Urban Design Brief

1101A, 1105 AND 1163 KINGSTON ROAD, CITY OF PICKERING

Prepared for: TRIBUTE (BROOKDALE) LIMITED,
APPLICATIONS FOR OFFICIAL PLAN AMENDMENT ('OPA') AND
ZONING BY-LAW AMENDMENT ('ZBLA')

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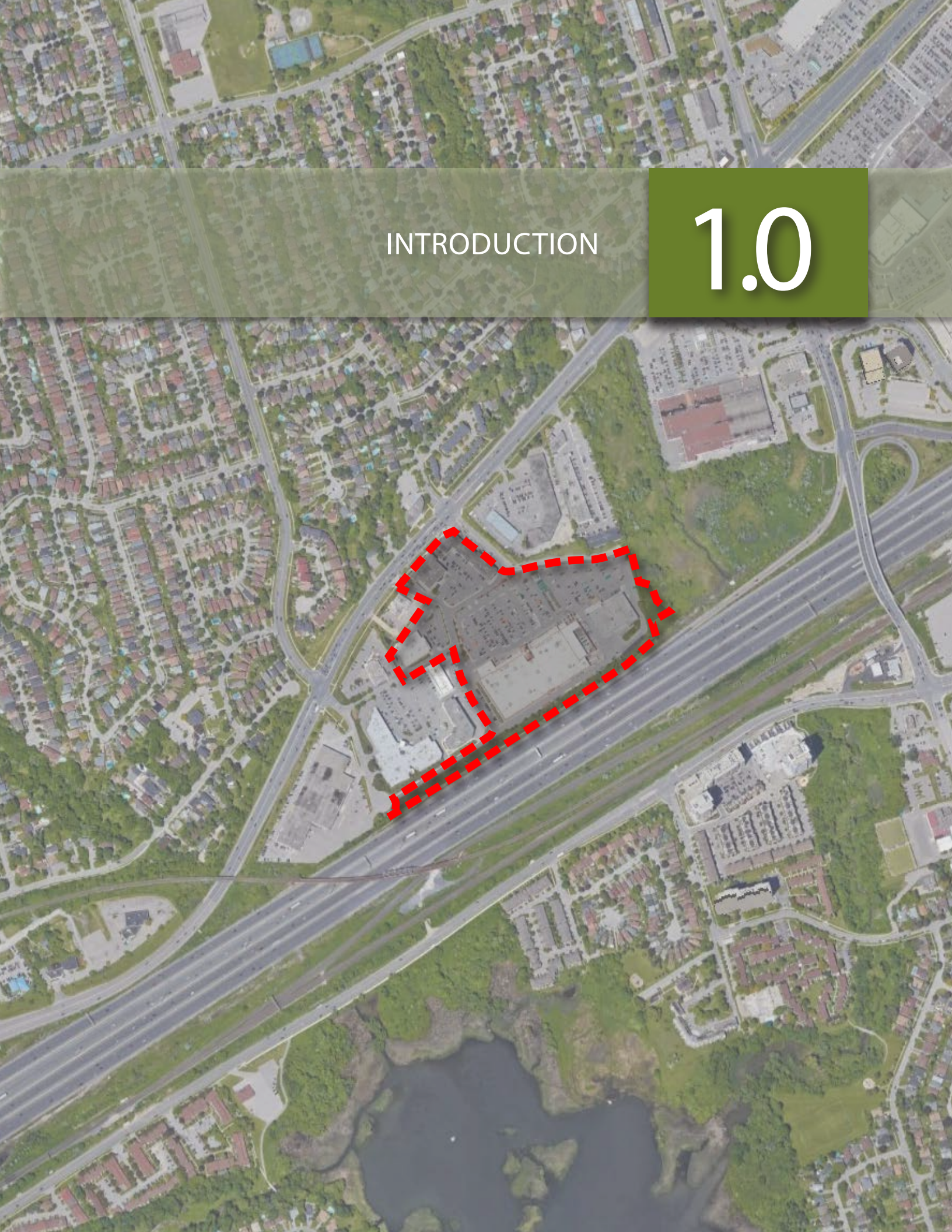
INTRODUCTION 1.0



1.1 Introduction

MBTW-WAI was retained by Tribute (Brookdale) Limited to prepare Urban Design Brief (UDB) in support of Official Plan Amendment ("OPA") and Zoning By-Law Amendment ("ZBLA") applications to permit the proposed redevelopment of the subject site located at 1101A, 1105 and 1163 Kingston Road in the City of Pickering.

The purpose and intent of the Urban Design Brief is to provide written and illustrative guidance on various elements of the proposed development and to describe how the proposed design will function within its surrounding context.

The UDB should be read in conjunction with the Planning Rationale Report prepared by The Biglieri Group Ltd.

The total site area is 7.74 hectares (19.15 acres). The proposed development is situated south of Kingston Road, east of Dixie Road, north of Highway 401 and extends east to Walnut Lane. The property has approximately 117 metres of frontage along Kingston Road.

Client intends to develop the subject site in five phases to include 2 residential and 3 mixed-use buildings. The OPA and ZBA applications are required in order to facilitate the proposed redevelopment.

The subject lands are located within the Kingston Road Corridor and are designated as Mixed Use Areas, Mixed Corridors, as per Schedule 1 of the Official Plan of the City of Pickering.

A summary of the proposed development is as follows:

Overall Property Block:

Total Property	7.74 ha (19.15 ac)

Development Block Statistics:

a) Proposed Net Floor Area (NFA)

Building 'A'	40,508 m^2	436,024 ft^2
Building 'B'	80,720 m^2	871,022 ft^2
Building 'C'	37,313 m^2	401,635 ft^2
Building 'D'	55,029 m^2	592,329 ft^2
Building 'E'	124,734 m^2	1,342,635 ft^2
Total NFA	338,503 m^2	3,643,645 ft^2

b) Proposed Net Floor Commercial Area (NFA)

Building 'A'	4,771 m^2	51,351 ft^2
Building 'B'	0	0
Building 'C'	0	0
Building 'D'	1,249 m^2	13,449 ft^2
Building 'E'	565 m^2	6,077 ft^2
Total NFA	6,585 m^2	70,877 ft^2

c) Proposed Residential Component

	UNIT TYPE				SUB-TOTAL
	BACH	1B	2B	3B	
Building 'A' Phase 1	58	286	192	46	583
Building 'B' Phase 2	126	616	416	101	1,258
Building 'C' Phase 3	60	293	197	48	597
Building 'D' Phase 4	85	418	281	68	853
Building 'E' Phase 5	198	966	651	158	1,972
Total	527	2,579	1,738	421	5,264

d) Proposed Parking Summary

	Level 1	Level 2-6	UG1	UG2	UG3	Total
Parcel 'A'	0	0	199	199	199	597
Parcel 'B'	47	340	230	266	0	883
Parcel 'C'	0	0	144	156	156	456
Parcel 'D'	0	0	221	228	228	677
Parcel 'E'	149	995	435	0	0	1,579
Total	196	1,335	1,229	849	583	4,192

The proposed development's design components are covered in further detail in Section 4.0 of the Urban Design Brief, while Section 3 summarizes pertinent policy documents and explains how the proposed development complies with applicable policies.

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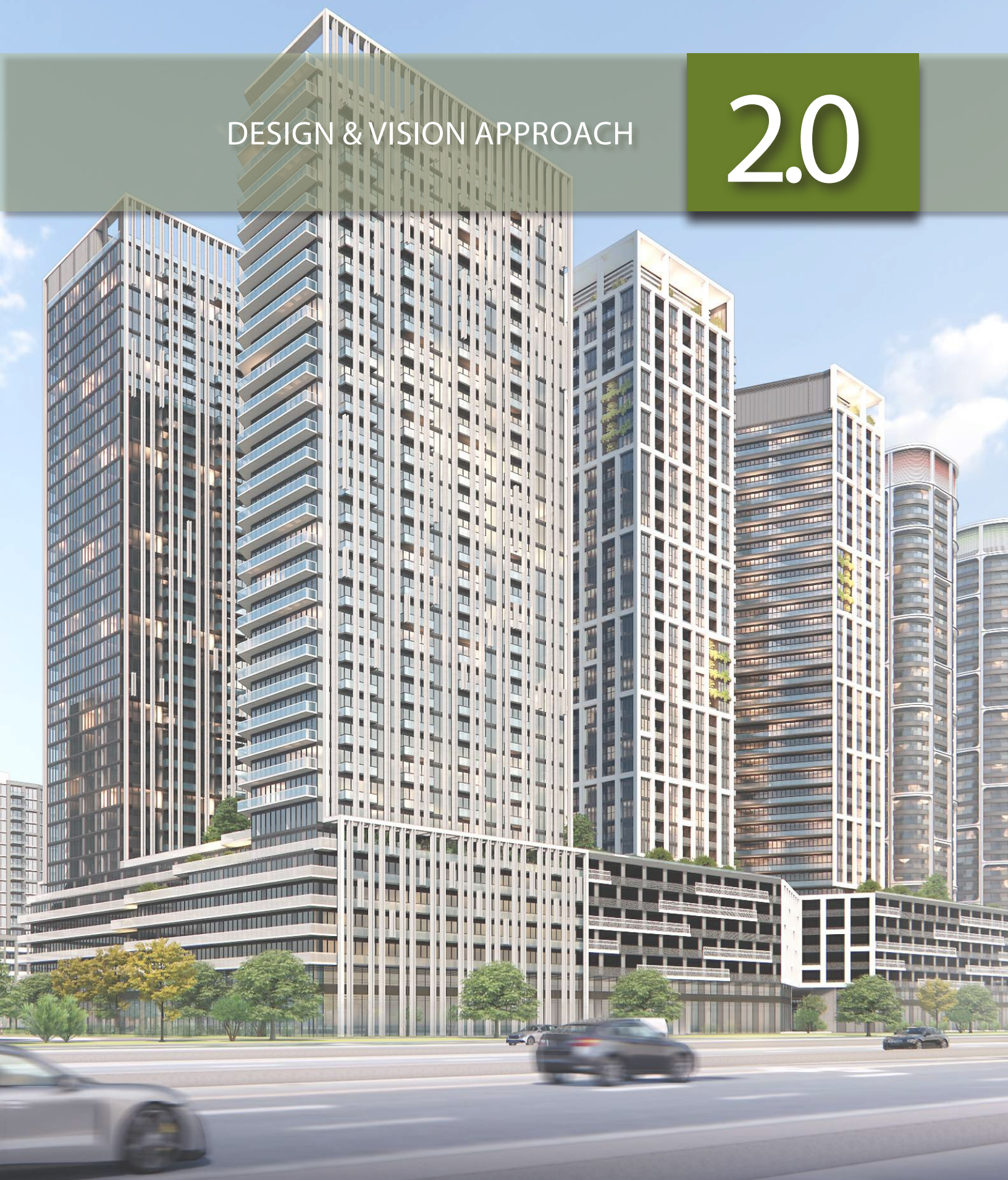
DESIGN & VISION APPROACH

2.0



2.1 Urban Design Vision

The urban design vision for the proposed development at 1101A, 1105 and 1163 Kingston Road is informed by the provincial, regional and municipal policy framework to ensure that development supports urban growth and introduces high quality design while expanding housing and commercial options in close proximity to existing road infrastructure and transit network, in a manner that is sustainable, pedestrian-friendly and represents site-sensitive high-quality design. The following vision will guide development within the subject site:

The development at 1101A, 1105 and 1163 Kingston Road will be a thoughtfully sited and massed high density mixed-use development designed to animate the pedestrian realm, bolster the streetscape presence and support urban growth along key corridors by introducing new housing and commercial units.

The proposed development envisions a total of 14 residential towers ranging from 17 to 35 storeys, grouped atop of five shared 3–6 storey podiums.

The proposed development will complement the community image and respect surrounding developments through height, massing and adequate setbacks.

The proposed block development plan demonstrates the full build out of new streets and blocks within the site, connections to adjacent site to the west via future roads and centrally located public park. Proposed blocks design will provide a finer grid of walkable and interconnected development blocks over time (Figure 9: Block Plan).

Visual and physical permeability through the site will be provided by the proposed network of pedestrian walkways, multi-use path and sidewalks in addition to the proposed park and outdoor amenity areas at grade and at podiums' roof levels.

The proposed development aims to enhance the public realm by introducing a thoughtful expansion of new public local roads and new public parkland. The development proposes new streets to be connected to existing streets to reduce traffic congestion and enhance accessibility. Additionally, new public parkland reflects a commitment to sustainable urban planning, providing residents with a revitalizing space for leisure, exercise, and social interactions.

The proposed development introduces enhanced landscaping and private outdoor amenity areas, which will contribute to creating a vibrant and interesting public realm.

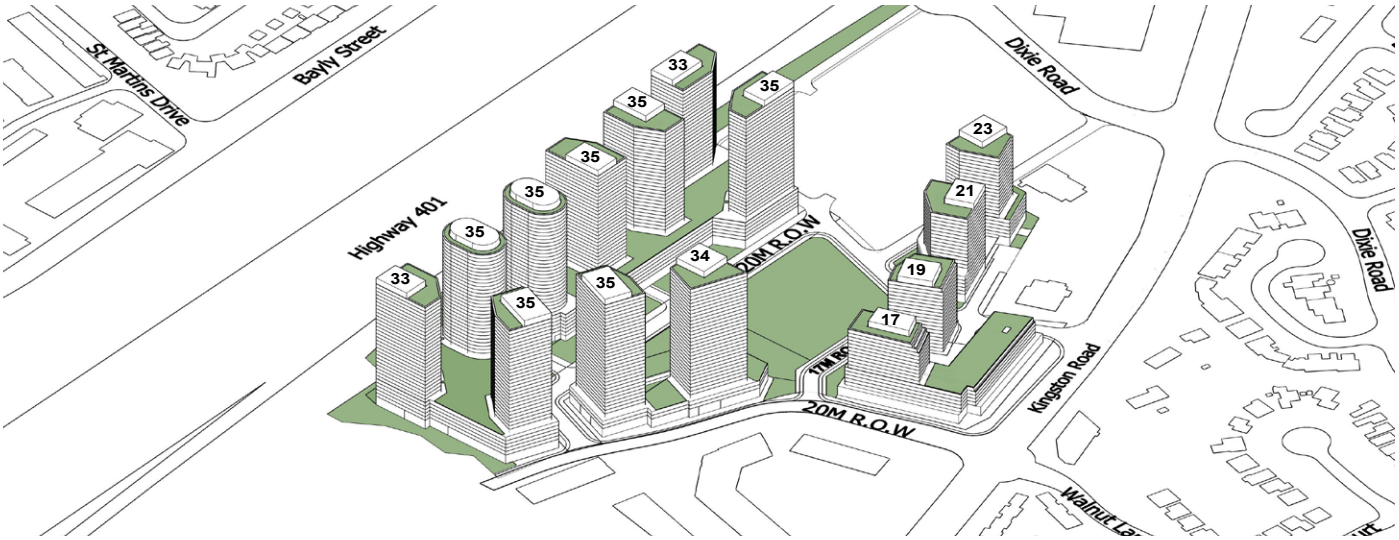


Figure 1: 3D view of the proposed development, created by Turner Fleischer Architects

2.2 Design Objectives

1. Enhance the public realm by providing a network of streets, sidewalks, trails and multi-use paths that provide strong linkages to the surrounding community, transit network and new and existing open spaces to promote accessibility and active transportation.
2. Provide seamless transitions to the current and future neighbourhoods surrounding the subject lands.
3. Ensure high-quality landscape and built form for the public and private realm.
4. Design the façades of residential and mixed-use buildings and podiums to express individual commercial or residential units through variation in materials and distinct architectural detailing, including entrance and window design.
5. Ensure that built form and active building frontages address Kingston Road and Walnut Lane to provide a well-defined streetscape and attractive community edge.
6. Utilize built form massing, stepbacks and terraces to maximize views towards the proposed open spaces and create opportunities for outdoor amenity areas.
7. Site the proposed built form to create well-defined street edges and establish smooth height transition to adjacent neighbourhoods.
8. Maintain appropriate tower separation and angular plane to limit sun and shadow impact.
9. Incorporate pedestrian amenities, such as walkways connecting entries, seating, landscaping, pedestrian-scaled lighting, public art, and signage, wherever possible.
10. Create well-landscaped open spaces and amenity areas between buildings, at street edges, and on podium roofs.

