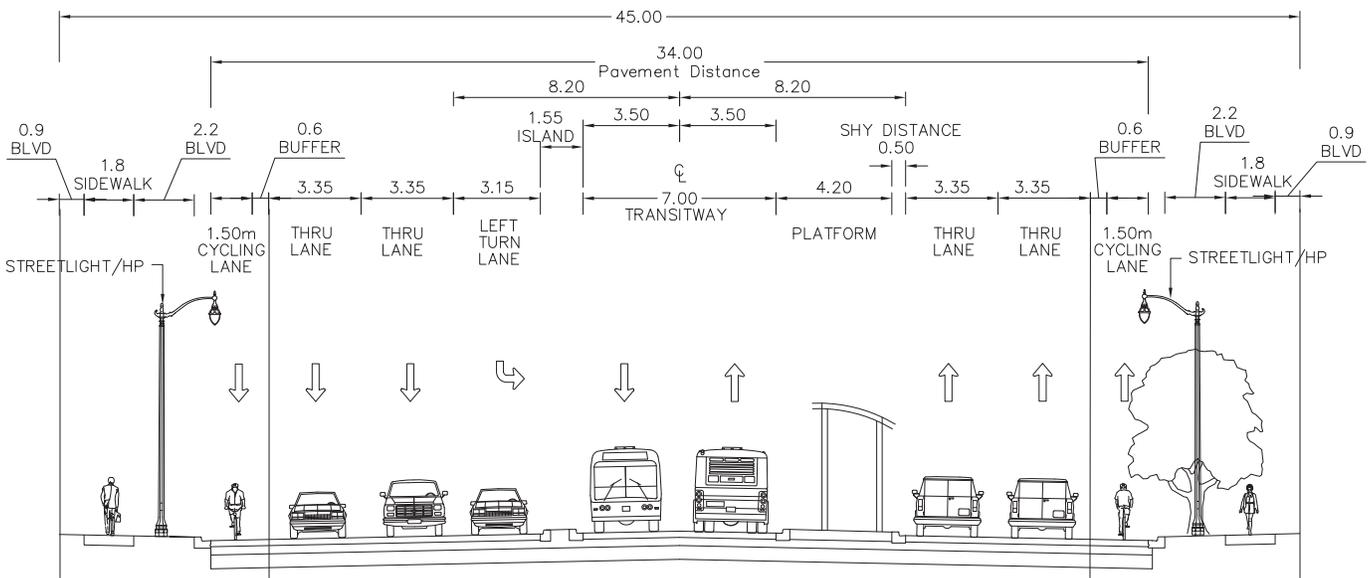


Figure 40. Kingston Road Cross section - this is only an approximation, the cross-section will be determined through the Durham-Scarborough BRT TPAP study (photo credits: Region of Durham)



Figure 41. Existing Streetscape along Brock Road (photo credits: Google Maps)

of a multi-use path to connect the new development to Liverpool Road. As development on Kingston Road is located on one side only within this Precinct and runs parallel to the highway, it is recommended that Walnut Lane be improved as a key pedestrian route. Fig. 42 shows the current condition along Walnut Lane.

Within the Brock Precinct, enhanced active transportation infrastructure is recommended for Pickering Parkway. This could occur through raised cycle tracks introduced on both sides of the road, along with a landscape and furniture zone. These enhancements could incorporate a single lane MUP facility on both sides or a two way MUP on one side. Fig. 43 shows the current condition along Pickering Parkway while Fig. 44 shows the proposed cross section through the eastern part of Pickering Parkway as part of the Notion Road / Highway 401 Overpass EA.



Figure 43. Existing Streetscape along Pickering Parkway (photo credits: Google Maps)

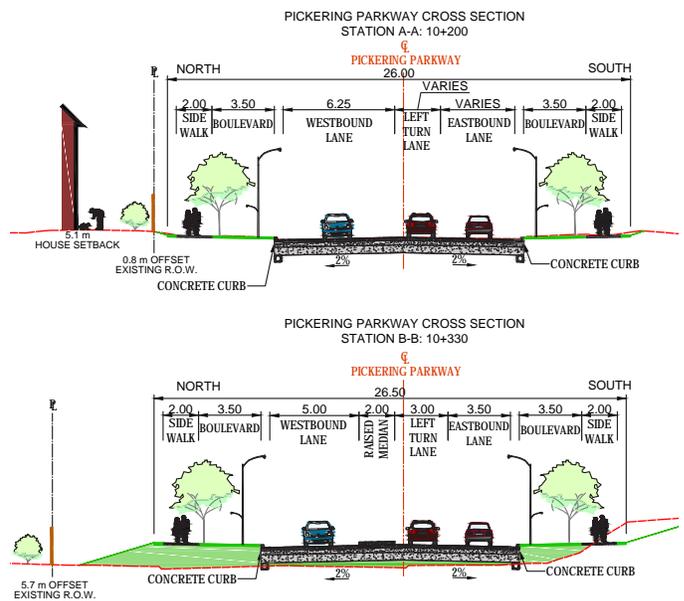


Figure 42. Existing Streetscape along Walnut Lane (photo credits: Google Maps)

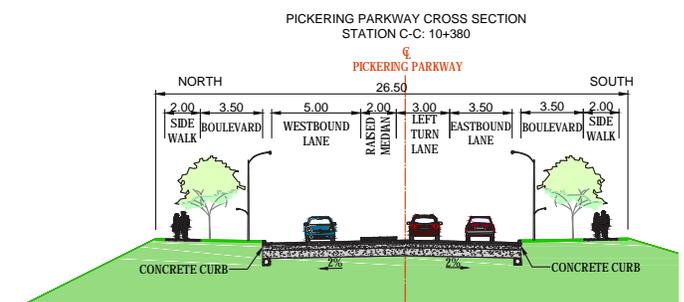


Figure 44. Notion Road / Highway 401 Overpass EA - eastern part of Pickering Parkway

3.5.6 New Public Streets

Identified on Drawings as:

Proposed Public Streets

The Intensification Plan proposes a series of new public streets. These roads provide new connections and consolidate access on Kingston Road, as well as provide alternative access off Kingston Road. The Intensification Plan also distinguishes opportunities to provide permeability within larger sites through new intersections, mid-block connections and rear laneways or service roads. The proposed roads provide greater circulation throughout the precincts and create new development frontages.

The location of new public streets is key in encouraging intensification as it not only strengthens vehicular and pedestrian connectivity, but also establishes the overall block pattern which guides site redevelopment.

A successful urban environment is one where pedestrians and motorists will all be able to move safely and quickly throughout the site. The Intensification Plan thus recommends that new public streets prioritize the pedestrian experience, as well as keeping future roadway expansion possibilities in mind.

The following illustrative diagrams show new recommended public streets throughout the Kingston Road Corridor and Specialty Retailing Node.

POLICY RECOMMENDATIONS

- a. Development sites will identify lands to be conveyed as public roads in identified locations as shown conceptually through the Intensification Plan in Fig. 7-11.
- b. The location of new public streets is flexible provided the overall block pattern is achieved, the achievement of minimum and maximum block sizes on the development site and adjacent sites is not compromised, and appropriate intersection spacing is maintained.
- c. Strong public amenities should be provided, including sidewalks, enhanced paving in busy pedestrian areas, cycle paths or multi-use paths, and landscape and furniture zones.
- d. A landscape and furniture zone is encouraged on both sides of the street to create a comfortable public realm.
- e. The landscape and furniture zone should be able to accommodate a street tree; typically the minimum width to achieve this is 2 metres.

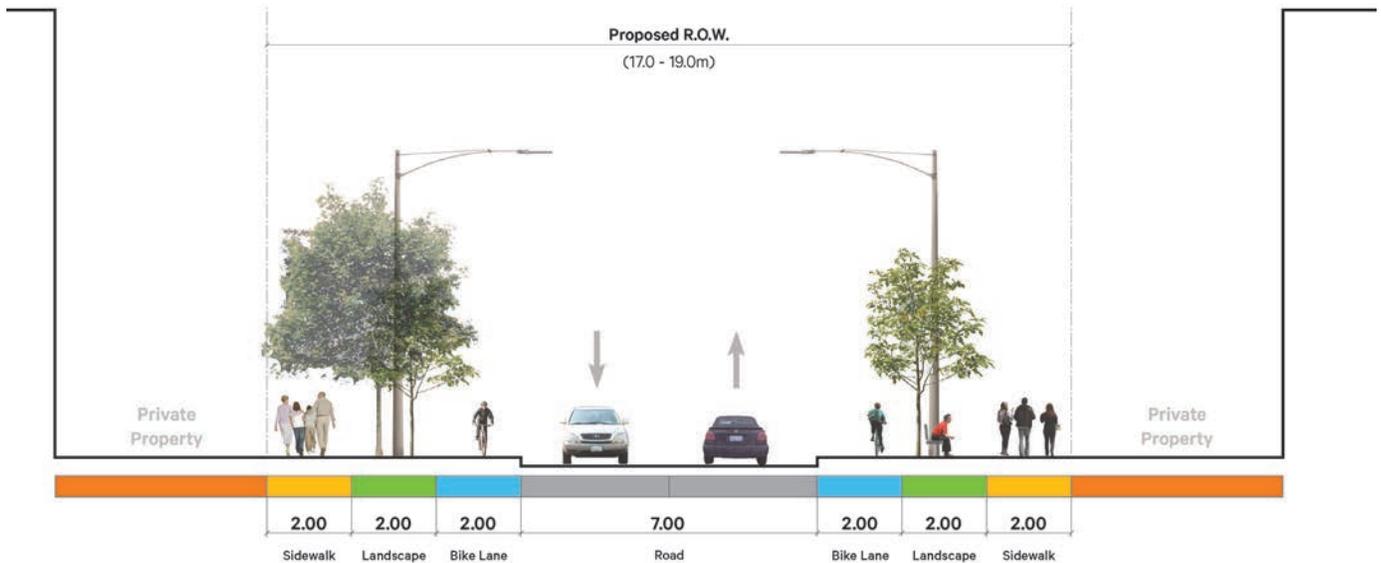


Figure 49. Whites Precinct Streetscape Cross Section - New East-West Public Streets