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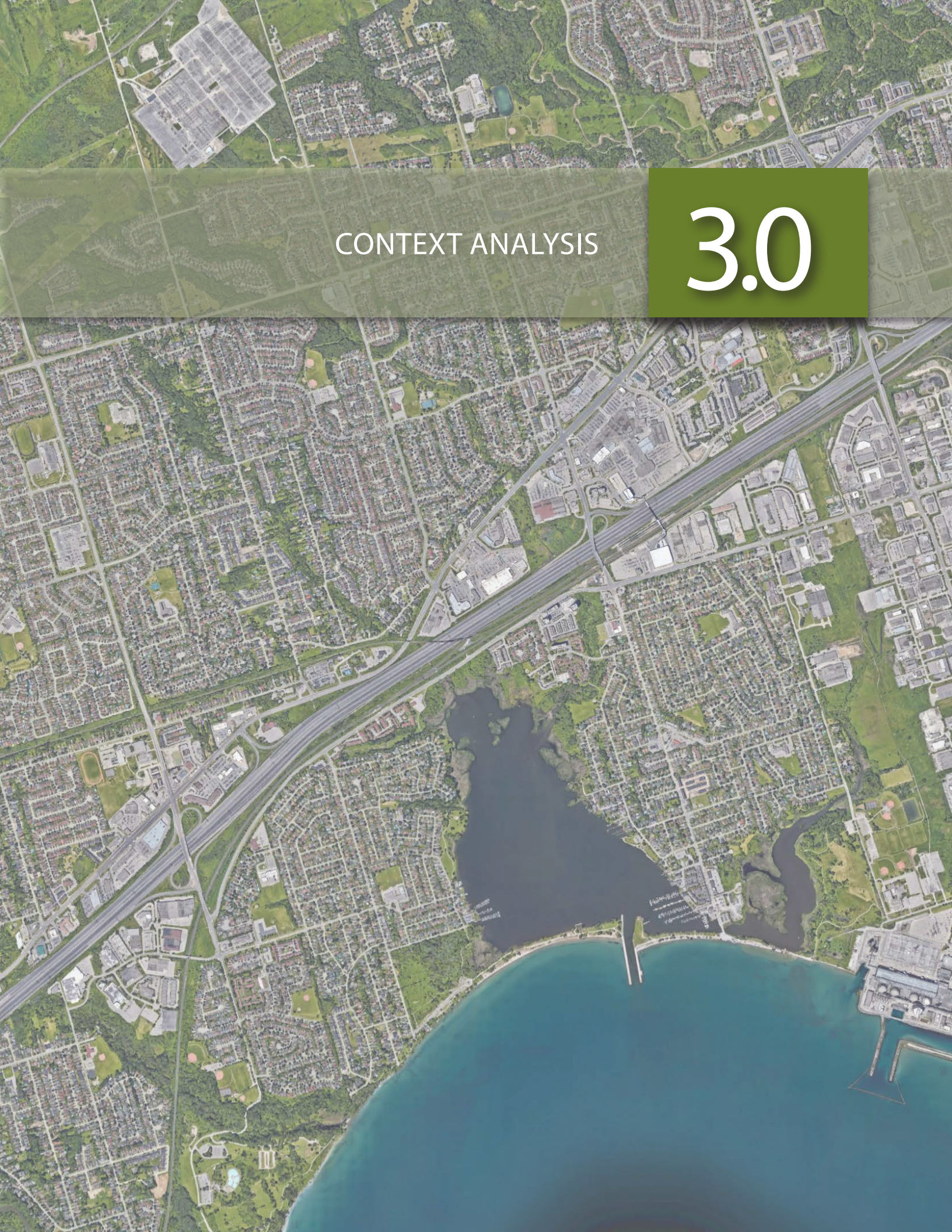


CONTEXT ANALYSIS 3.0

3.1 Local Context

The proposed development at 1101A, 1105 and 1163 Kingston Road is located within the intensification area of Kingston Road Corridor, between Kingston road to the north and Highway 401 to the south.

In its current condition, the subject site comprises several low-rise commercial buildings surrounded by surface parking areas and a backdrop of existing green spaces to the east.

The proposed development aims to introduce high-quality architectural form and well-designed outdoor amenity and landscaped areas which will revitalize this site and realize the vision of high-rise mixed-use vibrant community node.

Please refer to the Figure 2 for more details on the existing key land uses and landmarks surrounding the subject site.

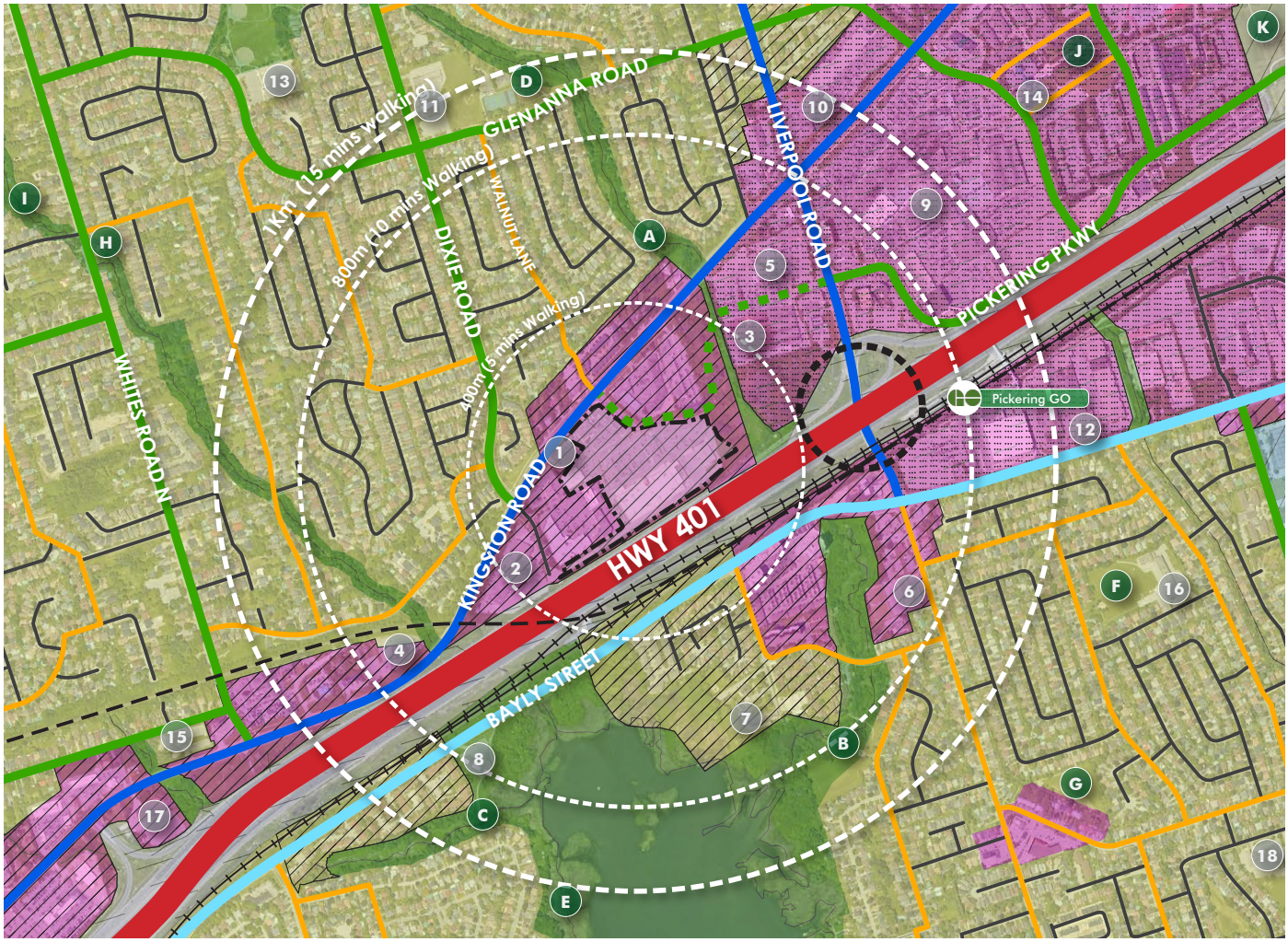


Figure 2: Context Map of the Surrounding Area.

LEGEND

- Subject Site
- Low Density Area
- Medium Density Area
- Mixed Corridors Mixed Use Area
- City Centre Mixed Use Area
- Employment Area
- Freeway
- Type A Arterial Road
- Type B Arterial Road
- Type C Arterial Road
- Future Type C Arterial Road
- Collector Road
- Local Road
- Freeway Interchange
- Railway
- Go Rail

Surrounding Context

1. Pickering EMS
2. Kings Court Pickering
3. Loblaws (Grocery Store)
4. St. Mary St. John The Beloved Coptic Orthodox Church
5. Pickfair Shopping Centre
6. East Shore Community Centre
7. St Martin's Anglican Church
8. West Shore Community Centre
9. Pickering Town Centre
10. Liverpool Plaza
11. Vaughan Willard Public School
12. Service Ontario
13. William Dunbar Public School
14. Pickering Public Library
15. St. Paul's on-the-Hill Anglican Church
16. Bayview Heights Public School
17. Bayfair Baptist Church/Daycare
18. Biidaasige Mandamin Public School

Surrounding Parks and Open Space

A. Pine Creek Park
B. Douglas Park
C. Vistula Ravine Park
D. David Farr Park
E. Glen Ravine Park
F. Mitchel Park
G. Balsdon Park (Dog Park)
H. Bonita Park
I. Dunbarton Creek Ravine
J. The Esplanade Park
K. Diana Princess of Wales Park

View of Existing condition of Subject Site from Walnut Lane

View of the Subject Site on the right at the intersection of Kingston Road and Walnut lane.

Figure 3: Site Context Images - Key Map

Subject Site

View from the north east corner of the site showing existing retail plaza north of Kingston Road.

View of existing Wellness centre, north of the subject site

View of the Pickering EMS west of the subject site

View of existing Townhouses, north of the subject site

View of the existing restaurant west of the subject site

View of the Subject Site on the left at the intersection of Kingston Road and Dixie.

Existing retail plaza west of subject site

View of Highway 401 from the south of the subject site

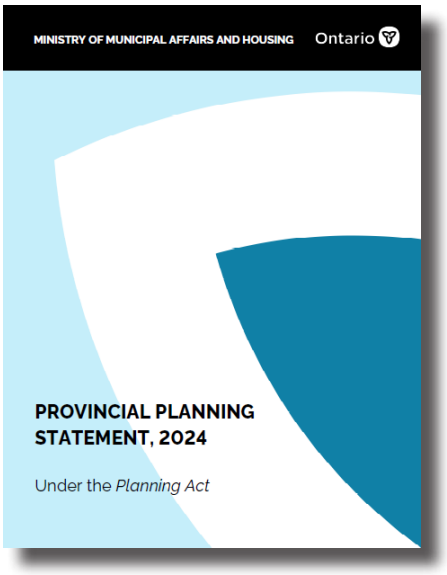
3.2 Policy Analysis

3.2.1 Provincial Policy Statement (2024)

The 2024 Provincial Planning Statement (PPS) provides policy direction to guide land use planning and development across Ontario, emphasizing the Province's vision for growth, resource management, and community building. Its objective is to promote the efficient use of land, support resource conservation, and foster vibrant, sustainable communities. This framework also aims to enhance quality of life by balancing environmental, economic, and social priorities. The proposed development aligns with the following principles outlined in the PPS:

- *Settlement areas shall be the focus of growth and development, with an emphasis on strategic growth areas, including major transit station areas. (Section 2.3.1.1, p.8)*
- *Land use patterns within settlement areas should be based on densities and a mix of land uses that efficiently use land and resources, optimize infrastructure, support active transportation, and are transit-supportive. (Section 2.3.1.2, p.8)*
- *Development in major transit station areas should promote intensification, support complete communities, and prioritize the redevelopment of surface parking lots. (Section 2.4.2.3, p.10)*
- *Planning authorities shall provide for a range and mix of housing options, including affordable housing, and prioritize transit-supportive development near transit corridors and stations. (Section 2.2.1.d, p.7)*
- *Efficient use should be made of existing and planned infrastructure through integrated planning and transportation demand management strategies. (Section 3.2.2, p.16)*
- *Healthy, active, and inclusive communities should be promoted by planning safe public spaces that meet the needs of all ages and abilities, foster social interaction, and facilitate active transportation. (Section 3.9.1.a, p.20)*
- *Planning authorities shall take action to reduce greenhouse gas emissions and promote climate resilience by supporting compact, transit-supportive, and complete communities. (Section 2.9.1.a, p.15)*

The proposed development supports the 2024 Provincial Planning Statement (PPS) by introducing a compact, mixed-use, transit-oriented design within 800 metres of the Pickering GO station. It aligns with the PPS focus on strategic growth areas by efficiently using land to provide a significant mix of residential and commercial uses, creating a complete community. The development integrates publicly accessible open spaces (POPS) and parkland, fostering recreation and social interaction, while its pedestrian pathways and multi-use connections promote walkability and active transportation. Ground-floor retail along major streets supports an engaging public realm and reduces reliance on vehicular travel. The project prioritizes transit access and minimizes surface parking, advancing PPS goals for sustainable, transit-supportive communities. Through its compact urban form and inclusion of public amenities, the development demonstrates alignment with PPS objectives for vibrant, resilient, and equitable urban environments.



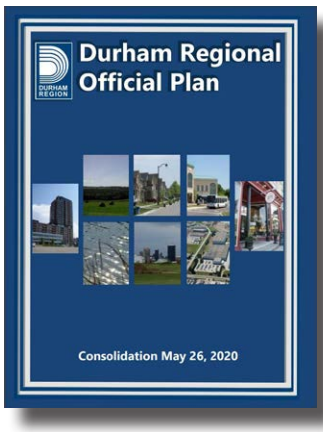
3.2.2 Durham Official Plan (2020)

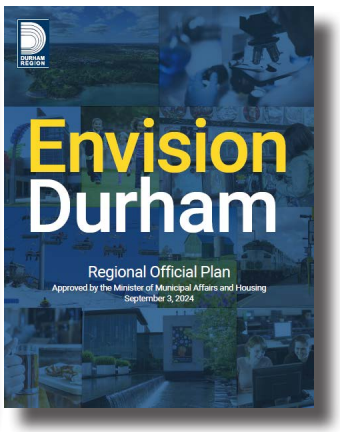
The Durham Official Plan (Office Consolidation 2020) provides the policy framework that guides growth and development in the Region. Development in the Region must conform with policies of the Regional Official Plan.

The proposed development is located within the Urban Area boundary and consistent with the following regional planning goals:

- *"To live in harmony with the natural environment and heritage of the Region;*
- *To develop the Region to its economic potential and increase job opportunities for its residents;*
- *To establish a wide range of housing opportunities in Urban Areas commensurate with the social and economic needs of present and future residents; and*
- *To create healthy and complete, sustainable communities within livable urban environments for the enjoyment of present and future residents."*

The proposed development addresses the Durham Regional planning goals by contributing to creating a sustainable and complete community by introducing a mixed-use development with a range of housing options, commercial uses and outdoor amenity areas within the Urban Area.





3.2.3 Envision Durham (Adopted Official Plan, as Amended) (May 2023)

The Envision Durham Approved Regional Official Plan (September 2024) provides a comprehensive policy framework to guide growth and development across the Region. All development within the Region must conform to the policies of this Plan.