Figure 46. Dunbarton/Liverpool Precinct Streetscape Cross Section - New East-West Public Street

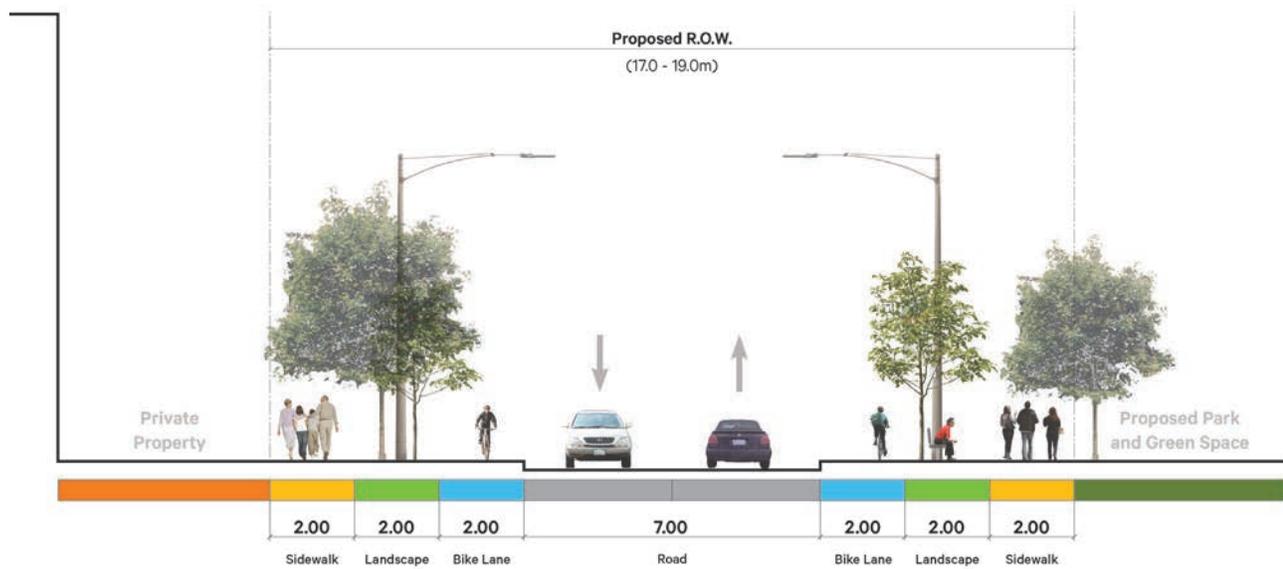


Figure 47. Brock Precinct Streetscape Precinct Cross Section - New Public Street Linking the North and South Development Parcels

3.5.7 New Private Streets

Identified on Drawings as:

Proposed Private Streets

As with new public streets, the location of new private streets is key in developing a successful Intensification Plan as it is related not only to the feature of access, both vehicular and pedestrian, but establishes the overall block pattern, which in turn guides development.

Private streets are designed to similar municipal standards as public streets, but remain in private ownership. Private streets must provide the same high-quality public realm and streetscape experience as public streets, are expected to adopt similar treatments and aesthetics to ensure that a uniform streetscape character is maintained across the precinct.

The following illustrative diagrams show new recommended private streets throughout the Kingston Road Corridor and Specialty Retailing Node.

- a. **POLICY RECOMMENDATIONS**
- b. **Development sites will identify new private streets, generally as shown in the Intensification Plan in Fig. 7-11.**
- c. **The location of these roads is flexible as 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**
- d. **Strong public amenities should be provided, including sidewalks, cycle paths or multi-use paths, and landscape and furniture zones.**
- e. **A landscape and furniture zone is encouraged on both sides of the street to create a comfortable public realm.**
- f. **The landscape and furniture zone should be able to accommodate a street tree, typically a width of 2 metres.**
- g. **It is encouraged that off street parking and cycling infrastructure be provided within private properties to facilitate connectivity.**
- h. **Private landowners should be responsible for ongoing maintenance to ensure that private streets remain in a state of good repair.**

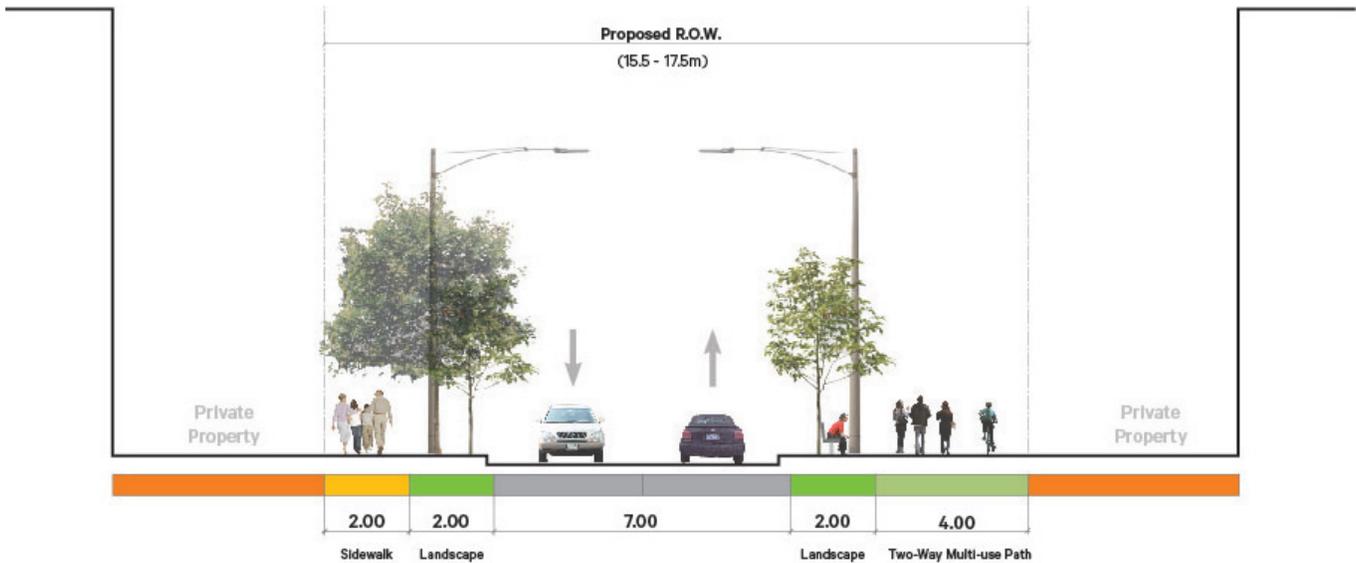


Figure 48. Whites Precinct, Dunbarton/Liverpool Precinct and Brock Precinct Streetscape Cross Section - New Private Streets

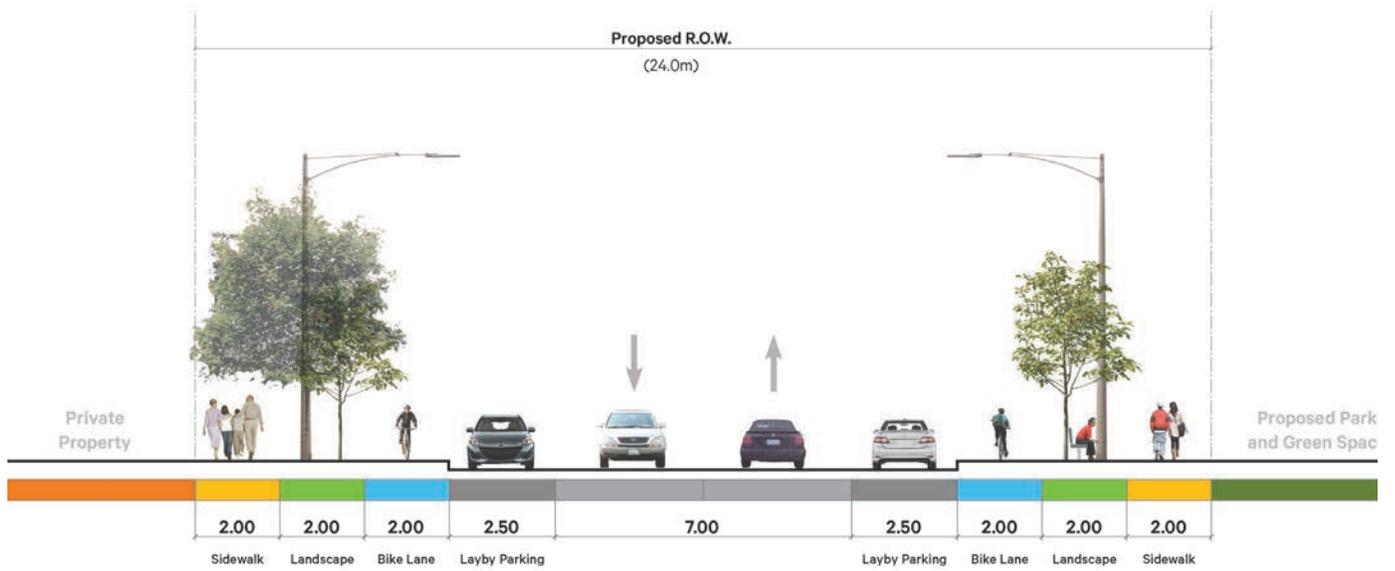


Figure 49. Brock Precinct Streetscape Cross Section - New Private Street from Brock Road to Beechlawn Park or other New Private Streets

3.5.8 New Service Streets

Identified on Drawings as:

Proposed Private Streets

Service routes support the movement of people and goods. Vehicular access for loading and servicing are critical considerations for well-functioning streetscapes, especially those that host high-density office and retail uses. They should be designed to minimize adverse impact on the public realm.