The proposed development site is designated as a Rapid Transit Corridor on Map 1 – Regional Structure – Urban & Rural Systems. Rapid Transit Corridors are described in Section 5.2.24:

"The highest order Regional Corridors are designated as Rapid Transit Corridors. These Corridors are intended to provide for a full range and mix of uses including commercial, retail, institutional, residential, personal services, offices and other uses while implementing the built form principles contained in Policies 5.2.8 and 8.1.3. Transit-oriented development within these Corridors shall emphasize compact built form and intensification in order to optimize transit investment, create walkable and complete communities, and provide a range and mix of housing options to support residents of all ages and abilities."

The proposed mixed-use development aligns with these objectives by introducing high-density buildings that offer a variety of unit sizes, commercial uses, and outdoor amenity areas. The design supports a vibrant and pedestrian-oriented urban environment consistent with the principles of intensification and transit-oriented development.

Additionally, as outlined in Section 8.1.3, transit-oriented development in Strategic Growth Areas is guided by principles such as enhancing mobility through complete streets, improving accessibility to transit services, and encouraging facilities that support non-auto modes of transportation. The proposed development addresses these principles by integrating compact, high-density built forms and improving pedestrian connectivity to Kingston Road, a *"Rapid Transit Spine"* identified on *Map 3a – Transit Priority Network.*

3.2.4 City of Pickering Official Plan (2022)

The Official Plan is the principal policy document the City of Pickering uses to express its goals and objectives for the community and its development and redevelopment. This Official Plan provides general policy direction and a planning framework to guide the physical development of the Municipality and the assessment and management of the social, economic, and environmental effects of growth in the Municipality.

The following Official Plan goals and policies apply to the subject lands:

"Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of community services and facilities. Mixed Use Areas permit a wide variety of uses for residents, business-people and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses.

The Mixed Use Areas designation incorporates the hierarchy, function and design considerations specified for "centres and corridors" in the Durham Regional Official Plan, as indicated on Table 4. The broadest diversity of use, greatest levels of activity, and highest quality of design shall be directed to two Mixed Use Areas: the City Centre; and the Mixed Corridor along Kingston Road, the City's main street.

City Policy – Mixed Use Areas

3.6 City Council:

- *Shall recognize as Mixed Use Areas on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;*

- *Shall ensure Mixed Use Areas are designed and developed consistent with the community design provisions of this Plan (Chapters 9 and 14), and any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);*

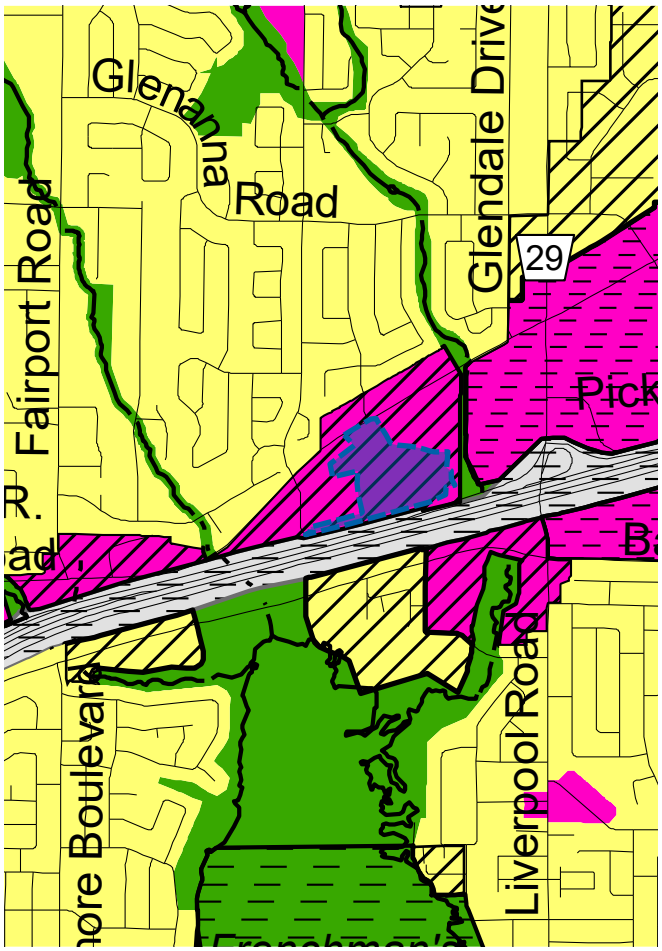


Figure 4: Schedule 1 Pickering Official Plan Edition 9

Chapter 9 – Community Design

This section sets out the strategy for addressing community design in the City of Pickering over the next 20 years. It focuses on ten community design concerns which are important to the creation of a high quality built and natural environment. These concerns go on further to involve fifteen specific detailed design considerations written into policy under Chapter 14 (Detailed Design Considerations). Policies related to the ten design concerns are as follow:

Community Design Goal

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

Community Design Objectives

9.2 To achieve the community design goal, City Council shall:

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

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

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

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

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

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

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

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

i) *Encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use; and*

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

The proposed development aligns with the goals of Chapter 9 of the Pickering Official Plan by showcasing a high-quality, compact, mixed-use design within an urban area targeted for intensification. The concept plan demonstrates pedestrian connectivity through pathways and access points, along with public spaces designed to foster community interaction and recreation. It also emphasizes architectural excellence with diverse materials and articulation, creating a vibrant, sustainable, and cohesive urban environment.

Chapter 14 – Detailed Design Considerations

Chapter 14 compliments the goals and objectives listed under Chapter 9 – Community Design. Detailed design considerations expand upon the community design concerns in order to establish an appropriate built form vocabulary for community design in the City of Pickering. The policies below are as follows:

Community Image

14.2 City Council shall:

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

(b) consider identifying at certain locations in the City, gateways and landmarks and require that these locations be maintained and enhanced through community design measures;

(e) provide an appropriate image for Pickering's City Centre through the distinctive form of the Civic Complex, the Esplanade Park and other key municipal symbols; and

(f) require all new public and private sector development at the Highway 401 and 407 interchanges to exhibit a high standard of architecture and urban design, in order to provide attractive gateways into and exits from the City and to take advantage of these locations with high visibility.

The development proposal will enhance the community image of the Kingston Road corridor in accordance with the principles outlined in Chapter 14 of the Pickering Official Plan. The project will create, reinforce, and enhance the distinctive character of this key urban corridor by introducing a high-quality design that includes podiums with appropriate step backs, angular planes, tower separation distances, and massing and articulation. These features will contribute to a visually appealing streetscape and define the pedestrian realm through well-designed shared public and private spaces.

Additionally, the development will act as a landmark, enhancing the specific character of the Kingston Road corridor as it transitions into and out of the Downtown Centre, and aligning with the City's objectives to create vibrant neighbourhoods, nodes, and corridors that reflect the collective identity of the area.

Development and Subdivision Design

14.5 City Council shall:

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

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

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

(f) encourage the design of local road patterns that provide direct pedestrian access to transit stops and transfer nodes;

(g) introduce public roads into large blocks of developable land.

The proposal envisions five phases of development with new local streets integrated into existing networks, creating smaller blocks that contribute to a pedestrian-friendly environment. In line with Chapter 14 of the Pickering Official Plan, the new street and block patterns will ensure connectivity, support safe pedestrian activity, and enhance the public realm. The layout reflects the principles of compact urban design and establishes an attractive and functional setting for future community activities.

Views and Vistas

14.6 City Council shall:

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

(b) preserve "landmark" views of unique features, including the Pickering Civic Complex and Frenchman's Bay, to provide visual reference points within Pickering's urban area, and to enhance the significance of those features;

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

(d) endeavour to maintain and enhance views of natural features, including woodlots, topographic features, bodies of water and across open spaces;

(e) endeavour to ensure that the design and layout of streets and pedestrian routes provide vantage points for significant views and vistas along their lengths; and

(f) endeavour to ensure that the design of sidewalks and other portions of buildings adjacent to public spaces provides views from exterior to interior activity areas, including stairwells, corridors, and entrance and elevator lobbies.

The proposed massing and architecture of the podiums and towers, combined with new landscaping in the public and private realms, will define and enhance the views of the Kingston Road Corridor and the newly proposed streets. This approach aligns with Section 14.6, which emphasizes the importance of creating and enhancing views and vistas at various scales, including streets, neighbourhoods, and public spaces. The development will serve as a landmark, contributing to the visual character of the area as it transitions into and out of the Downtown Centre. Special attention will be given to maximizing opportunities for vistas and ensuring a visually appealing streetscape in accordance with the Plan's objectives

Design of Public Open Spaces

14.7 City Council shall:

(a) promote the design, preservation, enhancement and creation of significant public open spaces in both the urban areas that contribute to the City's image;

(b) encourage public open spaces that complement and support the uses and activities generated by surrounding buildings and uses;

(c) promote the provision of public open spaces for community uses and activities such as festivals and other public gatherings in areas that are readily accessible to people, or where demand warrants;

(d) encourage in urban areas the creation of smaller outdoor spaces such as small parks, gardens and courtyards, where appropriate, and endeavour to ensure these spaces are defined and complemented by the architectural and design features and the scale of the buildings that surround them;

(e) encourage within publicly-accessible open spaces, a high quality environment with adequate amenities such as appropriate paving, benches, bicycle racks, refuse containers, lighting and other elements that accommodate the intended users of the space;

(f) consider elevated public open spaces, both natural and built (including rooftops, bridges, hilltops and embankments) as possible vantage points that provide panoramic views of the surrounding landscape from which people may better appreciate and understand Pickering's image;

(g) encourage the design of open spaces to consider the user's sensory experiences of light, sound, smell, colour, water and temperature;

(h) encourage the design of private space adjacent to public streets and open space areas (e.g., outdoor patios) to support the function and enhance the appearance of the adjacent public streets or areas;

(i) encourage the inclusion of water features, such as fountains, reflecting pools and spray features in the design of public and publicly-accessible open spaces.

The policies outlined above are integrated into the proposed mixed-use development through the creation of privately owned publicly accessible spaces (POPS). These spaces will foster a sense of community by offering opportunities for residents and visitors to engage in various activities within inviting, pedestrian-friendly environments.

The location and design of the POPS, alongside the streetscape and landscaping on both public and private properties, will be carefully coordinated to establish a consistent rhythm and enhance the public realm, adding visual interest and vitality to the area.

Furthermore, the proposal incorporates an enhanced public realm design by introducing a well-connected pedestrian circulation network of sidewalks and walkways. Street trees will line the proposed roads, contributing to a more inviting and comfortable environment that supports active transportation and complements the broader community design objectives of the Pickering Official Plan.

Streetscapes

14.8 City Council shall:

(a) support the creation of specialty treatments including planted boulevards and median strips, theme lighting and street furniture, and other design features, on strategic streets in Pickering;

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

(c) support, where appropriate, the use of sidewalks and adjacent publicly-accessible open spaces as outdoor patio restaurants;

(d) promote a unified design of decorative treatment for sidewalks within strategic areas, such as the City Centre, community nodes and other important shopping areas;

The proposal introduces a pedestrian-friendly scale by incorporating an attractive built form and façades along the Kingston Road streetscape and newly created rights-of-way within the development. This design will activate the streetscape and enhance pedestrian safety and comfort. In alignment with the policies, the streetscape will include barrier-free design features, decorative treatments, street plantings, and landscaping elements that enhance the public realm while contributing to the unique character of the corridor. These measures collectively aim to create a visually appealing and inviting environment for all user

Human Scale

14.9 City Council shall:

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

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

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

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

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

The detailed design, massing, and architecture of the proposed development will contribute significantly to the urban form of the surrounding community, enhancing the public realm and streetscapes while introducing architectural diversity that enriches the local character and identity of the City of Pickering.

The scale and height of the proposed podiums are designed to be contextually appropriate to the widths of the streets and the existing built form, establishing a harmonious relationship with the immediate surroundings. The proposal also includes enhancements to the public realm through attractive streetscapes and the integration of a new public park, creating a visually appealing and functionally cohesive environment for both residents and visitors.

Design of Buildings

14.10 City Council shall:

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

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

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

(e) discourage the placement of building functions which do not directly support public activities, such as loading bays, utility rooms and other building mechanical features (e.g., exhaust grilles), from being located on building façades adjacent to streets;

(f) require the orientation of the main front entrances to commercial, industrial, apartment and public buildings towards the street whenever possible, and to be visible from main pedestrian routes and vehicular approaches;

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

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

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

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

(l) discourage the use of corporate image building design and promote design which reflects neighbourhood character;

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

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

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

The proposed development incorporates diverse building scales, grouped to create a cohesive and unified urban form, while ensuring continuous façades along major streets. The design appropriately distributes density across the site and prioritizes active frontages, with entrances for residential, commercial, and community uses oriented towards the street to enhance accessibility and vibrancy.

Sustainability is integrated through bird-friendly glazing, low-impact development measures, and environmentally conscious building materials, aligning with green design standards. Enhanced landscaping, including significant tree planting, contributes to an attractive, low-maintenance public realm, reinforcing the site's connection to its surroundings and supporting the area's long-term ecological stability.

Personal Security

14.11 City Council shall:

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

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

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

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

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

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

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

(h) endeavour to ensure adequate lighting, early detection (e.g., mirrors and transparency), and remote monitoring (e.g., cameras) are used in locations where personal security risks may be present;

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

The proposed development incorporates measures to enhance public safety, accessibility, and comfort by prioritizing building design and placement that allow for visual oversight and easy access to adjacent public spaces. Unobstructed views of parks from surrounding streets are integrated to support safety and openness. The design also emphasizes appropriate lighting, visibility, and surveillance in walkways, parking areas, and amenity spaces. Public-use areas within buildings are oriented at ground level towards public streets to promote accessibility and active frontages.

Barrier-Free Access

14.12 City Council shall:

(a) endeavour to ensure barrier-free access is provided to all public buildings, areas and transportation facilities by using features such as level surfaces, ramps, elevators, automatic doors, curb depressions, railings and rest areas;

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

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

The proposal will be designed in accordance with AODA requirements to ensure there is barrier-free access for all users.

Public Art

14.13 City Council shall:

(a) promote the placement of a range of art in publicly-accessible and visible locations such as parks, prominent street corners, plazas and on buildings;

(b) encourage public art in a broad range of media, themes and formats in order to engage the observer, foster civic identity and promote social interaction; and

(c) consider integrating public art in the early stages of the design and planning of developments.

Public art will be strategically considered in the proposal as part of the landscaping design to ensure a high quality public realm.

Lighting

14.14 City Council shall:

(a) promote the use of lighting to enhance and define the aesthetic and functional quality of public places such as promenades, sidewalks, squares and parks;

(b) promote the use of lighting fixtures that are compatible with the scale of pedestrian activity;

(c) promote the lighting of key buildings such as the Civic Complex, historic buildings, landmark buildings and public monuments to accentuate their architectural features and significance;

(d) encourage the use of lighting to reinforce a particular design theme or distinctive character of specific areas of Pickering such as the City Centre and the Whitevale Heritage Conservation District; and

(e) reduce the effects of light pollution on the night-time sky and on adjacent uses by requiring the use of lighting fixtures that are particularly suited to the purpose and setting in which they are to be utilized.

Lighting will be provided in the proposal to protect pedestrian safety and enhance and define the public space as well as to delineate entrances to residential buildings, business and underground parking areas and in accordance with City of Pickering requirements.

Signage

14.15 City Council shall:

(a) require the design of signs to be used to enhance the appeal of developments, and to integrate with the architectural design of buildings, in order to contribute to the overall visual quality of the built environment;

(b) encourage the use of an appropriate variety of signage types, such as fascia signs, canopies and awnings, projecting signs, ground signs, and directory signs, which complement building designs rather than dominate them;

(c) encourage non-business related signs, such as directional signs, public information kiosks, and general identification signs, to be accommodated in the design of buildings that are adjacent to, and incorporate, public or publicly-accessible spaces; and

(d) prohibit the use of portable signs except under specific circumstances and by permit only.

Where applicable, signage for business and non-business activities will be incorporated into the building design of the development proposal and thoughtfully considered.

3.2.5 Kingston Road Corridor and Specialty Retailing Node – Draft Urban Design Guidelines (DUDG) (2019)

The Kingston Road Corridor and Specialty Retailing Node – Draft Urban Design Guidelines were developed to guide the transformation of Kingston Road into a vibrant, sustainable, and walkable urban corridor that supports transit-oriented development. These guidelines aim to create a dynamic and cohesive community where residents, employees, and visitors can live, work, shop, and engage in leisure activities within an attractive and accessible environment. By fostering a mix of uses and prioritizing design excellence, the guidelines promote intensification and enhance the character of this important urban corridor.

The subject lands are located in the Dunbarton/ Liverpool Precinct and is a key area for redevelopment and intensification, reflecting the broader vision for the Kingston Road Corridor as a destination for sustainable growth, connectivity, and urban vitality. The proposed development aligns with the intent of the guidelines, contributing to a cohesive urban structure and enhancing the precinct's role as part of the City's broader urban transformation.

The relevant Urban Design Goals and Objectives from Section 1.4 are as follows:

Goal 1:

Advance the concept of place-making and create complete communities

The design emphasizes place-making by integrating diverse residential, commercial, and recreational spaces that foster a sense of community. The ground-level retail, vibrant public spaces, and well-designed open areas will encourage social interaction and community engagement, contributing to the development of a "complete" community. These elements have been carefully considered to enhance the character of the neighbourhood while aligning with broader urban place-making principles.

Figure 5: Dunbarton/Liverpool Precinct Overall Massing (as shown in the DUDG)

Goal 2:

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

Streetscape, open spaces, and development concepts have been designed to accommodate future growth and evolving community needs.

Sustainability principles include stormwater management solutions which reduce runoff and enhance urban biodiversity. Buildings to be designed with energy efficiency in mind, employing sustainable and energy efficient materials and technologies such as, green roofs, and high-performance building materials to minimize the carbon footprint. The project's commitment to sustainability ensures environmental responsibility throughout its lifecycle.

Section 4.9 of the UDB includes a detailed description of the sustainability considerations for this proposed development.

Goal 3:

Stimulate economic growth and vitality

This mixed-use high-rise community is designed to stimulate economic activity through its combination of commercial and residential spaces. By offering flexible commercial spaces that can accommodate a range of business types and sizes, the project will encourage entrepreneurship and job creation, contributing to local economic growth. The high-density residential units will also bring a larger population to the area, supporting local businesses and services.

Goal 4:

Promote mixed-use development with an emphasis on higher-density residential and employment uses integrated within a building or site

The proposed development achieves a balance between higher-density residential and employment uses, with residential units strategically placed above commercial spaces in key areas of the plan to promote integrated living and working environments. Additionally, integration of a high rise building with retail adjacent to the central park amenity further emphasises this integration. By clustering these uses together, the development reduces the need for commuting, encouraging residents to live and work in close proximity. This mix enhances the entire development's overall functionality and helps foster an active, vibrant community.

Goal 5:

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

The design prioritizes a complete streets approach by integrating safe, accessible connections for all transportation modes, with a strong focus on pedestrian and active transportation. The interconnected network of sidewalks, pedestrian pathways, and multi-use paths links residential, commercial, and recreational spaces, fostering shorter trips and reducing reliance on cars. With the Pickering GO Station within an 800-metre radius and bus transportation within 400 metres, the development is transit-oriented, encouraging walkability and ease of access. Vehicular access is efficiently managed through strategically placed roads and underground parking, ensuring a harmonious balance between pedestrian circulation and vehicular traffic while maintaining an attractive streetscape.

Goal 6:

Improve access management and connectivity for all transportation modes

The development's access strategy consolidates driveways along Kingston Road. A single private road access is planned for Kingston Road, complemented by additional access points from surrounding streets, which contribute to a well-connected internal circulation network. The internal streetscape is composed of private streets and a future public road, providing alternative routes for vehicular traffic and creating new frontages for development. This interconnected network enhances mobility and accessibility for all transportation modes, while also promoting a safe and efficient flow of traffic within the site.

Goal 9:

Support implementation by considering phasing, flexibility, and intermediate interventions

The proposed community includes 5 development phases. The arrangement of streets, blocks, open spaces, and buildings is structured to accommodate multiple implementation strategies, ensuring that the site can develop over time without compromising the overall vision and allowing for some existing uses to maintain through various construction phases.

Block Structure (Section 2.2)

The guidelines emphasize the importance of block structure as a critical component in shaping neighbourhoods and the urban experience. Block designs are intended to promote efficient mobility, enhance neighbourhood character, and support an active public realm. By prioritizing walkability and connectivity, the guidelines aim to create a cohesive urban environment that fosters accessibility and interaction between built form and open spaces. The Design Guidelines are:

i. *Block lengths should generally range between 100 and 150 metres to promote permeability within the streetscape, support walkability, and increase the ease of pedestrian and cyclist movement.*

ii. *Where a block is longer than 150 metres and shorter alternatives are not feasible, mid-block connections shall be introduced through pedestrian paths or linear parks. Pedestrian-scale lighting should be implemented along these paths to increase comfort and safety.*

iii. *A mix of lot sizes, configurations and orientations should be provided to accommodate a variety of uses and enhance visual interest along the streetscape.*

iv. *Generally, a standard rectilinear lot is preferred to maximize design and siting options. The traditional lot shape may be varied to account for irregular slopes or property boundaries.*

v. *Corner lots may require greater widths to account for increased building setbacks from both the front and side yards.*

vi. *Block layouts should be designed to maximize views and vistas through development blocks and towards gateways and natural heritage features.*

The proposed development is designed to align with the city's block structure guidelines, with block lengths primarily under 150 metres, promoting walkability and ease of movement throughout the community. Where longer blocks exist, pedestrian routes have been included to mitigate extended distances. The high-rise mixed-use blocks feature diverse sizes and configurations, accommodating a variety of uses that enhance visual interest and vibrancy. Notably, the central development block includes a large open space park that serves as a focal point, allowing all surrounding buildings to overlook this green amenity, fostering community interaction and connection while maximizing views and enhancing the overall urban experience.

Building Placement and Orientation (Section 2.3)

This guideline outlines principles for building placement and orientation to enhance the relationship between buildings, streets, and public spaces. These principles prioritize safety, accessibility, and the activation of the public realm. Section 2.3 is broken into three key subcategories:

2.3.1 Building Placement:

- Emphasizes the importance of aligning buildings to the street edge to create a defined and engaging streetscape. Placement should consider adjacent uses, open spaces, and the character of the public realm.

2.3.2 Building Entrances:

- Highlights the need for highly visible and accessible entrances that connect seamlessly with public sidewalks or pedestrian walkways.

Entrances should enhance activity along the street and contribute to pedestrian comfort and safety.

2.3.3 Building Separation:

- Focuses on maintaining appropriate separation distances between buildings to ensure access to natural light, privacy, and ventilation while minimizing shadow impacts on streets and open spaces.

The proposed development prioritizes building placement and orientation to ensure appropriate integration and transitions with the surrounding context. Building entrances are designed to be highly visible and front onto public streets and open spaces, creating direct connections to pedestrian walkways and sidewalks, which enhances accessibility and encourages interaction. Specific attention has been made to retail entrances as well which are strategically positioned towards the public realm, creating an inviting atmosphere that encourages foot traffic and interaction.

Building separation proposed is 25 metre minimum between towers which is consistent with the guidelines.

Parking (Section 2.5)

Parking guidelines aim to support the district's intensification goals by encouraging parking solutions that minimize visual and environmental impacts while enhancing the pedestrian realm. On-street parking and well-designed surface parking are prioritized to maintain accessibility and promote a vibrant, sustainable urban environment. The Guidelines are:

2.5.1 On-Street Parking

i. To achieve a vibrant district and to minimize the need for parking lots that have greater impacts on the pedestrian realm, on-street parking is encouraged on public and private roads in strategic locations. This includes destinations such as community facilities, large open spaces, parks, and grade-related retail streets.

ii. Where possible, street parking should be separated from the sidewalk by a landscape buffer to allow for safe loading in and out of cars without impeding on clear paths for pedestrian movement along the sidewalk. Landscape buffers shall also 'green' the streetscape and improve stormwater infiltration (Fig. 24).

iii. On-street parking on arterial roads should be reviewed on a case-by-case basis.

iv. The design of each precinct shall accommodate sufficient parking capacity to support a dense and vibrant district.

2.5.3 Surface Parking

i. New developments are encouraged to reduce or minimize surface parking on site, in order to reduce the urban heat island effect and promote more compact development.

ii. Parking shall be located at the side or rear of the site where it is neither visible from the street nor blocking pedestrian access.

iii. In the design of surface parking areas that are visible from the highway and streets, edges along parking areas shall be defined and softened through tree planting, landscape berms, pergolas, and other similar features (Fig. 27).

iv. Surface parking is discouraged adjacent to at-grade residential areas. A vegetated buffer should be provided between surface parking and residential areas.

v. A strong integration of vegetation and soil volume solutions (i.e. large trenches, soil cells) that allow for large trees to grow should be used in landscape islands within surface parking lots to provide proper shade for cars and to increase stormwater infiltration.

vi. Permeable pavement and/or pavement with good solar reflective index is encouraged. A combination of hardscape and softscape elements should be used to reduce the urban heat island effect (Fig. 26). Bioswales are highly encouraged as a means

of mitigating automotive pollution impacts on water and reducing stormwater runoff loads on the sewage system.

vii. *Designs that include urban furniture and decorative pavements are encouraged to support a flexible use of the area and allow for other temporary uses, such as social and sport events, where suitable.*

The proposed development provides parking primarily through a series of underground parking access points, ensuring that parking facilities are integrated discreetly within the site. These access points are carefully screened by built form to maintain the visual quality of prominent streetscapes. At grade, the development emphasizes pedestrian-oriented design, with active commercial frontages and accessible entrances contributing to an engaging and vibrant public realm. There is no surface parking in the proposed development, with all parking contained within the buildings. Any potential on-street parking within the public rights-of-way would align with the City's design standards, ensuring consistency with broader urban design objectives.

Landscape Design (Section 2.7)

The guidelines highlight integrating landscaping as an essential component of site design to unify architectural projects, enhance pedestrian comfort, and contribute to an attractive and consistent streetscape. Prioritizing soft landscaping, tree retention, and the use of durable, high-quality elements, the guidelines support both environmental sustainability and a visually appealing public realm. The landscape design guidelines are:

i. *Landscape shall be an integral piece of the site design and be developed to unify and enhance the overall architectural project. High-quality, durable and diverse landscape elements shall be encouraged.*

ii. *A minimum of 10% of each lot shall be landscaped, with a significant proportion of that being soft landscaping.*

iii. *Landscaping shall support and define a consistent and attractive street edge. The selection and spacing of all plantings should relate to the street type and adjacent land use and site conditions.*

iv. *Within sites, landscaping shall define pedestrian routes and enhance visual imagery of the site. Large tree canopies are encouraged along pedestrian routes to provide shade and comfort (Fig. 29).*

v. *Every effort should be made to retain existing trees and other mature vegetation during redevelopment. Where possible, these should be integrated into the site layout and landscape design for new developments.*

The proposed development incorporates landscaping as an integral element of the site design, enhancing the architectural character and contributing to a sustainable and visually appealing streetscape. The landscape strategy aims to create a cohesive and attractive public realm while supporting pedestrian comfort through the thoughtful placement of plantings and tree canopies.

Efforts will focus on defining pedestrian routes, reinforcing the street edge, and ensuring landscaping complements the surrounding urban context. Where feasible, mature vegetation will be preserved and integrated into the design to maintain a connection to the existing natural environment. Further details on public realm and open space landscaping are provided in Sections 4.6 and 4.7 of the Urban Design Brief.

PROVIDE LANDSCAPE RESPONSE TO THESE GUIDELINES

Transition & Massing (Section 2.10)

This section highlights the importance of building massing and transitions to ensure compatibility with the surrounding built environment. These guidelines aim to create a human-scaled urban realm, minimize negative impacts such as shadows and wind, and establish appropriate relationships between varying

building heights. The intent is to maintain the character and functionality of adjacent streetscapes, parks, and neighbourhoods while accommodating intensification. The design guidelines are:

i. New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.

ii. Where mid and high-rise buildings are adjacent to low-rise buildings, increased setbacks or building setbacks should be employed, in consideration of an appropriate transition.

iii. In cases where buildings have a height of 8 storeys or more proposed adjacent to the streetline, the upper storeys of the building should be sited on podiums having a minimum height of 3 storeys and a maximum height of 6 storeys.

iv. Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary frontages, and other intensively used areas of the public realm.

v. The shadow impact of buildings on adjacent residential buildings, public parks and privately owned publicly-accessible spaces shall be assessed through a shadow impact study, where appropriate, and minimized to the extent possible.

vi. Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.

vii. The development of large mass buildings within areas that are characterized by a distinct architectural theme should reflect similar architectural features, where practical, to blend in with the character of the particular area.

To limit shadow and overlook impacts in low-rise residential areas, an angular plane shall be applied through the following:

viii. From the front yard of low-rise residential (i.e. where development is across the street from stable low-rise neighbourhoods), built form shall conform to a 45 degree angular plane measured from a height of 10.5 metres, set back 5 metres from the front property line.

ix. From the rear yard of low-rise residential (i.e. where development backs directly on to stable low-rise neighbourhoods), built form shall conform to a 45 degree angular plane measured from a height of 10.5 metres, set back 7.5 metres from the rear property line.

To help create a human-scaled environment along public streets, an angular plane shall be applied through the following:

x. On Kingston Road, Brock Road, Pickering Parkway and existing north-south public roads intersecting Kingston Road, built form shall 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.

xi. As an exception, on Kingston Road in the Rougemount Precinct and on Kingston Road between Dunbarton Creek and Pine Creek in the Dunbarton/Liverpool Precinct, built form shall conform to a 45 degree angular plane from the front property line, beginning at a height 30 percent the width of the adjacent right-of-way.

The proposed development effectively responds to its context, balancing large-scale visibility from the adjacent Highway 401 to the south, and a focus on providing a sensitive transition to the low-rise residential neighbourhood to the north.

Setbacks and step-backs ensure a smooth transition to the adjacent residential area. Building A provides a 6-storey podium with a step-back directly adjacent to Kingston road with towers located at the south end of the block. Building heights gradually increase to the tallest adjacent to Highway 401 and are organized around a central park and open space.

A shadow impact and angular plane analysis has been completed for this development. More information regarding this can be found within the Urban Design Brief and Architectural Drawings.

A pedestrian wind assessment has also been completed by SLR Consulting and was submitted as part of this application. For information regarding this analysis please consult that report.

Tall Buildings (Section 2.15.1)

The Draft Urban Design Guidelines define tall buildings as those 13 storeys or greater, typically including active uses at-grade and a mix of residential, commercial, or office uses above. Tall buildings are characterized by three key components: the podium (base), tower (middle), and top, and their design is guided by principles to ensure they integrate well into the urban context while enhancing the public realm. The design guidelines are:

i. *Tall buildings should generally be located within gateways, including at the intersection of transit spines, major arterials, along the highway and proximate to highway access (Fig. 42).*

ii. *Podiums shall have a minimum height of 3 storeys and a maximum height of 6 storeys to create a comfortable public realm. Towers should be stepped back a minimum of 3 metres from the podium wall.*

iii. *Tall buildings should appropriately transition in height, particularly where high-rise development is directly adjacent to existing low-rise neighbourhoods, parks and open spaces, and POPS.*

iv. *Tall buildings should be designed and sited to minimize shadows, maximize sky views, and reduce negative micro-climate impacts, particularly where high-rise development is directly adjacent to low-rise neighbourhoods, parks and open spaces.*

v. *Building towers shall be subject to a minimum 25 metre separation distance, measured between the exterior edge of the building face. Buildings shall have a maximum tower floor plate of 750m2.*

vi. *Upper floors should terminate the tower with distinctive crowning features and accent materials compatible with the overall building design.*

vii. *Building tops should incorporate screening for rooftop mechanical equipment to minimize their visual impact.*

The proposed development generally adheres to the design principles for tall buildings, with towers primarily located near and along the highway and the overall site within proximity to key transit access points, including the Pickering GO station and surrounding bus routes. This placement ensures that the tallest structures are positioned in areas best suited for high-density development, while minimizing impact on adjacent low-rise neighbourhoods.