The Intensification Plan recommends that vehicular access points should be located along streets with low levels of traffic, preferably on local streets. They should avoid interface with major public and open spaces such as parks, public squares, and primary frontage.

POLICY RECOMMENDATIONS

- a. Service routes should have a 2 metre sidewalk on one side of the street.
- b. Vehicular access points should be consolidated to minimize the interruption of sidewalks. Where possible, shared driveways, parking ramps and servicing areas between two properties are encouraged to maximize building frontages and minimize the number of required curb cuts.
- c. The two Private Streets identified in the Rougemount Precinct can be Service Streets and should follow the location shown in the Intensification Plan Fig. 8. In addition since the street only services the north side, only one sidewalk can be provided on the north side.
- d. Private landowners should be responsible for ongoing maintenance to ensure that publicly accessible spaces remain in a state of good repair.

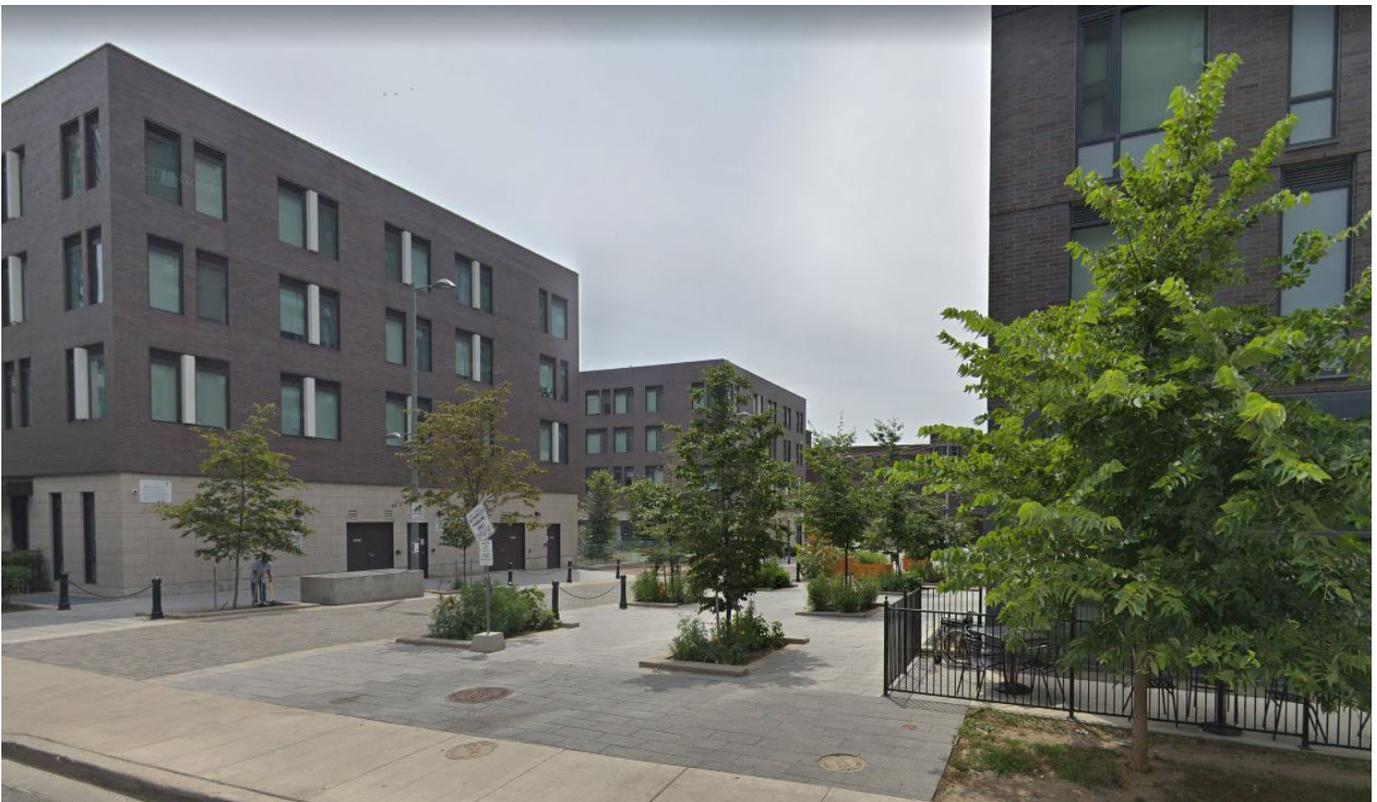


Figure 50. Lower River Street in the West Donlands, Toronto, Canada (photo credits: Google Maps)

3.5.9 Parking

As intensification increases, bringing in greater numbers of residents and jobs to the area, new arrangements and strategies will be required to effectively meet parking demand throughout the corridor.

New development will provide an adequate supply of parking and loading to meet site requirements while balancing broader mobility objectives to decrease reliance on private vehicle use. Reduced minimum parking standards will reflect the area's compact, high-density urban form and shift towards a pedestrian and transit-oriented environment.

Parking spaces must be strategically located to minimally impact the public realm, refrain from interfering with active street frontages, and reduce pedestrian/vehicular conflicts.

Shared parking will be encouraged and implemented in order to reduce the total number of spaces required.

POLICY RECOMMENDATIONS

- a. Off-street parking is encouraged to create a urban block structure, animate the streets, and facilitate connectivity.
- b. It is encouraged that off street parking and cycling infrastructure be provided within structured or underground parking within private properties to facilitate connectivity and minimize the heat island effect created by large surface parking.
- c. Reduced minimum parking standards are encouraged to reflect the area's compact, high-density urban form and shift towards a pedestrian and transit-oriented environment.
- d. Shared parking will be encouraged and implemented in order to reduce the total number of parking spaces required. This includes combining off-street on-site parking between landowners, including consideration of shared use by different user groups at different times of the day.
- e. Underground parking beneath the City of Pickering's municipal roads and parks may be considered, provided that property owners enter into an agreement subject to terms and conditions acceptable to the City. In the case of parks, they should be located in a manner which does not jeopardize the growth of mature trees or disturb the function of the park.



Figure 51. Honfleur Normandy Outlet, Honfleur, France (photo credits: Le Compagnie du Paysage).

3.6 Infrastructure Services

Key Objectives

- Ensure planned investment and expansion of water and wastewater servicing infrastructure is concurrent with growth
- Implement strategies for energy and water conservation and water demand management
- Ensure minimal negative impact on the natural and built environment
- Design a coordinated and context-sensitive approach to infrastructure services planning

Introduction

Municipal servicing infrastructure includes the water distribution system, sanitary sewers and storm sewers. New development must be accompanied by upgrades and improvements to servicing infrastructure, where required, to provide adequate capacity.

The following sections identify an approach and consideration to the planning, design and implementation of infrastructure needs for the Kingston Road Corridor and Specialty Retailing Node. It includes assessments of existing municipal servicing infrastructure, and where appropriate identifies improvements required in order to support the growth envisioned by the land use strategy of the Intensification Plan.

3.6.1 Water

The Study Area is serviced by Pressure Zones 1 and 2. Pressure Zone 1 services the portions east of Rosebank Road and Pressure Zone 2 services the lands west of Rosebank Road.

The Study Area west of the railway overpass on Kingston Road, including the Rougemount and Whites Precincts, are serviced by feeder mains. The primary function of the feeder main is conveyance, with service connections generally not permitted by the Region. As such, new local 300mm watermain systems may be required along Kingston Road west of the railway overpass to service future growth. Separate 300mm local water mains will be required to service Pressure Zones 1 and 2, implemented by physically connecting watermain pipes through a valve that remains closed.