To maintain a pedestrian-friendly environment, the design incorporates podiums between three and six storeys in height, establishing a comfortable human scale along the street. These podiums support a vibrant streetscape with active at-grade uses like retail and commercial spaces. The towers are stepped back from the podium by a minimum of three metres, reducing the visual impact on the public realm and providing opportunities for terraces and outdoor spaces.

Additionally, distinctive architectural features and carefully designed building tops will provide a visual identity and mark the skyline, while rooftop mechanical equipment will be screened to reduce its impact on views. These specific design features will be discussed in greater details through subsequent building design and site plan applications.

While many of the tower floor plates exceed the 750m^2 guideline, with a maximum size of 850m^2, this increase has been carefully balanced with other urban design considerations. The larger floor plates accommodate the functional requirements of the mixed-use development and allow for more efficient building

layouts, supporting the community's objectives. Despite the increased size, tower separation distances are maintained at a minimum of 25 metres to ensure ample light, views, and privacy between buildings.

Public Parks (Section 3.5)

Section 3.5 emphasizes the integration of public parks as essential components of the urban fabric, serving as focal points for recreation, social interaction, and community building. Public parks are intended to provide accessible and functional open spaces that cater to diverse user needs while enhancing the overall aesthetic and environmental quality of the development area.

These guidelines advocate for parks that are well-connected to the surrounding pedestrian network, visually and physically integrated with adjacent built forms, and designed to reflect the unique character and needs of the local community. Thoughtful consideration of size, layout, programming, and landscaping is emphasized to ensure that public parks contribute meaningfully to the public realm. The Guidelines are:

i. *Public Parks shall front onto public streets, be accessible from adjacent public streets where possible, and be of a shape, topography and size that reflects their intended use. Park design should incorporate a measure of flexibility to enable the potential for multi-use spaces throughout all seasons.*

ii. *Public parks should be a minimum of 0.3 hectares in size, although larger parks are preferred. The siting and sizing of new Public Parks should take into account planned residential and employment intensification to ensure adequate provision.*

iii. *Public Parks should contain multiple access points (Fig. 54). Entrances should be highly visible, aesthetically-pleasing, accessible for users with physical disabilities, and incorporate signage that assists in wayfinding and orientation.*

iv. *Public Parks should be physically and visually connected to the public street. New buildings should be positioned to define the shape and function of the public park and to create the impression of a cohesive public realm.*

v. *Public Parks should have a minimum of one public street frontage and one private street frontage, although greater street frontages are encouraged.*

vi. *Developments adjacent to a Public Park will be setback a minimum of 3 metres and will provide an appropriate interface between public and private lands, promote animated uses at grade and avoid locating loading and service areas adjacent to parks.*

vii. *Public Parks shall serve a community function and incorporate an appropriate range and variety of active and passive recreational uses, subject to the size and shape of the park (Fig. 55).*

viii. *Public Parks which are 0.3 ha or larger in size should include a playground with junior and senior children's play equipment, seating areas, pathways, open unprogrammed turf areas and tree canopy. Larger parks should accommodate water play features, multi-use courts or one-on-one basketball facilities.*

ix. *Public Parks also should incorporate pedestrian-scaled lighting, bicycle racks, appropriate signage and public art, where appropriate.*

x. *Amenity areas within Public Parks should be located and oriented to maximize sunlight and be sheltered from the noise and traffic of adjacent streets and uses to increase user comfort.*

xi. *Development should seek to adequately limit shadows on parks as necessary to preserve their utility. Development should adequately limit net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on parks.*

xii. *Where Public Parks are located adjacent to school sites or community facilities, the design of both entities should be coordinated in order to capitalize on opportunities for shared facilities and amenities.*

xiii. *On-street parking on streets adjacent to Public Parks should be situated on the same side of the street as the park to facilitate convenient, direct and safe access.*

xiv. *Public Parks and Green Spaces should connect to neighbouring natural heritage features through enhanced boulevards to contribute to a green, interconnected pedestrian network.*

The proposed public park is a central feature of the development, bordered by both public and private roads and surrounded by mixed-use buildings. Its size exceeds the minimum required guideline (0.3ha) providing ample space for community activities and recreational use, and reinforcing its role as a significant amenity for residents and visitors alike.

The design and placement of buildings around the park aim to create a sheltered and inviting environment by mitigating potential impacts from adjacent streets, such as noise. While sunlight access is considered, the detailed design will incorporate features to enhance the park's comfort and usability, such as thoughtfully designed seating areas, landscaping to provide shaded and sunny spaces, and strategically placed pathways that promote accessibility and active use throughout the day.

Additionally, the park is physically and visually connected to the surrounding streets and buildings, enhancing its accessibility and integration within the development. Public art, wayfinding signage, and pedestrian-scale lighting, to be refined during the detailed design phase, will contribute to the park's sense of place.

Portion of the park will be strata park, directly connected to this new public park and expands the overall green space to over 8,800m^2. This connection provides an opportunity for both spaces to function cohesively, offering a more versatile and integrated recreational area that strengthens community ties and supports a diverse range of activities.

Privately Owned Public Spaces (POPS) (Section 3.8)

Section 3.8 emphasizes the role of POPS in complementing public parks and contributing to the overall quality and functionality of urban open spaces. These spaces are intended to provide accessible and inviting areas for social interaction, recreation, and leisure within privately managed developments, enhancing the sense of community and fostering active urban environments.

The guidelines advocate for POPS to be thoughtfully designed, well-integrated with the surrounding streetscape and buildings, and easily accessible to the public. Key considerations include ensuring visibility, providing a variety of seating and shade options, and incorporating landscaping and amenities that support diverse uses and activities. POPS are encouraged to serve as focal points that contribute to the vibrancy and identity of the surrounding neighbourhood. The Guidelines are:

i. *POPS shall be publicly accessible, with signage to properly identify the space and indicate access for public use.*

ii. *The locations of POPS will be identified in the implementing zoning by-law and their exact size, location and design shall be addressed through detailed block planning, to include matters such as connectivity and cost sharing between multiple landowners.*

iii. *The size, shape and configuration of POPS will vary based on the existing and planned context and specific characteristics of the site and the building program.*

iv. *POPS shall provide public easements as necessary over privately-owned open spaces to provide access to the general public.*

v. *Private landowners shall be responsible for ongoing maintenance to ensure that POPS remain in a state of good repair through all seasons.*

vi. *The location and design of POPS should seek to physically and visually connect to the public street.*

vii. *POPS should be framed by and relate to surrounding buildings; at-grade active uses shall support the programming of the open space and offer a surveillance element to promote safety (Fig. 58).*

viii. *All POPS should incorporate soft landscape and planting; trees shall have sufficient soil volumes to enable large mature growth and a significant tree canopy.*

ix. *POPS should maximize sun exposure and strive to achieve 5 consecutive hours of sun as measured on March 21 and September 21.*

x. *POPS should provide amenities including seating areas, pedestrian-scale lighting, bicycle racks, garbage cans, and public art to create a positive walking and cycling environment. Amenities should compliment the character of the surrounding public realm and active ground floor uses.*

POPS designed as Parks should:

xi. *Be located to provide areas of open green space where intensified development is expected or planned to occur.*

xii. *Have a dimension of a minimum of 0.2 ha, with larger spaces preferred.*

xiii. *Include seating areas, walkways, a playground with junior children's play equipment, an open turf area, and tree canopy.*

POPS designed as Linear Parks should:

xiv. *Be located where they are able to link several larger green spaces in close proximity, for example to connect Brock Road and Beechlawn Park to the newly proposed internal park on the development block east of Brock Road.*

xv. *Have a dimension which is based on local site conditions; however, generally the minimum width should be 6.5 metres or greater to provide adequate spacing for the park to act as a movement corridor as well as a landscaped activity space.*

xvi. *Provide a clear pathway with high-quality, durable paving materials.*

POPS designed as Urban Squares should:

xvii. *Be located in commercial and areas and be designed to accommodate relatively higher levels of pedestrian foot traffic, with more hardscaped areas relative to softscape*

xviii. *Incorporate high-quality paving treatments, with distinct paving materials used to delineate between separated activity zones within larger squares.*

xix. *Have a dimension which is based on local site conditions; they could be as small as 100m^2 but should be large enough to allow for active programming and public events.*

xx. *Provide seating areas in the form of benches or seat walls, plant material (preferably in raised planters) and higher branching trees for shade. If located near dining establishments, tables with seats may be appropriate.*

The proposed development integrates Privately Owned Publicly Accessible Spaces (POPS) as vital components of the public realm, enhancing community interaction and recreational opportunities. The layout anticipates various forms of POPS, including, linear parks, and urban squares, ensuring that they complement the overall design of the mixed-use environment. While the specific design details will be determined through detailed design, the vision incorporates essential elements such as seating areas, gathering spaces, pedestrian-scale lighting, and landscaping that promotes connectivity.

The designated POPS are strategically located to foster accessibility, linking key areas of the development and surrounding neighbourhoods. They will be sized

appropriately, with a focus on open space, to support intensified development and community activities. Moreover, these spaces will be framed by active ground floor uses to enhance safety and engagement, creating inviting areas for social interaction.

The Privately Owned Public Spaces (POPS) are distributed across the site to provide connectivity, variety, and functionality for the surrounding buildings:

1. POPS 1, 2, and 3: These smaller segments collectively form a linear park, connecting key areas of the site. They provide distinct spaces for leisure and interaction while enhancing connectivity between adjacent buildings.
2. POPS 4: Located at the south-east corner of the property, this POPS is integrated with the future Multi-Use Pathway. Informal planting of native trees and shrubs assist in creating a green connection to the adjacent natural green space
3. POPS 5: An urban square located directly adjacent to the south side of Building B, POPS 5 contributes to creating a larger gateway at the intersection of Street B and Walnut Lane. This space in conjunction with the Park, situated south of Street B, creates a cohesive and inviting entry feature for the development while enhancing the public realm.

Each of these POPS meets the minimum size requirement as outlined in the guidelines.

Pedestrians (Section 4.2)

The guidelines emphasize the importance of creating a connected, accessible, and pedestrian-friendly environment. Section 4.2 outlines key principles for designing streets and pedestrian connections that foster safety, accessibility, and seamless mobility for all users. The guidelines aim to enhance the public realm and promote active transportation through thoughtfully designed streetscapes and pathways. The guidelines for Pedestrians are as follows:

4.2.1 Sidewalks

i. Sidewalks should provide a network of accessible and inter-connected pedestrian routes which relate directly to surrounding buildings and destinations.

ii. Sidewalks should provide a clear, unobstructed pathway and be a minimum width of 2 metres to ensure a comfortable walking environment (Fig. 70).

iii. Sidewalks should be designed to serve all users, including children, older people, parents with strollers, the visually impaired, and those using wheelchairs and other assistive devices. Barrier-free surfaces should be in compliance with Accessibility for Ontarians with Disabilities Act (AODA) standards.

iv. Sunlight exposure along sidewalks should be achieved and protected to maintain an inviting pedestrian realm, particularly at retail spill-out zones.

v. Where appropriate, curb extensions/bump-outs may be incorporated at the street intersections or mid-block locations to expand the pedestrian path, provide additional queuing space, shorten roadway crossings and calm motorized traffic. Where on-road facilities exist, the bump-outs should not disrupt a continuous bike lane through the intersection.

vi. Adequate space should be provided within the public right-of-way to allow for landscape and furniture zones adjacent to sidewalks.

vii. Street furniture may include benches, tables, fountains, and newspaper boxes. These should be placed in high-traffic areas, particularly where public amenities or active frontages exist.

viii. Where appropriate, street trees which provide significant canopy shading should be planted to soften the built form, reduce the heat island effect and maximize the urban tree canopy. Trees should be incorporated at intervals of 6 to 9 metres.

4.2.2 Pedestrian Paths

i. Pedestrian paths are reserved for the exclusive use of pedestrians, and should be implemented to provide additional connections and routes of circulation within blocks and to open spaces and destinations (Fig. 71).

ii. Pedestrian paths should be designed with a minimum width of 2.5 metres to provide for a comfortable walking environment.

iii. Pedestrian paths should be well-designed and inviting to users, with features such as soft landscaping, plantings, public art, wayfinding signage and pedestrian-scaled lighting implemented where appropriate. Where possible, a generous urban tree canopy is encouraged.

iv. The placement of street furniture should ensure that pedestrian routes are free of obstruction and enable proper circulation and sight lines.

v. Pedestrian paths should utilize high-quality and durable paving material. The paving treatment is encouraged to have a distinctive colour, texture or pattern to assist with wayfinding. Permeable paving materials should be used for pedestrian paths in areas intersecting with green space or natural heritage features.

vi. Pedestrian paths should be designed to encourage strolling and gathering of people, and include spill-out spaces and other elements to keep the public realm active.

4.2.3 Pedestrian Crossings

i. Pedestrian crossings should provide clear, unobstructed paths and be connected to adjacent sidewalks to allow ease of access for all users.

ii. Crossings should be clearly designed for safety, with appropriate traffic control devices, surface markings or variation in construction material, lighting and signage (Fig. 72).

iii. Examples of controlled pedestrian crossings are pedestrian crossover (PXO), intersection pedestrian signal (IPS) and mid-block pedestrian signal (MPS).

iv. Signalized crossings should be located at all major intersections and areas of high pedestrian traffic such as gateways, parks, schools, libraries and major retail areas. Signalized crossings should be considered at these locations, where appropriate and warranted. Signalization should be prioritized for pedestrian crossings over traffic.

v. The pedestrian network, including sidewalks and pedestrian paths, should be designed to bring pedestrians to safe, controlled crossing locations and discourage crossings at uncontrolled mid-block locations.

vi. Accessible pedestrian signals with push-buttons and count-down signals should be provided at all signalized intersections.

vii. On private sites where new road connections and blocks are established, pedestrians should be accommodated and given priority through stop signs or other signalization methods.

The proposed pedestrian network within the development aim to create a vibrant urban environment, encouraging active transportation. Sidewalks are integral to the pedestrian network, providing a minimum width to ensure a comfortable walking environment. These sidewalks are strategically placed to connect directly to surrounding buildings and community amenities, and connect with additional pedestrian pathways through the variety of urban open spaces provided.

Pedestrian crossings considered and will be incorporated at key intersections, providing safe and designated locations for pedestrians to navigate through vehicular traffic.

Street Types (Section 4.5)

This section outlines the framework for a well-functioning street network that supports safe,

accessible, and efficient movement for pedestrians, cyclists, vehicles, and transit users. The planned street types—public and private—are critical for enhancing connectivity, forming cohesive block patterns, and promoting active transportation.

These design guidelines underline flexibility in street layout while ensuring the integration of strong public amenities, active transportation infrastructure, and aesthetically cohesive streetscapes. This section provides specific recommendations for both public and private streets.

The proposed development aligns with the principles outlined in Section 4.5.4 and 4.5.5 focusing on new public and private streets by prioritizing a cohesive and accessible road network. A central 20-metre public right-of-way serves as the primary organizing feature of the development, providing a direct and prominent connection through the site. The remaining rights-of-way are 17 metres, designed to accommodate efficient vehicular, pedestrian, and cyclist movement while maintaining a pedestrian-friendly scale.

Future connectivity is facilitated through an opportunity for a public road connection to the west, which would link with Dixie Road through the future development of the lands to the west. Additionally, a series of private roads within the site ensure seamless access to and from the development, creating connections to Kingston Road to the north and surrounding internal roads. This road network balances accessibility and connectivity.