The Study Area east of the railway overpass on Kingston Road, including the Dunbarton / Liverpool and Brock Precincts, is serviced by 300mm local water mains. The existing local 300mm water mains may be sufficient to service the area, subject to an adequate supply being

POLICY RECOMMENDATIONS

- a. **The preparation of an Infrastructure Master Plan will be required to ensure a coordinated and integrated approach to providing water servicing solutions is implemented, and to guide and inform the preparation of the future Functional Servicing Reports in support of individual development applications. It is recommended that this Plan be collectively prepared by landowners in the area.**
- b. **Private developers should be responsible for early pre-consultation with the City and Region to ensure infrastructure needs for the planned development can be properly planned, coordinated and integrated with planned infrastructure improvements and other development applications.**

available and that sufficient looping exists or will be implemented where opportunities to do so are identified through the development approval process.

There are two planned watermain projects in close proximity, as shown in Fig. 52. This includes an expansion of the Ajax Water Supply Plant (Study Item 100) and a planned Zone 1 feeder main on Bayly Street (Study Item 102).



Figure 52. Planned Regional Watermain Improvements

3.6.2 Wastewater

The Study Area is currently serviced by a combination trunk sanitary sewers and local sanitary sewers. Sewers less than 375mm in diameter are considered local sanitary sewers and sanitary sewers equal to or greater than 375mm in diameter are considered trunk sanitary sewers (TSS).

Generally, the Region prefers that new service connections not be made directly to a TSS. New development located on the frontage of existing TSS's should either connect to an existing maintenance hole on the TSS or a new local collection sewer be designed to service multiple properties fronting onto the TSS with a single connection to an existing maintenance hole on the TSS.

There are several planned sanitary improvements in close proximity, as shown in Fig. 53. This includes a planned sanitary pumping station and forcemain located between the Dunbarton / Liverpool Precinct and the Brock Precinct (Study Item 102), and a planned

POLICY RECOMMENDATIONS

- a. The preparation of an Infrastructure Master Plan will be required to ensure a coordinated and integrated approach to providing wastewater servicing solutions is implemented, and to guide and inform the preparation of the future Functional Servicing Reports in support of individual development applications. It is recommended that this Plan be collectively prepared by landowners in the area.
- b. Private developers should be responsible for early pre-consultation with the City and Region to ensure infrastructure needs for the planned development can be properly planned, coordinated and integrated with planned infrastructure improvements and other development applications.

twinning of the York Durham Sewage System on the west side of the Brock Precinct (Study Item 104). Future Functional Servicing Reports should address the need for flow monitoring data to assess future estimated spare capacity.

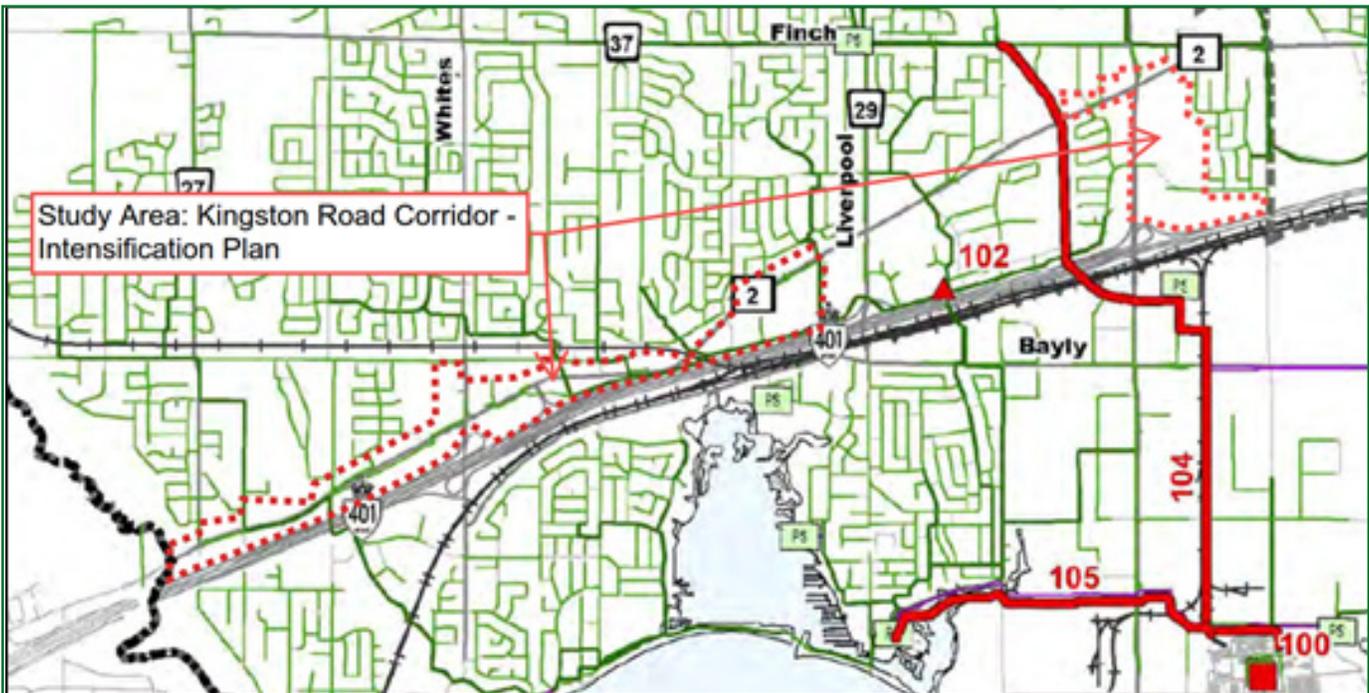


Figure 53. Planned Regional Sanitary Improvements

3.6.3 Stormwater

The Study Area is serviced by seven watersheds. The implementation of the Intensification Plan will require stormwater management measures to mitigate the impacts of development. Impacts include increased water levels and velocities that can cause flooding and erosion, and increased water quality degradation at receiving watercourses.

Previous technical analysis initiated by the Region of Durham indicates that there is limited opportunity to implement above-ground stormwater management facilities as mitigating measures, given the proposed higher-density land uses and land costs for above-ground facilities. As such, in ground in line storage for quality control is the preferred approach to mitigating drainage impacts for future development. However, LIDs and other emerging methods of stormwater mitigation should be explored where possible to minimize the retention needs of underground facilities.

POLICY RECOMMENDATIONS

- a. The preparation of an Infrastructure Master Plan will be required to ensure a coordinated and integrated approach to providing stormwater management servicing solutions is implemented, and to guide and inform the preparation of the future Functional Servicing Reports in support of individual development applications. It is recommended that this Master Plan be collectively prepared by landowners in the area.
- b. The Infrastructure Master Plan should investigate opportunities to correct existing flood conditions along the Petticoat Creek crossing of Rougemount Drive located in the Rougemount Precinct. The need for the investigation is driven by the opportunity to protect and enhance the development potential of the precinct and to accommodate for climate change impacts.
- c. The Infrastructure Master Plan should investigate opportunities to correct existing flooding conditions along the Pine Creek crossing of Kingston Road located in the Dunbarton/Liverpool Precinct. The need for investigation is driven by the opportunity to protect and enhance the development potential of the precinct and to accommodate for climate change impacts.

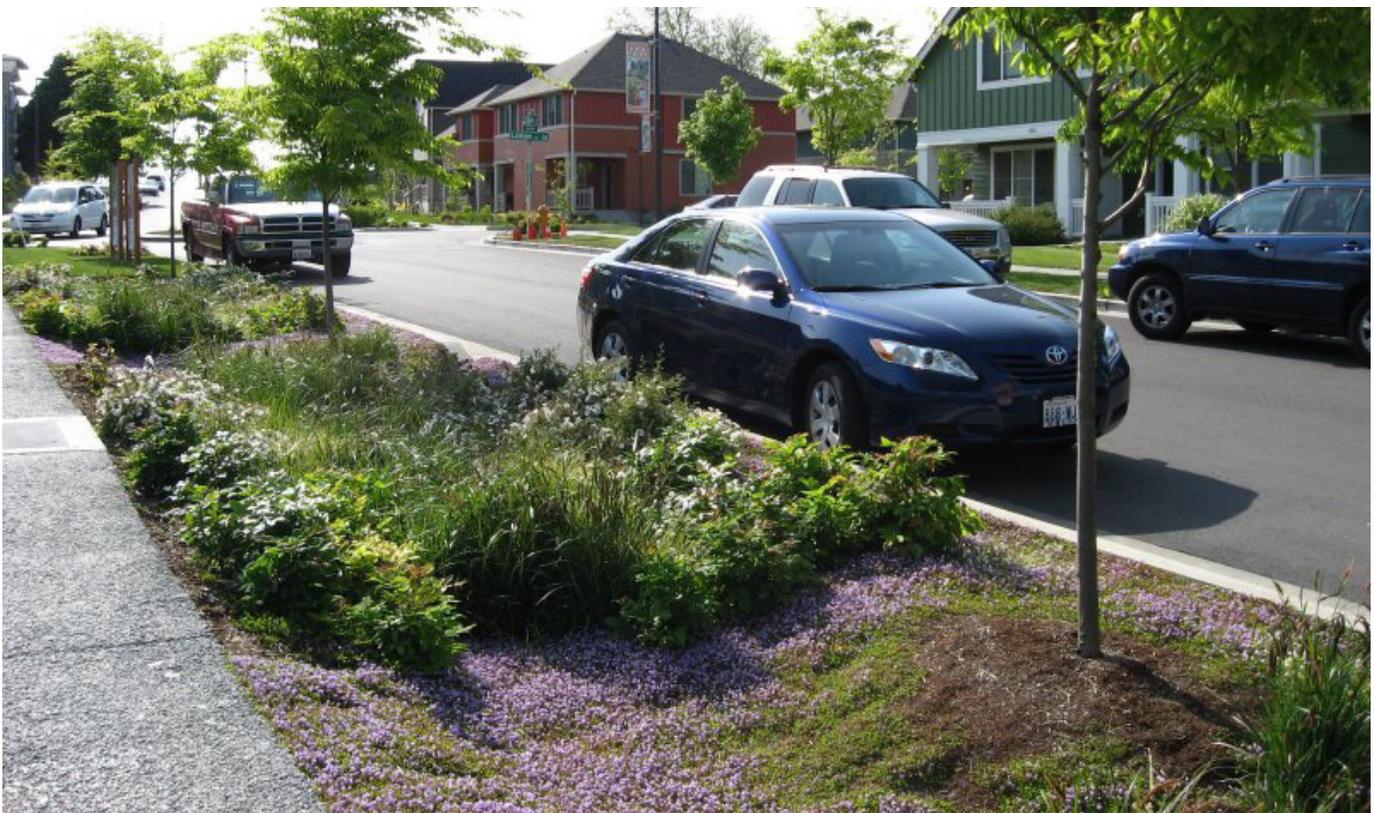


Figure 54. Street parking with landscaped buffer, Los Angeles, USA (photo credits: Environmental Protection Agency)

3.6.4 Other

The provision of energy and communication service capacity to support planned growth will require significant coordination and early planning to ensure schedule expectations for implementation are understood and managed.

POLICY RECOMMENDATIONS

- a. Landowners should coordinate their efforts and use Regional/Municipal Utility Coordinating Group meetings as a forum to present development plans, service demands and schedule information early in the implementation of the Intensification Plan to provide sufficient opportunity for energy and communication service providers to allocate funding for needed infrastructure expansion, identify access needs, procure rights of access and address all regulatory / agency approvals necessary to facilitate implementation.



Figure 55. Fibre optic expansion in residential neighbourhood, Toronto, Canada (photo credits: Toronto Star)

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4.0 Precincts

- 4.1 Introduction
- 4.2 Rougemount
- 4.3 Whites
- 4.4 Dunbarton/Liverpool
- 4.5 Brock

4.1 Introduction

Four distinct precincts have been identified within the Kingston Road Corridor and Specialty Retailing Node, based on their relative consistency in existing land uses, built form typologies and streetscape character.

The delivery of vibrant, mixed-use neighbourhoods shall rely on establishing clear priorities that respond to the unique context and vision for each of the precincts.

The following chapters provide a detailed description of the character and expected density of each precinct, as well as identifying priorities and key considerations for implementation. Individual summaries of the precinct Framework, including direction on Land Use/Built Form, Placemaking and Connectivity, are included.

Photographs of relevant precedents are used to highlight what each precinct may look like following redevelopment and intensification. The framework descriptions are supported by a series of illustrations and diagrams, which show overall massing, recommended built forms, streetscape cross-sections, and prominent views.

The four precincts and their corresponding extents are identified below:

- Rougemount Precinct – extending from the Rouge Valley in the west to Rosebank Road in the east (Figure 60)
- Whites Precinct – extending from Rosebank Road in the west to Fairport Road in the east (Figure 66)
- Dunbarton/Liverpool Precinct – extending from Fairport Road in the west to Pine Creek in the east (Figure 72)
- Brock Precinct – incorporating the portions of the Study Area around the intersection of Kingston Road and Brock Road and the entirety of the Specialty Retailing Node (Figure 78)

4.2 Rougemount

Character

Rougemount is envisaged to carry the feel of a 'main street' on Kingston Road, embodying energetic vibrancy while also retaining its urban village character. The precinct will be a well-connected, human-scaled space that provides an attractive setting for residential and commercial development. Figures 56 to 59 give a general sense of the scale and character of the precinct.

Priorities for the Area

The top priority for Rougemount is supporting the creation of a vibrant 'main street character'.

Key Considerations for the Area

There are both opportunities and limitations for redevelopment, specifically retail commercial development. The relatively smaller and shallower lots may impact the types of businesses that choose to locate here. To offset potentially weak target markets, a strong brand and development strategy is recommended to be put in place.



Figure 56. Streetscape with spill-out uses/



Figure 58. Village-like shopping street



Figure 57. Buildings with primary orientation to the street



Figure 59. Streetscape with spill-out uses/

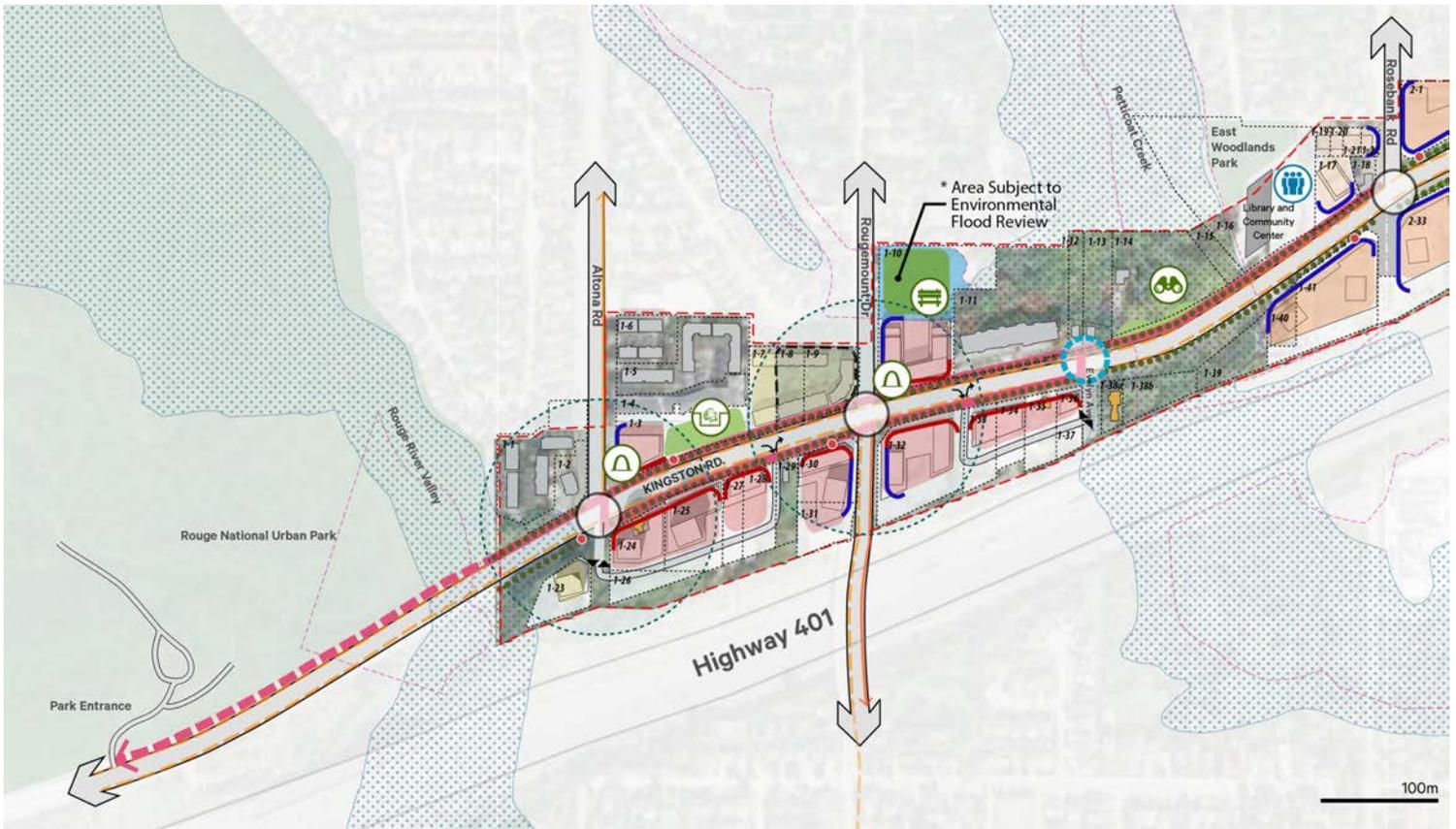


Figure 60. Rougemount Precinct Intensification Plan

EXISTING

- | | | |
|-------------------------------------|---|------------------------------------|
| Study Area Boundary | Existing Main Road | Lot Lines |
| Valleylands and Stream Corridors | Existing Road / Laneways | Developable Lots |
| Regional Stormwater Flood Plain | Existing Cycling Network | Lot Identifier |
| Existing Park | Planned Cycling Network | Area Subject to Further Assessment |
| Buildings To Remain | GO Railway | Existing Controlled Intersection |
| Properties of Heritage Significance | Future & Planned Connection Subject to EA | Bus Stops |

PROPOSED

LAND USE / BUILT FORM

- Gateway
- Mixed Use A - Residential/ Retail/ Office
- Preferred Office Location
- Mixed Use B - Residential/ Retail
- Mixed Use C - Residential/ Retail
- Residential
- Primary Frontage
- Secondary Frontage
- Existing Development Application
- Buildings and Shadows - Illustrative Only (March 21st at 1:00 pm)

PLACE MAKING

- Gateway Plaza
- Public Green Space
- Public Park
- POPS
- Public Lookout
- Heritage Path
- Potential Community Facility

CONNECTIVITY

- Pedestrian Path
- Multi-Use Path
- Proposed Public Streets
- Proposed Private Streets
- Proposed Cycling Facility
- Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review
- Indicative Enhanced Boulevard
- Right-In, Right-out
- Access

Precinct Framework

Land Use and Built Form

The Plan concentrates a greater mix of uses around the intersections of Kingston Road and Rougemount Drive and Kingston Road and Altona Road, with Mixed Use B - residential with retail on the ground level - proposed on those parcels in closest proximity to the two gateway intersections and the Rouge National Urban Park. This will maintain and reinforce the main street character of this stretch of Kingston Road and encourage movement between Rouge National Urban Park and the Rougemount Precinct. Visitor-related businesses would be encouraged to locate here to take advantage of proximity to the park. The greatest levels of density are located to the south of Kingston Road, away from the stable residential neighborhoods to the north of the Study Area. The potential mix of uses and densities would result in a total of 1,991 residents and 236 jobs on potential redevelopment sites within this precinct, for a combined 101 people and jobs per hectare and 45 residential units per hectare.