3.2.6 OPA 38 (November 2020)

Dunbarton-Liverpool Precinct

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

(a) the greatest densities and building heights shall be directed to the south of the intersection of Kingston Road and Dixie Road and south of Kingston Road along Highway 401;

(b) development of the Precinct to be a local community and shopping destination with a series of connected and animated neighbourhood-oriented green spaces and squares will be encouraged;

(c) the establishment of multi-modal connections to the City Centre will be encouraged;

(d) new buildings will be encouraged to establish primary frontages at grade with enhanced boulevards onto the new proposed Public Street as shown on Schedule XIV;

Mixed Use Type A

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

Mixed Use Type B

Mixed Use Type B Areas are designed to support mid- and high-rise developments with a balanced mix of residential, retail, and commercial uses at a lesser intensity than Mixed Use Type A Areas. These areas prioritize neighbourhood-oriented retail and commercial businesses, typically small- to medium-scale, to meet local needs and create a vibrant, pedestrian-friendly streetscape. Retail and commercial uses are encouraged on the first and second floors of mixed-use buildings or in separate buildings on mixed-use sites, with office uses permitted as a secondary component. This designation fosters walkable and

transit-supportive communities while maintaining a focus on active and accessible street-level uses that enhance the public realm.

Mixed Use Type A

11A.9.2 The following policies apply to the Mixed Use Type A land use designation as shown on Schedule XIV. Within these areas, City Council:

(a) shall require areas designated as Mixed Use Type A on Schedule XIV to have the greatest density and represent the highest-intensity uses within the intensification areas with a combination of higher density residential, commercial and retail uses including those which serve a broader area, and office uses in mixed use buildings, or in separate buildings on mixed use sites;

(b) encourages office uses, particularly Major Office uses and major institutional uses, to be located in Mixed Use Type A Areas. These uses should be predominantly directed to major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities;

(c) will seek to require the accommodation of a minimum amount of office space as part of the total floor area of buildings on site. Protection for future office space may be met through demonstrating phasing and/or including building types that can be easily converted to office uses over time; and

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

Mixed Use Type B

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

(a) shall require areas designated as Mixed Use Type B on Schedule XIV to be developed predominantly with mid- and high-rise buildings containing a mix of uses including residential, retail, and commercial uses at a lesser intensity than Mixed Use Type A Areas;

(b) shall require a significant proportion of retail and commercial uses in these areas, which predominantly consist of small- to medium-scale neighbourhood-oriented businesses to satisfy local needs. These uses are encouraged to be located on the first and second floors of mixed use buildings or in separate buildings on mixed use sites; and Amendment 38 to the Pickering Official Plan Page 16

(c) may permit office uses in these areas, in conjunction with residential, retail and commercial uses.

The Dunbarton/Liverpool precinct is envisioned as a vibrant area featuring a variety of mixed-use buildings that include residential, retail, and office spaces. The proposed development incorporates mixed-use elements, facilitating a blend of commercial, institutional, and residential uses. This integration supports the plan's objective of creating a community-oriented shopping destination, where storefronts contribute to the streetscape and encourage pedestrian activity.

The proposed development aligns with the Intensification Plan by incorporating a network of open spaces, a top priority identified for enhancing community interaction and fostering a sense of place. The internal courtyards and green spaces serve as multi-use areas for community events and recreational activities, emphasizing neighbourhood-oriented green spaces. Additionally, the development enhances connectivity within the precinct by introducing new public and private streets, designed to provide direct access to the internal community and link to external

road networks, including a new internal road running parallel to Kingston Road. This configuration supports the Intensification Plan's focus on creating pedestrian-friendly environments and multi-modal transportation options, facilitating convenient movement throughout the area.

The proposed development is consistent with the Dunbarton/Liverpool precinct policies outlined in the Intensification Plan. The site is located within the identified Mixed Use A area at the north and B area to the south, as identified in Figure 6 (schedule XIV of OPA 38), allowing for a seamless integration of residential, office, and retail uses. The design prioritizes ground-floor retail, which fosters a vibrant streetscape and encourages local businesses to thrive. Additionally, the incorporation of second-floor non residential uses such as the proposed school or offices is encouraged, contributing to the overall vision of a complete community

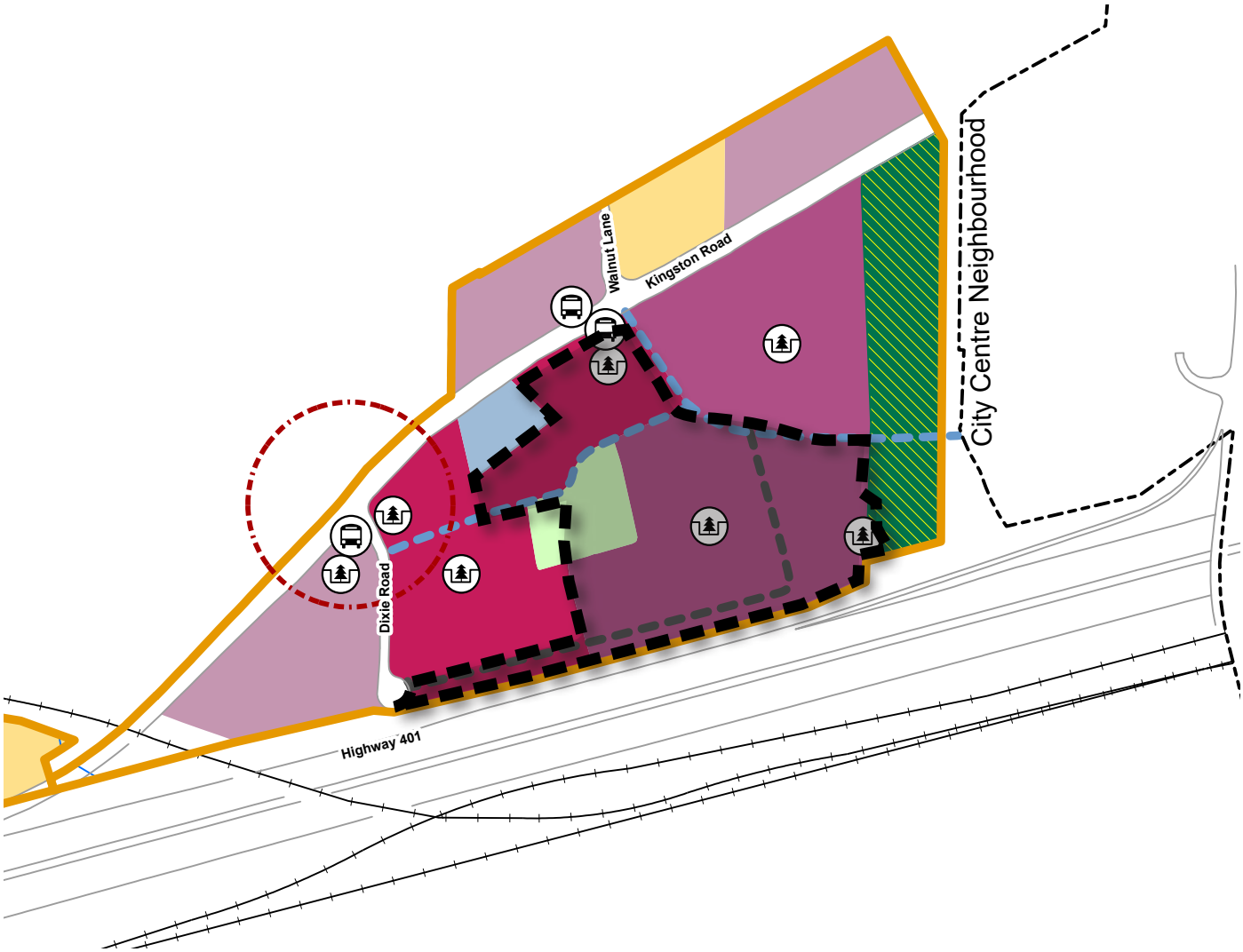


Figure 6: Schedule XIV Dunbarton/Liverpool Precinct Intensification Are (OPA 38)

Legend

- Mixed Use Type A
- Mixed Use Type B
- Mixed Use Type C
- Residential
- Institutional
- Public Park
- Natural Areas
- Gateways
- Rail Road
- Future Public Street
- Future Private Street
- Watercourses
- Transit Stop
- Privately Owned Public Spaces (POPS)

Subject Site

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DEVELOPMENT CONCEPT

4.0

4.1 Site Design

Polices pertinent to the subject site recommend urban growth along Kingston Corridor and seek to maximize benefits for both future and existing residents, as well as for the municipality as a whole.

Located just north of the existing freeway (Highway 401) and south of the Type B Arterial road (Kingston Road) the proposed site design accounts for necessary landscape buffers and building setbacks to ensure visual and sound comfort. As summarized in the introductory Section 1.1 of this Brief, the proposed land use introduces residential and commercial components.

The site design proposes 5 access points into the site, which will be facilitated through the proposed 17.0-20.0m public and private roads enabling additional access from Kingston Road, Dixie Road , Walnut Avenue and Dixie Road. This road network ensures seamless connectivity and ease of movement for both residents and visitors.

The built form design primarily consists of 3–6 storeys podiums with residential towers above. The proposed mixed-use podiums will be strategically placed to define the edge of Kingston Road and Walnut Lane and to create interest and support vibrant streetscape while complementing pedestrian-friendly public realm. Proposed heights gradually increase from Kingston Road towards the southern portion of the site, along Highway 401. Besides the proposed landscape buffer, the southern edge of the site is also defined by the proposed private road to set back the built form away from the Highway 401 and shelter the proposed open spaces and outdoor amenity areas in central portion of the site.

Please refer to Figure 7: Block Plan Diagram, Figure 8: Site/Roof Plan and Figure 9: Floor 01 for more details on the proposed site layout and distribution of heights and land uses at grade.

The site design also includes the introduction of the Public Park centrally located within the Block. Several POPs and outdoor amenity spaces are envisioned throughout the site, surrounding the proposed built form to create spaces that will foster a sense of community and provide opportunity for passive recreation by maintaining and enhancing pedestrian connection between the existing open spaces to the east and future Public Park to the western extents of the site.

For more details on heights and massing and proposed architectural and public realm design, please refer to Section 4.2 to Section 4.8 of the UDB.

Overall, the proposed site development offers a diverse range of housing options, provides appropriate heights transition and tower separation, defines the surrounding streets, incorporates public parks, and introduces private open spaces. With careful consideration of design elements, the development aims to create a vibrant and cohesive urban environment for its future residents.

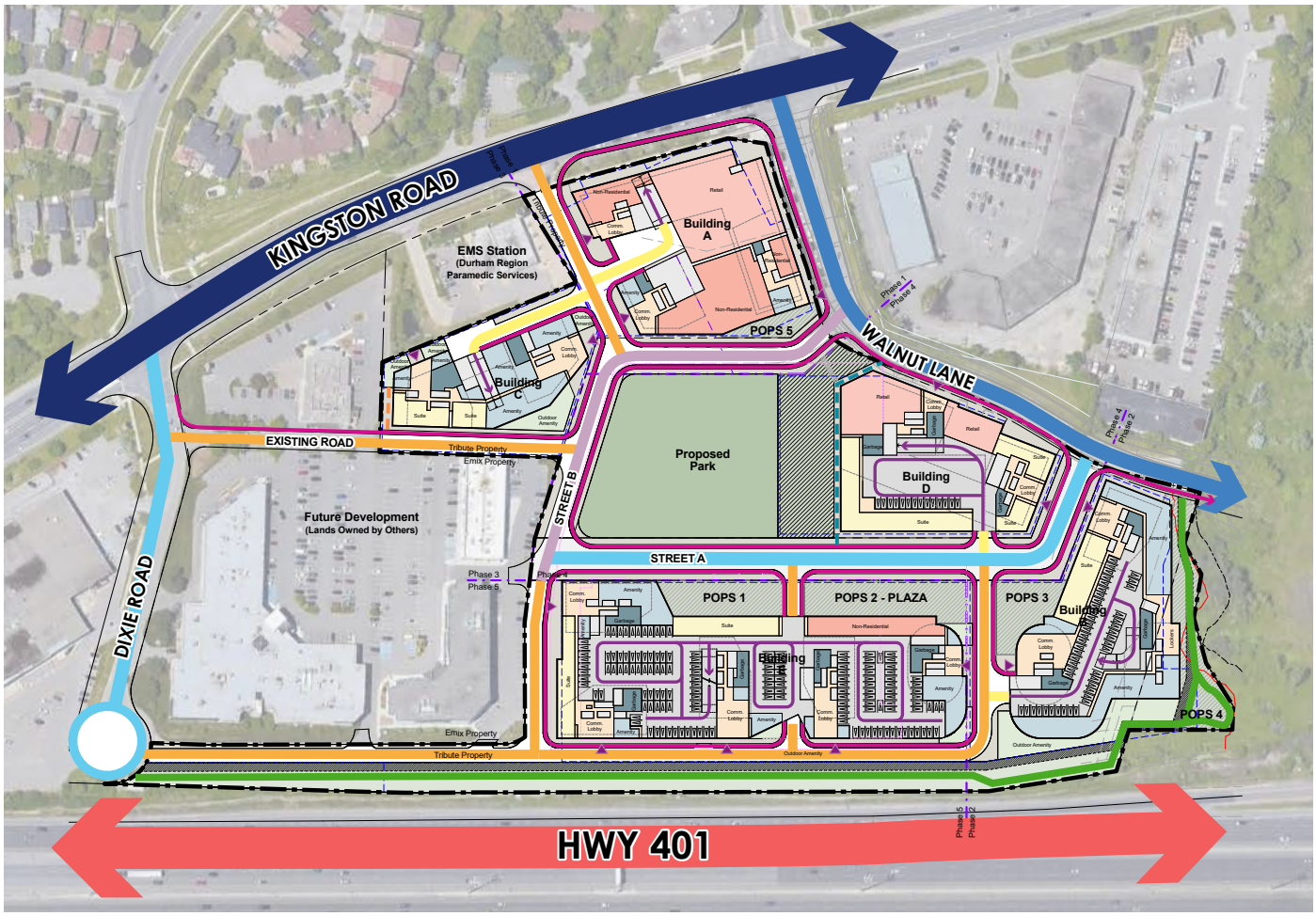


Figure 7: Block Plan

LEGEND

- Subject Site
- Freeway
- Type B Arterial Road
- Collector Road (20.0m ROW)
- Public Road (20.0m ROW)
- Public Road (17.0m ROW)
- Private Road
- Pudo/ Loading and Underground Parking Access
- Vehicular Circulation
- Sidewalk
- Multi-Use Path
- Pedestrian Connection
- Pedestrian Building Access