Placemaking

The Plan features potential gateway plazas on the northeast corner at the intersections of Kingston Road and Altona Road and Kingston Road and Rougemount Drive, establishing public spaces for social gathering and activity in what is likely to be the busiest pockets of the Rougemount Precinct. Also, a proposed green space fronts the east side of Rougemount Drive to the north of Kingston Road, to provide a stronger “green” linkage between the natural heritage area west of Rougemount Drive and natural heritage area associated with the Petticoat Creek to the east. The encouragement of primary frontages across nearly the full length of Kingston Road between Altona Road and the Petticoat Creek adds to an animated public realm.

To reinforce the precinct’s natural heritage assets, including the proximity to the Rouge National Urban Park, a Heritage Path is proposed along Kingston Road. Connecting to existing and planned trails in the park, the route can include heritage plaques, enhanced landscaping, and directional signage, encouraging moments to pause and rest.

Connectivity

To better align with the planned 45 metre right of way and the ultimate provision of centre-running Bus Rapid Transit service along Kingston Road, and to make Rougemount truly pedestrian and cyclist-friendly, the Intensification Framework is seeking to minimize and consolidate the multiple accesses off Kingston Road and to increase the permeability of the precinct by the introduction of two rear private service streets/laneways on properties south of Kingston Road. The first of these service streets runs from the southern end of Altona Road, east across the southern limit of properties with frontage on Kingston Road, and then turns back up to Kingston Road two properties west of Rougemount Drive. The second commences at Evelyn Avenue, running west to reconnect with Kingston Road closer to Rougemount Drive.

To improve connectivity between the properties south and north of Kingston Road, east of Rougemount Drive, and to create a better pedestrian connection between the existing Library and Petticoat Creek to the “main street” retail, it is recommended that provision of a controlled intersection be explored at Evelyn Avenue. In addition, since Rougemount Drive is one of the key roads crossing the highway and thus connecting the southern neighborhoods, a new cycling connection is proposed south of Kingston Road on Rougemount Drive.



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Figure 61: Rougemount Precinct Overall Massing

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4.3 Whites

Character

Anchored by the major gateway intersection of Kingston Road and Whites Road, this precinct is envisioned as a ‘high street’ that functions as a busy employment and retail hub. A mix of uses and a variety of activities will be supported in the Whites Precinct, enabling a high concentration of opportunities for residents to live-work-play in close proximity. Figures 62 to 65 give a general sense of the scale and character of the precinct.

Priorities for the Area

The top priority for Whites is developing an attractive concentration of vibrant primary and secondary frontages in close proximity to Kingston Road and Whites Road.

Key Considerations for the Area

To maximize the precinct’s potential as a secondary higher density node, pedestrian-oriented public realm improvements should be prioritized. Opportunities to introduce streetscape interventions to enhance the visual experience along comparatively less pedestrian-friendly frontages (i.e. offices, auto dealerships) should be considered, along with opportunities for re-configuring sidewalks and enhanced boulevards to support spill-over uses from retail storefronts attracting significant foot traffic.



Figure 62. Opportunities for office within a podium



Figure 64. Public realm extending from a shopping area



Figure 63. Active podium



Figure 65. Green public spaces for a variety of users

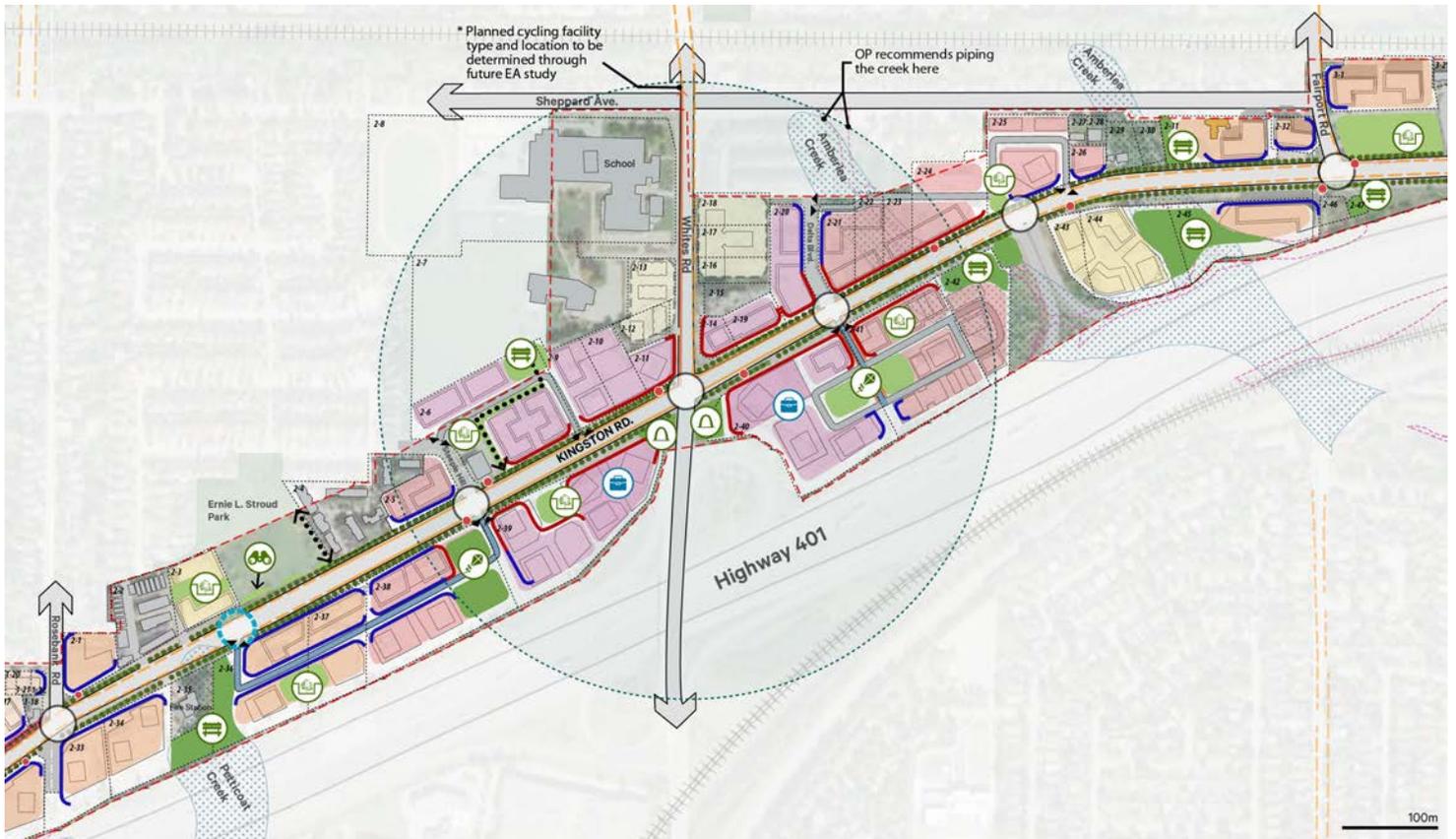


Figure 66. Whites Precinct Intensification Plan

EXISTING

- | | | |
|-------------------------------------|---|------------------------------------|
| Study Area Boundary | Existing Main Road | Lot Lines |
| Valleylands and Stream Corridors | Existing Road / Laneways | Developable Lots |
| Regional Stormwater Flood Plain | Existing Cycling Network | Lot Identifier |
| Existing Park | Planned Cycling Network | Area Subject to Further Assessment |
| Buildings To Remain | GO Railway | Existing Controlled Intersection |
| Properties of Heritage Significance | Future & Planned Connection Subject to EA | Bus Stops |

PROPOSED

LAND USE / BUILT FORM

- Gateway
- Mixed Use A - Residential/ Retail/ Office
- Preferred Office Location
- Mixed Use B - Residential/ Retail
- Mixed Use C - Residential/ Retail
- Residential
- Primary Frontage
- Secondary Frontage
- Existing Development Application
- Buildings and Shadows - Illustrative Only (March 21st at 1:00 pm)

PLACE MAKING

- Gateway Plaza
- Public Green Space
- Public Park
- POPS
- Public Lookout
- Heritage Path
- Potential Community Facility

CONNECTIVITY

- Pedestrian Path
- Multi-Use Path
- Proposed Public Streets
- Proposed Private Streets
- Proposed Cycling Facility
- Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review
- Indicative Enhanced Boulevard
- Right-In, Right-out
- Access

Precinct Framework

Land Use and Built Form

The distribution of higher densities and higher intensities of uses in the Intensification Framework are intertwined in the Whites Precinct. The greatest densities as proposed are clustered in close proximity to the intersection of Kingston Road and Whites Road, with additional concentrations within the southern portions of the parcels to the south of Kingston Road, extending east and west of the central cluster at Kingston Road and Whites Road. Similarly, the greatest mix of uses are located within proximity of this major intersection, with provisions for higher density employment uses in the form of Mixed Use A areas (a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites) and office/retail uses. The identification of office uses at this major intersection stems from the convergence of two rapid transit corridors, creating greater opportunities for local jobs and a stronger live-work balance.

Placemaking

The combination of relatively larger parcels and the intersection of two planned Transit Spines (as per the City of Pickering Official Plan) on Kingston Road and Whites Road set the framework for accommodating a generally higher density of mixed uses within the Whites Precinct. To support the future residential and employment population that would result from this higher density, and to provide moments of respite within this intensified cluster, the Intensification Framework proposes a distribution of public spaces that vary in size and function to ensure ease of access. In addition, a linear POPS is provided from the existing school site to the north of the Whites Precinct and Kingston Road to provide a safe pedestrian link to the existing controlled intersection at Steeple Hill Road and Kingston Road, and to future developments south of Kingston Road.

In terms of primary and secondary street frontages, the Whites Precinct generally concentrates primary frontages within close proximity to the major intersection at Kingston Road and Whites Road, with secondary frontages on Kingston Road at the western and eastern limits of the precinct. This recommendation allows for a more compact concentration of activity in an area that is likely to feature higher foot traffic as a result of the proposed uses and densities.

Connectivity

The Whites Precinct is typified by relatively larger parcels with greater depths. As a result, a number of opportunities for new connections within and through these larger parcels are proposed, featuring strategies to provide consolidated access, internal routes of circulation, and additional frontage opportunities through new connections.

The Plan features a private mid-block road connection south of Kingston Road with access points off Kingston Road at the eastern edge of Petticoat Creek and the intersection of Kingston Road and Steeple Hill Road. It also features a potential private road connection on the south side of Kingston Road, east of Whites Road with the access aligning with Delta Boulevard. This configuration would reduce the number of individual access points from Kingston Road while improving connectivity and additional access points within the block.

Lastly, rear private service streets/laneways are proposed on the north side of Kingston Road, west and east of Whites Road, with connections to Steeple Hill Road and Delta Boulevard respectively, meeting Kingston Road at existing controlled intersections. These configurations improve connectivity between the properties on the north-side of Kingston Road, and reduces the number of individual access points on Kingston Road.



MARINE GATEWAY



Figure 67. Whites Precinct Overall Massing

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4.4 Dunbarton/Liverpool

Character

Dunbarton/Liverpool is envisioned to develop into a local community and shopping destination, primarily dominated by a range of mixed-use buildings at varying commercial intensities. Storefronts will primarily face onto a proposed new internal street with enhanced boulevards, and a collection of internal courtyards and green spaces will add to the feel of a neighbourhood-oriented retail strip. Figures 68 to 71 give a general sense of the scale and character of the precinct.

Priorities for the Area

The top priority for Dunbarton/Liverpool is supporting the connectivity and animation of neighbourhood-oriented green spaces and squares.

Key Considerations for the Area

The network of open spaces, distributed along the proposed internal east-west road parallel to Kingston Road, is key to realizing the vision of this precinct. Varying in size and function, these spaces have the potential to compliment ground-level retail frontages along the internal road. They will act as multi-use spaces for community events or weekend farmers markets and draw in both locals and visitors alike as a destination point. Careful consideration should be given as to how engagement with local stakeholders can support a sustained programme of events year-round.



Figure 68. Pedestrian-friendly streets



Figure 70. Multi-purpose open spaces



Figure 69. Opportunities for mixed-use with office



Figure 71. Pedestrian-friendly retail



Figure 72. Dunbarton/Liverpool Precinct Intensification Plan

EXISTING

- | | | |
|-------------------------------------|---|------------------------------------|
| Study Area Boundary | Existing Main Road | Lot Lines |
| Valleylands and Stream Corridors | Existing Road / Laneways | Developable Lots |
| Regional Stormwater Flood Plain | Existing Cycling Network | Lot Identifier |
| Existing Park | Planned Cycling Network | Area Subject to Further Assessment |
| Buildings To Remain | GO Railway | Existing Controlled Intersection |
| Properties of Heritage Significance | Future & Planned Connection Subject to EA | Bus Stops |

PROPOSED

LAND USE / BUILT FORM

- Gateway
- Mixed Use A - Residential/ Retail/ Office
- Preferred Office Location
- Mixed Use B - Residential/ Retail
- Mixed Use C - Residential/ Retail
- Residential
- Primary Frontage
- Secondary Frontage
- Existing Development Application
- Buildings and Shadows - Illustrative Only (March 21st at 1:00 pm)

PLACE MAKING

- Gateway Plaza
- Public Green Space
- Public Park
- POPS
- Public Lookout
- Heritage Path
- Potential Community Facility

CONNECTIVITY

- Pedestrian Path
- Multi-Use Path
- Proposed Public Streets
- Proposed Private Streets
- Proposed Cycling Facility
- Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review
- Indicative Enhanced Boulevard
- Right-In, Right-out
- Access

Precinct Framework

Land Use and Built Form

The greatest heights and densities are proposed in close proximity to the intersection of Kingston Road and Dixie Road along the Highway 401 edge, with additional concentrations between Merritton Road and Dunbarton Creek. Mid-rise buildings are located on the southern portions of Kingston Road between Dixie Road and Walnut Lane, creating a gradual transition between the established residential neighborhoods to the north and the southern portions of the precinct.

The greatest mix of uses are located within proximity of the potential gateway at the Kingston Road and Dixie Road intersection, including higher density employment uses in the form of Mixed Use A (residential/retail/office) uses.

Placemaking

The combination of relatively larger parcels, that are not closely located to existing residential development, set the framework for accommodating a generally higher density of mixed uses south of Kingston Road and east of Dixie Road. To support the future residential and employment population in the Dumbarton/Liverpool Precinct, the Intensification Framework contemplates a collection of open spaces that vary in size and function. They are distributed along the proposed internal road running east-west parallel to Kingston Road, and at the gateway of Kingston Road and Dixie Road. The open spaces internal to the precinct are seen as having the potential to act as multi-use spaces for events or weekend farmers markets.

In terms of primary frontages, the Intensification Framework focuses these along the new east-west internal road and the planned extension of Walnut Lane, creating opportunity for more active uses at grade that would contribute to a more vibrant public realm within the centre of the precinct.

Connectivity

The Dunbarton/Liverpool Precinct is typified by relatively large parcels with even greater depths than those found in the Whites Precinct. As a result, opportunities for new road connections within and through these larger parcels are proposed, featuring a strategy to provide consolidated access, internal multi-modal routes of circulation and additional frontage opportunities through new connections. In addition, a new internal road running parallel to Kingston Road is introduced to connect Walnut Lane to Dixie Road. It is intended to create a more pedestrian friendly east-west connection and opportunities for potential redevelopment with active frontages through the core of the precinct. The Intensification Framework also incorporates the planned extension of Walnut Lane across Pine Creek, of which the exact alignment is to be determined through a municipal class environmental assessment. All proposed roads within the Dunbarton/Liverpool Precinct are encouraged to be multi-modal. A pedestrian and cycling connection is proposed by re-using the existing rail bridge and underpass over the highway to connect the neighbourhood to the south, with an eventual connection to the waterfront trail.





Figure 73. Dunbarton/Liverpool Precinct Overall Massing

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4.5 Brock

Character

With a large concentration of residential buildings, two proposed employment hubs, large areas of open space, and easy access to the Pickering GO Station, Brock is envisioned a complete community with transit-supportive densities. The plan emphasizes the strategic location and function of the Specialty Retailing Node while also enhancing the liveability of the area. Figures 74 to 77 give a general sense of the scale and character of the precinct.

Priorities for the Area

The priority for Brock is to improve multi-modal connectivity to strengthen access points, break up large parcels, create more routes of circulation off Brock Road and Pickering Parkway, and open up additional street

frontage. As the area becomes a complete community a new public park will be key for the comfort, vibrancy and character of the area.

Key Considerations for the Area

Intensification must consider the interface of retail and office with residential uses. Care must be given to ensure that competing uses do not cause any adverse impacts. Transitions between buildings and appropriate transitions in height, mass and scale must be established in response to stable residential neighborhoods to the north and east.