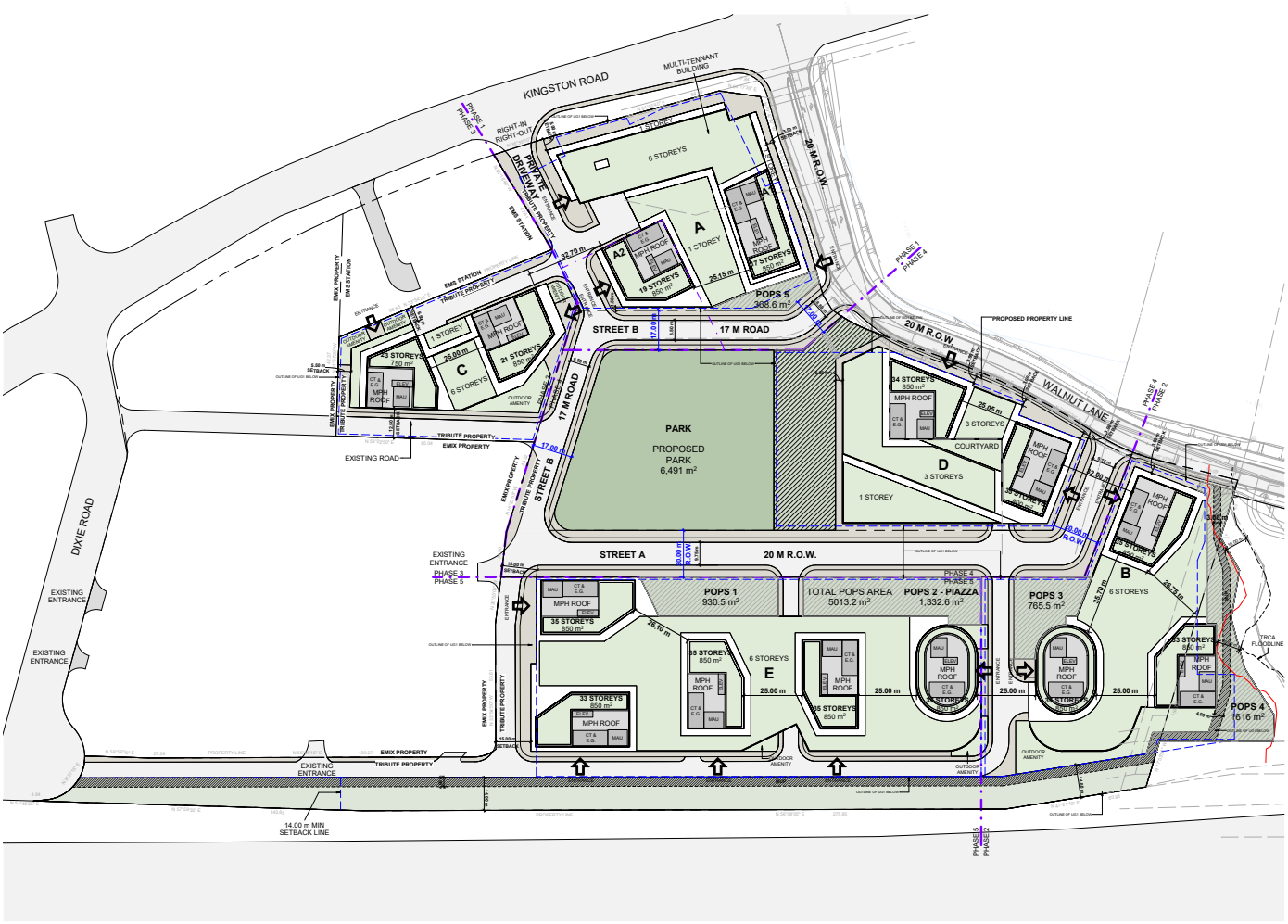


Figure 8: Site Plan / Roof Plan, created by Turner Fleischer Architects

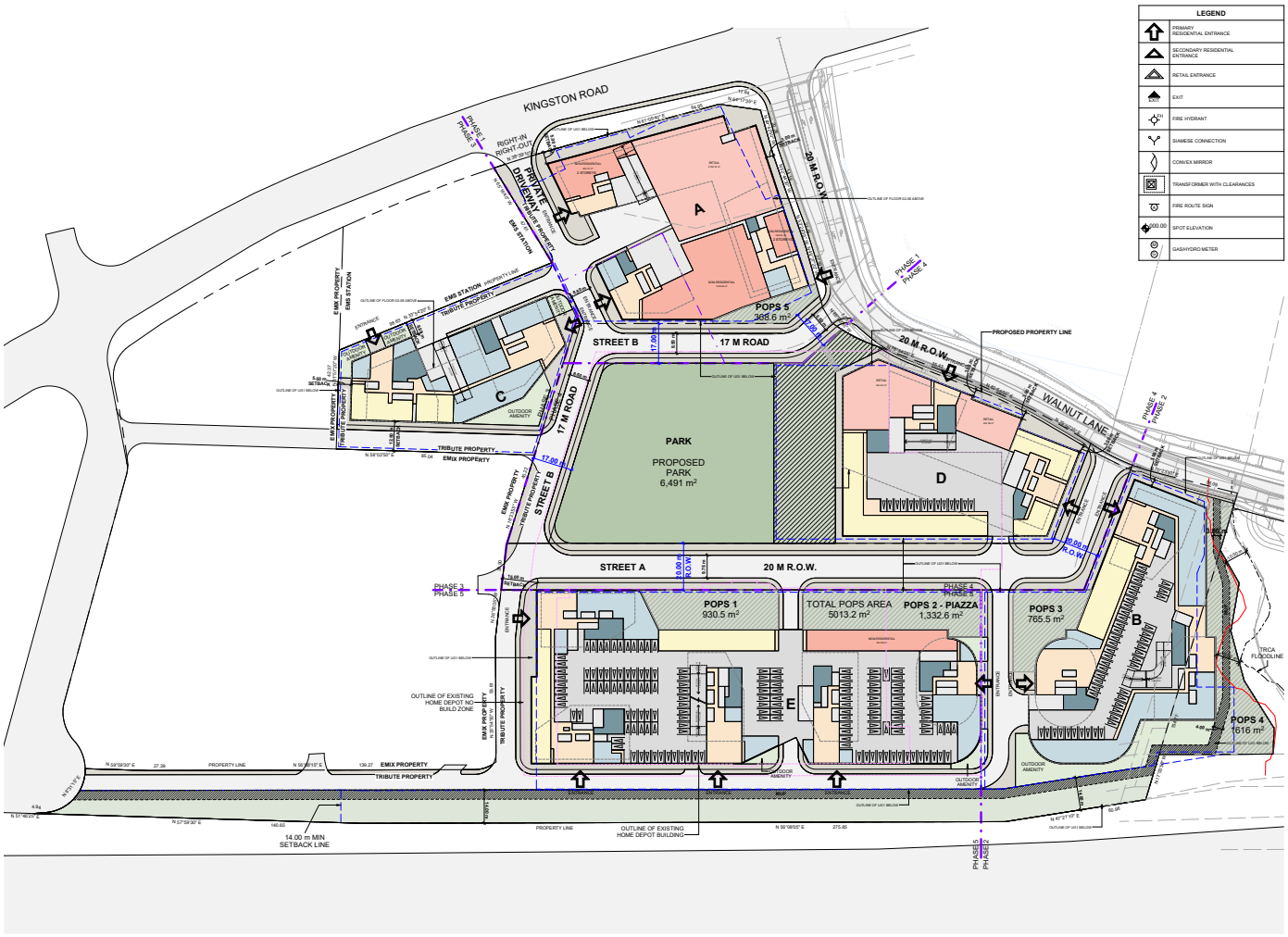


Figure 9: Floor 01, created by Turner Fleischer Architects

Proposed Design and Development Intention

The proposed development is being thoughtfully designed with a focus on sustainability, community well-being, a building design excellence, and modern urban living. A key feature of this development is its innovative approach, consisting of five distinct neighborhoods, each representing a different phase of the project. These neighborhoods are seamlessly connected by a network of well-organized public spaces, enhancing community engagement and quality of life. Centrally located between neighborhoods is a spacious public park, providing green spaces and recreational areas for residents from all phases to come together, relax, and enjoy the outdoors.

The heart of this development is a flexible outdoor area for the farmers market and local vendors, cultural events and communal activities which serves as a hub for all neighborhoods. It offers a vibrant gathering place, connecting residents from different phases and fostering a sense of unity. Exact location will be determined at the later stage.

By thoughtfully incorporating these elements — a Piazza, a cultural hub, and a great public park— this development successfully intertwines distinct neighborhoods, creating a diverse, interconnected community. This approach enhances the overall quality of life, reflects the principles of modern urban living, and ensures that each phase contributes to the project's overall success while preserving a sense of unity and cohesion.

Figure 10: 3D rendering of the proposed development created by Turner Fleischer Architects

Figure 11: Proposed Architectural Design, created by Turner Fleischer Architects

4.2 Access and Circulation

Vehicular Circulation

The proposed development introduces a network of public and private roads which will create comfortable, safe and attractive streetscapes. To the south, the proposed development is adjacent to the existing freeway (Highway 401), and directly connected to Type B Arterial Road (Kingston Road) to the north, the existing Collector Road (Walnut Lane) to the east and the existing public road (Dixie Road) to the west. The development envisions five vehicular site access points: one from Kingston Road, two from Walnut Lane and two from Dixie Road. The proposed vehicular circulation also includes a series of underground parking access points, carefully screened by built form from the most prominent streetscapes with pedestrian entrances and commercial activity at grade.

Please refer to Figure 12 for more details.

General design principles and guidelines that have been considered for the road network and streetscapes of the proposed development are:

- Establish a functional street network that promotes efficient circulation and creates multiple access points and connections with Kingston Corridor and surrounding established communities.
- Create a pedestrian friendly environment with increased connectivity by incorporating shorter block lengths, safe crossings, pedestrian paths and walkways.
- Design complete streets that provide active transportation options and enhance overall connectivity to the GO Station.
- Recognize that the role of streets is multipurpose and requires a balance between places for people and places for vehicles.
- Access to private driveways and parking structures shall be consolidated and located away from major intersections. All service and loading facilities should be contained within the building envelope, wherever appropriate.
- Main entrances to buildings should be located to be clearly visible and directly accessible from the public realm. Building and unit entrances should be located directly off a street and face the sidewalk.
- The use of multi-sensory surfaces and signals shall be considered in all high activity areas, this includes textured surfaces, audible signals and high visibility and high contrast signage
- Provision of adequate space shall facilitate the planting of large canopy shade trees planted at frequent intervals to soften the built form, reduce the heat island effect and maximize the urban tree canopy.
- Community identity shall be advanced through themed elements that reinforce the pedestrian scale of the development and create vibrant streetscapes. Landscape elements shall be designed to reinforce a unified community character. Ornamental or flowering trees shall be considered for key entry streets to help define or emphasize community and neighbourhood gateways.
- Public art shall be considered to contribute to the creation of attractive, inviting public places.
- All buildings shall be oriented towards the street and open spaces or urban square (where possible), to provide a sense of enclosure and enhance security in the public realm through casual surveillance.
- Pedestrian crossings shall be clearly marked through surface treatments, signage or changes in paving material. They should be accessible and continuous, connecting to adjacent sidewalks.

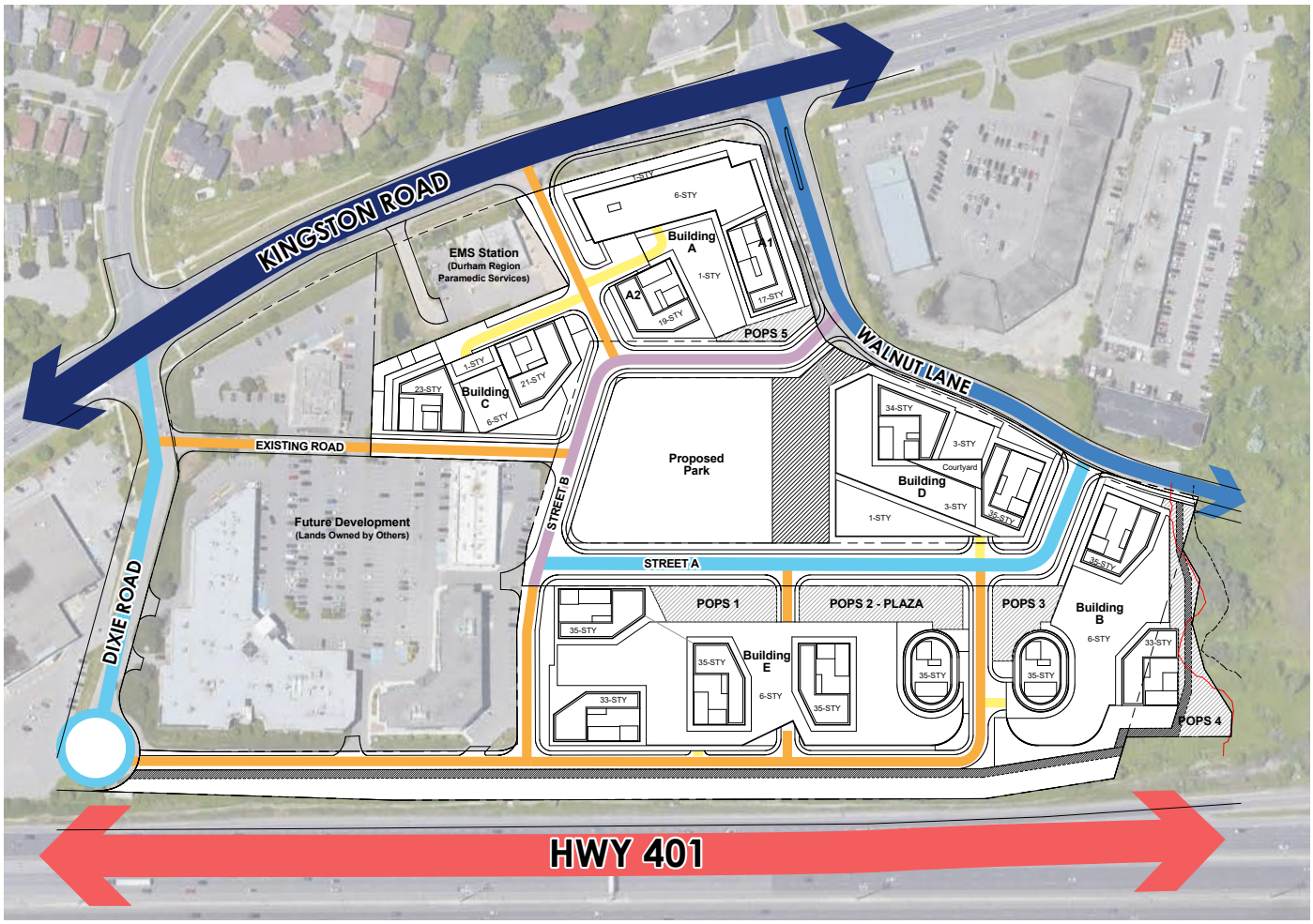


Figure 12: Road Network

LEGEND

- Subject Site
- Freeway
- Type B Arterial Road
- Collector Road (20.0m ROW)
- Public Road (20.0m ROW)
- Public Road (17.0m ROW)
- Private Road
- Pudo/ Loading and Underground Parking Access

Pedestrian Circulation

Active transportation thrives in mixed-use urban environments, where residential, commercial, and recreational areas are closely integrated. Such design fosters shorter trip distances, reducing the need for car travel and encouraging walking or cycling. It also contributes to increased social interaction and a vibrant urban atmosphere.

The proposed active transportation network promotes a healthy lifestyle and limits vehicle use by providing interconnected network of sidewalks, pedestrian pathways and multi-use paths, all integrated along proposed roads and within proposed parks and open space network, providing access to a variety of the proposed outdoor amenities, open spaces, non-residential uses and all main residential building entrances, as well as to the existing, surrounding open spaces, transit stations, future parks and existing pedestrian network along adjacent existing roads.

The proposed sidewalks will be lined with street trees and present a consistent street edge through the front facade of all buildings. The proposed sidewalks are intended to have a human scale and be well-connected, comfortable, safe and active.

Multi-Use Path

A multi-use path, often abbreviated as MUP, is a dedicated and shared transportation route or corridor designed to accommodate various non-motorized modes of travel and recreational activities. The proposed landscape plan envisions a multi-use path which is located in MTO setback and extends across the site connecting key elements of the proposed public realm, including sidewalks on Walnut Lane and Dixie Road, proposed POPs 4. Please refer to Figure 13, Active Transportation Network.