Figure 74. Multi-modal streets



Figure 75. Open spaces for public enjoyment



Figure 76. Opportunities for a variety of retailers



Figure 77. Neighbourhood-oriented retail



Figure 78. Brock Precinct Intensification Plan

EXISTING

- - - - Study Area Boundary
- Valleylands and Stream Corridors
- - - - Regional Stormwater Flood Plain
- Existing Park
- Buildings To Remain
- Properties of Heritage Significance
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Lot Lines
- Developable Lots
- ## Lot Identifier
- Area Subject to Further Assessment
- Existing Controlled Intersection
- Bus Stops
- GO Railway
- ← → Future & Planned Connection Subject to EA

PROPOSED

LAND USE / BUILT FORM

- Gateway
- Mixed Use A - Residential/ Retail/ Office
- Preferred Office Location
- Mixed Use B - Residential/ Retail
- Mixed Use C - Residential/ Retail
- Residential
- Primary Frontage
- Secondary Frontage
- Existing Development Application
- Buildings and Shadows - Illustrative Only (March 21st at 1:00 pm)

PLACE MAKING

- Gateway Plaza
- Public Green Space
- Public Park
- POPS
- Public Lookout
- Heritage Path
- Potential Community Facility

CONNECTIVITY

- ← → Pedestrian Path
- Multi-Use Path
- Proposed Public Streets
- Proposed Private Streets
- ← → Proposed Cycling Facility
- Potential Controlled Intersection and Pedestrian Crossing - Location Subject to Further Review
- Indicative Enhanced Boulevard
- ↘ ↙ Right-In , Right-out
- ↘ ↙ Access

Precinct Framework

Land Use and Built Form

The greatest heights and densities are clustered in close proximity to the intersection of Brock Road and Pickering Parkway, with additional concentrations within the southern portions near Highway 401. The greatest mix of uses are located within proximity of the Kingston Road and Brock Road intersection, encouraging the development of office uses in proximity to higher order transit. A secondary office hub is located near the Brock Road and Pickering Parkway intersection, to take advantage of the easy access from/to Highway 401 and Pickering GO Station and to create greater opportunities for local jobs and a stronger live-work balance.

Placemaking

To support the future residential and employment population that would result from the higher density proposed in the Intensification Framework, and to provide moments of respite, larger areas of open space are contemplated to ensure a sufficient amount of open space for the increased resident population. In addition, a series of linear open spaces, acting as connectors between larger open spaces, are envisioned. One such connection includes a linear POPS which links pedestrians from Brock Street to a new internal public park and to Beechlawn Park, located immediately east of the node. Furthermore, a potential community facility is envisioned in close proximity to this chain of open spaces. South of Pickering Parkway open spaces are organized along the main public road as places of respite from the retail activity, and to further the vision for a more sustainable “greener” community.

In terms of primary and secondary frontages, Brock Precinct includes two distinct areas, with the first concentrating primary frontages within close proximity to Kingston Road, and the second concentrating primary frontages immediately south of the intersection of Pickering Parkway and the new internal public road.

Brock Precinct features two gateways: one is located at Kingston Road and Brock Road, serving as an eastern gateway to the Kingston Corridor, while the other is located at Brock Road and Pickering Parkway, taking on the role of a localized gateway into the precinct and its related hubs.

Post Manor, the only designated heritage building in the corridor and node, is located in the Brock Precinct. Redevelopment of the lands on the northwest corner of Kingston Road and Brock Road shall seek the preservation of and incorporation of the Post Manor, a designated heritage building governed by the Ontario Heritage Act.

Connectivity

The Brock Precinct is typified by a mixture in size of parcels along Kingston Road and very large parcels off Pickering Parkway and Brock Road. There are three main landowners within the Specialty Retailing Node Area, and as a result, a number of opportunities for new connections and public roads within and through these very large parcels are encouraged. These feature strategies to provide better access, more internal routes of circulation and multi-modal routes, and additional street frontage and activity hub opportunities through new connections.

The Intensification Framework features a public road passing through the existing mid-block intersection east of the Brock Road on Pickering Parkway. The proposed public road would become a “precinct collector”, forming the back-bone of a more strongly defined internal road network and improving walkability through the node.

It is recommended to explore needs and justification for provision of a new controlled intersection where the private road meets Pickering Parkway at the eastern edge of the Brock Precinct.





Figure 79. Brock Precinct Overall Massing

5.0 Implementation

- 5.1 Implementation
- 5.2 Future Studies
- 5.3 Strategic Capital Projects

5.1 Implementation

Development Phasing and Infrastructure Provision

Development within the Kingston Road Corridor and Specialty Retailing node should be sequenced to ensure that appropriate transportation, municipal servicing and community infrastructure are available.

The expansion of the street network into a finer grid of streets and connections should occur incrementally with development, with new public streets being secured through the development application process and/or through financial contributions towards the acquisition of land and construction of transportation infrastructure off-site. Where appropriate and necessitated by timing considerations, financial front-end loading agreements should be considered to expedite infrastructure delivery. Agreements for cost-sharing should also be considered and implemented where appropriate to facilitate the provision of infrastructure and allocate the related costs of development amongst local landowners.

Context Plans

Development applications for large sites should provide a context 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. These context plans should be accompanied by supporting Transportation Impact Studies, Functional Servicing Reports and other technical studies that provide a level of information sufficient to assess the ultimate infrastructure and other requirements of full build out. These context plans will also permit the City to assess development applications in the short to medium term that may contemplate improvements to existing uses and/or partial site build outs rather than full scale redevelopment. This will provide for flexibility over time, ensuring that all development will proceed in a manner that does not conflict with achieving the long term vision for intensification within the Corridor and Node.

Monitoring Program

The City should consider implementing a monitoring program that can be developed and undertaken with landowners to monitor development levels and travel patterns as the transportation network and associated improvements are implemented with redevelopment. This monitoring program can be used to inform Transportation Impact Studies submitted with development applications, to ensure there is sufficient transportation network capacity to support redevelopment over the long term.

Kingston Road Corridor and Specialty Retailing Node Zoning By-Law

To implement the vision and policy recommendations contained within the Kingston Road Corridor and Specialty Retailing Node Framework and Urban Design Guidelines, an area-specific Zoning By-Law should be created. This Zoning By-Law should place particular emphasis on performance-based standards that articulate a built form and public realm that will create pedestrian-focused, human-scaled development at a density and with a mix of uses that support higher order transit.

This Zoning By-Law should be framed in terms of delivering design excellence and permit a broad range of uses consistent with the Framework, built form standards that focus on the ground level of buildings and pedestrian experience (e.g. minimum and maximum setbacks, minimum and maximum streetwall heights, minimum and maximum setbacks).

The Zoning By-Law should also include provisions for implementation and release of Holding Symbols on certain lands where development within the context of the Framework is considered premature, subject to the provision of required transportation, municipal servicing and/or community infrastructure.

5.2 Future Studies

Parking Strategy

It is recommended that the City undertake a Parking Strategy Study to help aid in the transition from a predominance of surface parking to a balance of structured, underground and on-street parking. This Strategy should also contemplate balancing the need for convenience and access to support the retail customer base of the many businesses that exist today and will continue to form a strong part of the Corridor and Node. By examining existing and future utilization rates (potentially informed by development applications), the Study can provide a series of broad recommendations including but not limited to:

- Reducing and / or consolidating parking, potentially through a municipal parking provider and/or through public / private partnerships to provide centralized, structured parking;

- Providing for Low Impact Development measures within surface parking lots to reduce their environmental impact;
- Cash-in-lieu of parking to help finance consolidated parking structures;
- Reductions in minimum parking standards (or the imposition of a maximum parking standard); and
- Need and justification for a municipal parking authority to provide and manage public parking at certain locations.

Business Engagement Program

It is recommended that the City initiate a program to engage local businesses along the corridor and within the node to consider matters such as business retention and expansion needs in a changing retail environment.



Figure 80. Six-Points Intersection, Toronto (Image Credits: SvN Architects + Planners)

5.3 Strategic Capital Projects

There are three ongoing transportation network Environmental Assessments (EA) whose outcomes will play a fundamental role in providing improved connectivity across the Corridor and alternate routes of travel within the Precincts. These studies include the Durham-Scarborough BRT Transit Project Assessment Process (TPAP), the Walnut Lane Extension Municipal Class EA, and the Notion Road / Squires Beach Road Municipal Class EA.

The Durham-Scarborough BRT TPAP is examining dedicated centre median transit lanes for the exclusive use of busses across the entire length of Kingston Road within Pickering. In addition to providing higher order transit that will help unlock intensification within the Corridor and Node, boulevard improvements along Kingston Road provided in concert with new transit will provide an opportunity to improve the public realm and pedestrian experience.

The Walnut Lane Extension Municipal Class EA is examining options for a new connection south of Kingston Road across the Dunbarton Creek to Pickering City Centre. This new connection will provide an alternate route of travel and is envisioned as leading to a key retail spine within the Dunbarton / Liverpool Precinct within the Framework.

The Notion Road / Squires Beach Road Municipal Class EA is examining options for a new north-south crossing over Highway 401 and the rail corridor. This will provide a key alternate travel route to balance demand on Brock Road, and provide further travel options for future residents and businesses within the Brock Precinct, helping support the significant intensification envisioned in this area.

As implementing documents are prepared for the Kingston Road Corridor and Speciality Retailing Node, the results of these studies should be used to further inform the policies and standards that will be developed to secure the Framework's vision.

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