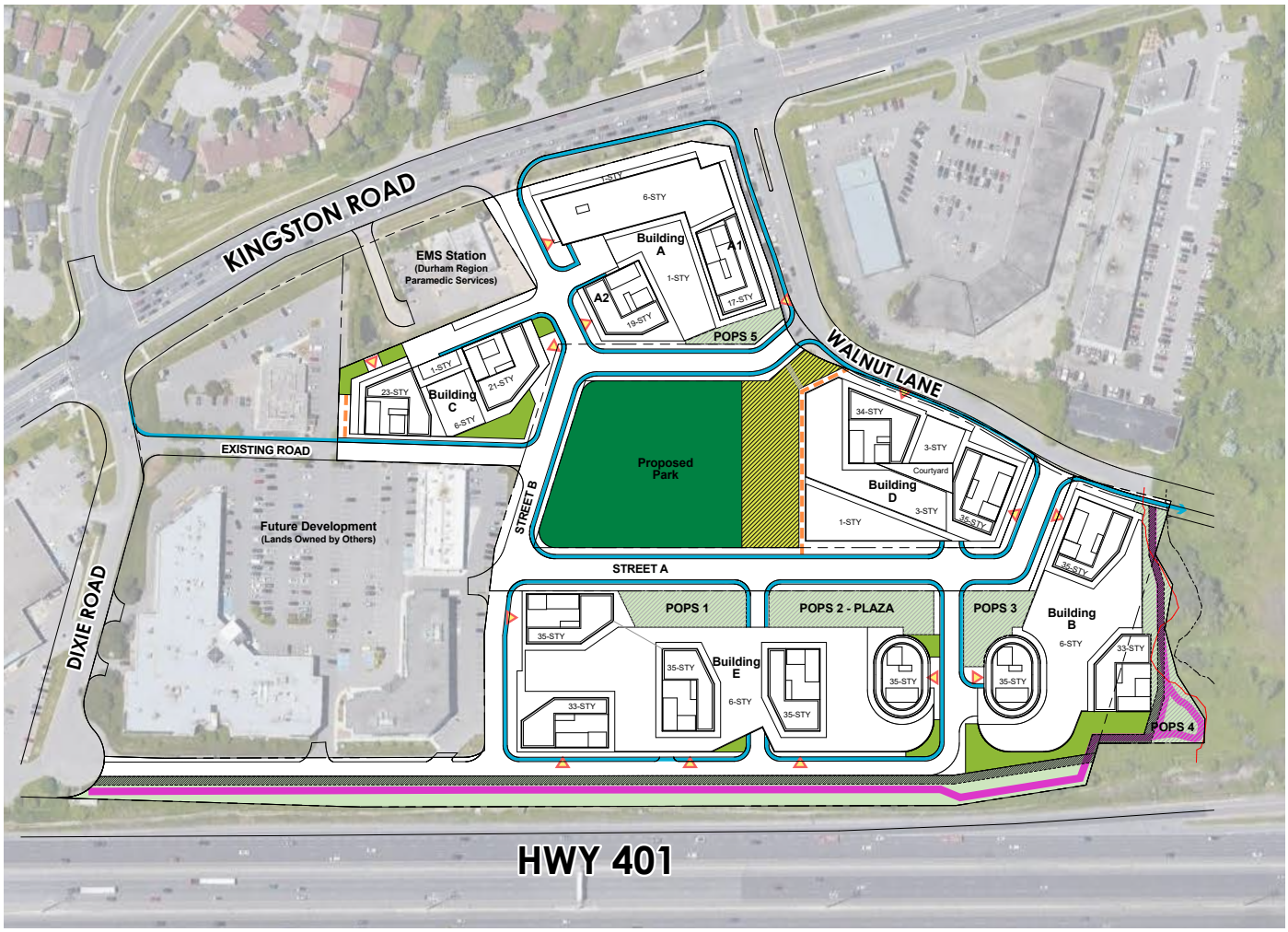


Figure 13: Active Transportation Network

LEGEND

- Subject Site
- Sidewalk
- Multi-Use Path
- Pedestrian Connection
- Pedestrian Building Access
- Park
- Open Space
- Outdoor Amenity

4.3 Massing

The development is designed such that a total of fourteen towers sit atop 5 podium buildings.

The proposed building heights range from 17 to 23 stories along Kingston Road, 34 to 35 storeys within central portion of the site and 33 to 35 storeys along Highway 401 to the south.

The proposed podiums are 3-6 storeys in height. All roofs of the propped podiums are utilized to provide outdoor amenities and landscape areas for residents use.

The massing of the podium provides for an appropriate built form setbacks adjacent to the existing residential neighbourhoods to the north, open spaces to the east and high order roads to the south (Highway 401).

The proposed towers are appropriately setback from the podium face. The proposed towers have generous separation distances to minimize shadow, wind and privacy impacts. The proposed height, depth and siting of the towers provide for an appropriate transition in massing and scale to the adjacent existing and future developments surrounding the site.

Figure 14: 3D renderings of the proposed development created by Turner Fleischer Architects

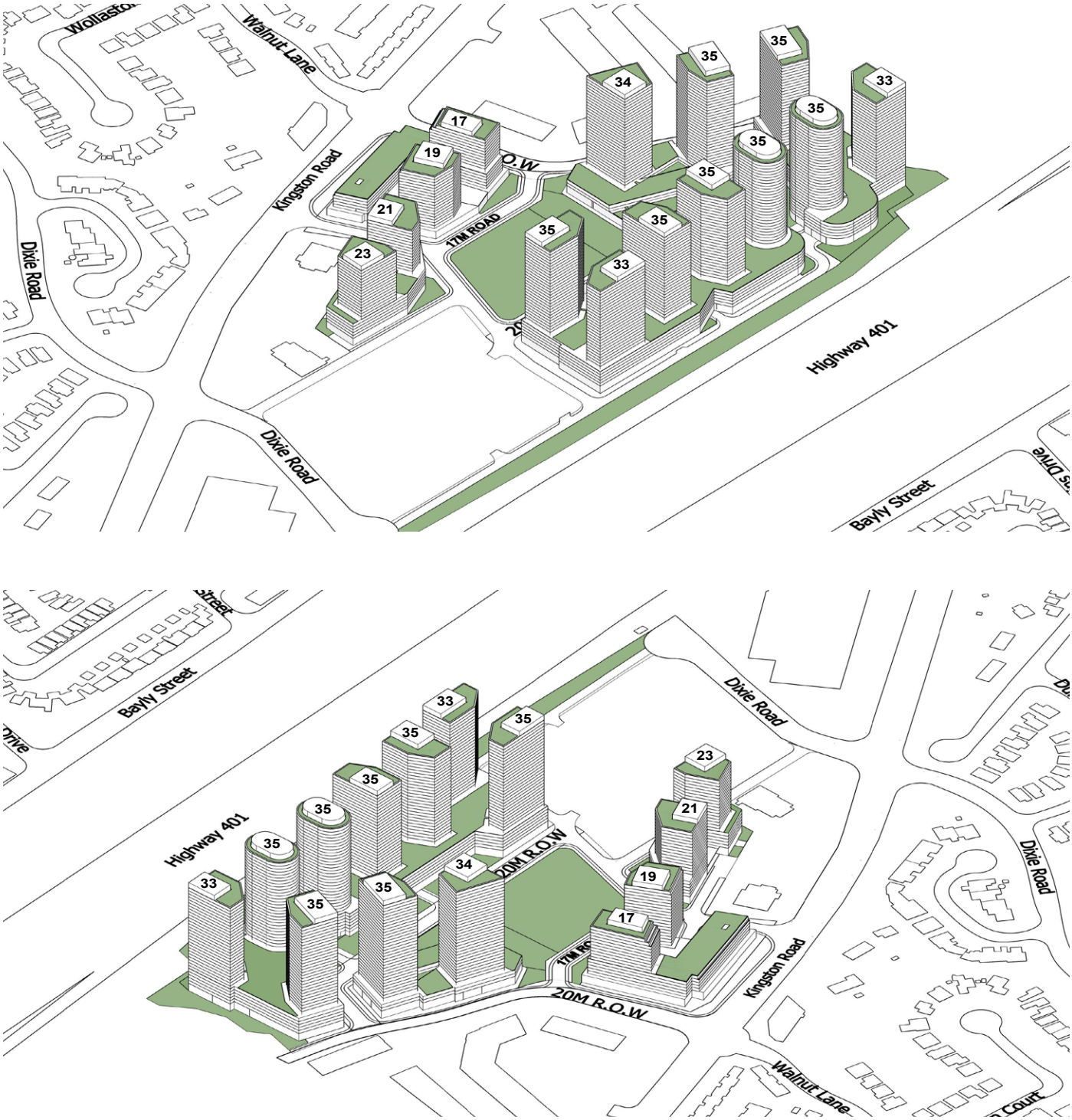


Figure 15: 3D views of the proposed development created by Turner Fleischer Architects

4.4 Angular Plane Study

The distribution of the building height and building massing of the proposed development was in part determined with the use of an angular plane positioned at the height of 13.5m at the edge of Kingston Road across from the proposed development.

As recommended in the Kingston Road Corridor and Specialty Retailing Node – Draft Urban Design Guidelines (2019) built form in the Dunbarton/ Liverpool Precinct, to which the proposed development belongs, shall conform to a 45 degree angular plane from the front property line, beginning at a height 30 percent the width of the adjacent right-of-way.

As seen in Figure 16, two conditions were considered for the northernmost proposed building A1 comprising 6 storeys podium and 17 and 19-storeys towers. The proposed high-rise buildings in the northern portion of the site sit completely within the 45 degree angle and therefore provides proper transition to the public realm along low Kingston Road and established neighbourhoods further to the north.

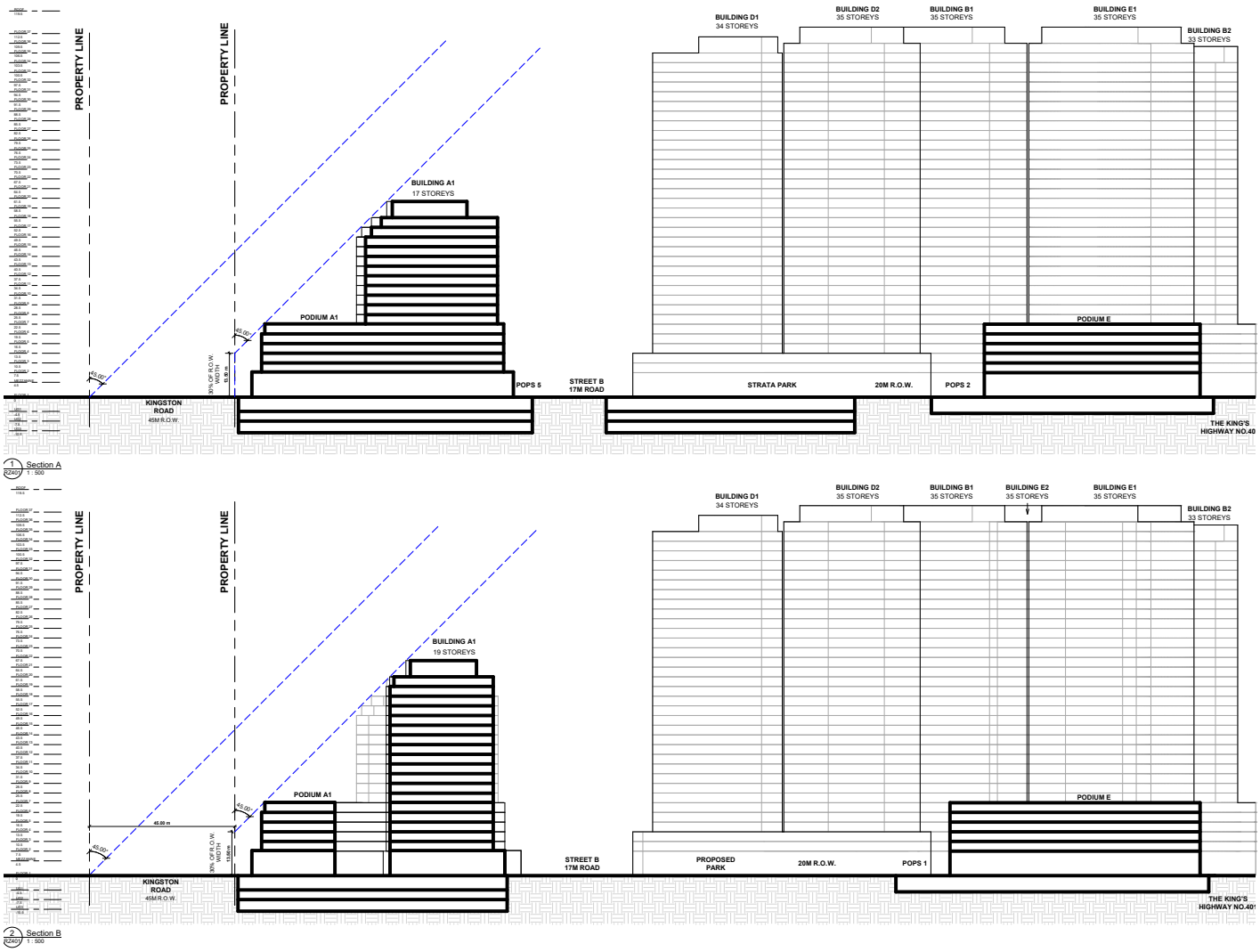


Figure 16: Angular Plane, created by Turner Fleischer Architects

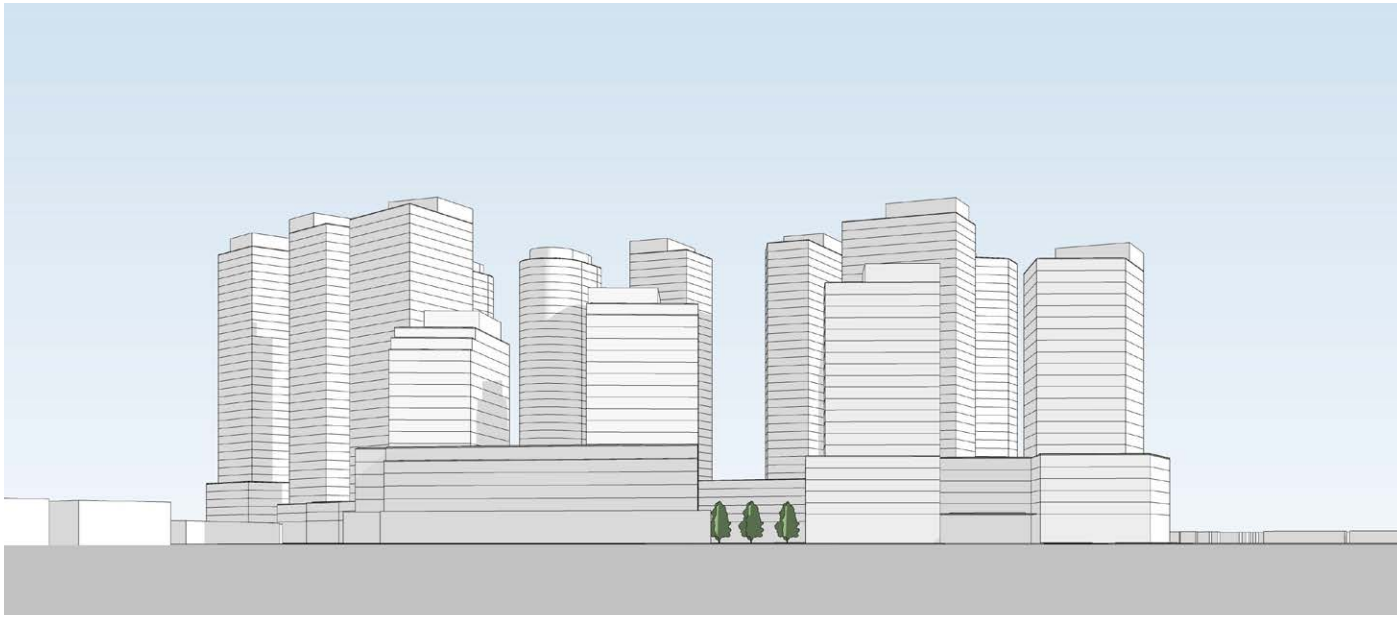
4.5 Sun / Shadow Study

A Sun / Shadow Study was conducted by Turner Fleischer Architects in December 2024 to identify any impacts of the proposed development. The Shadow Study provides a visual analysis of the proposed high rise buildings' potential shadows at specific test dates and times in March, June, September, and December. The study includes the general massing of all of the built form proposed with the site.

The Sun/Shadow Study concludes that the massing of the proposed development has limited impact on the surrounding uses for a prolonged amount of time. As the proposed massing envisions tallest buildings along Highway 401 and Walnut Lane, the study illustrates that the proposed massing of the development cast limited shadows on the existing residential neighbourhoods to the north, and sidewalks along Kingston Road.

More information about the buildings massing and design considerations, can be found in sections 4.3 and 4.4.

For more information, please refer to the Shadow Study in Appendix A.



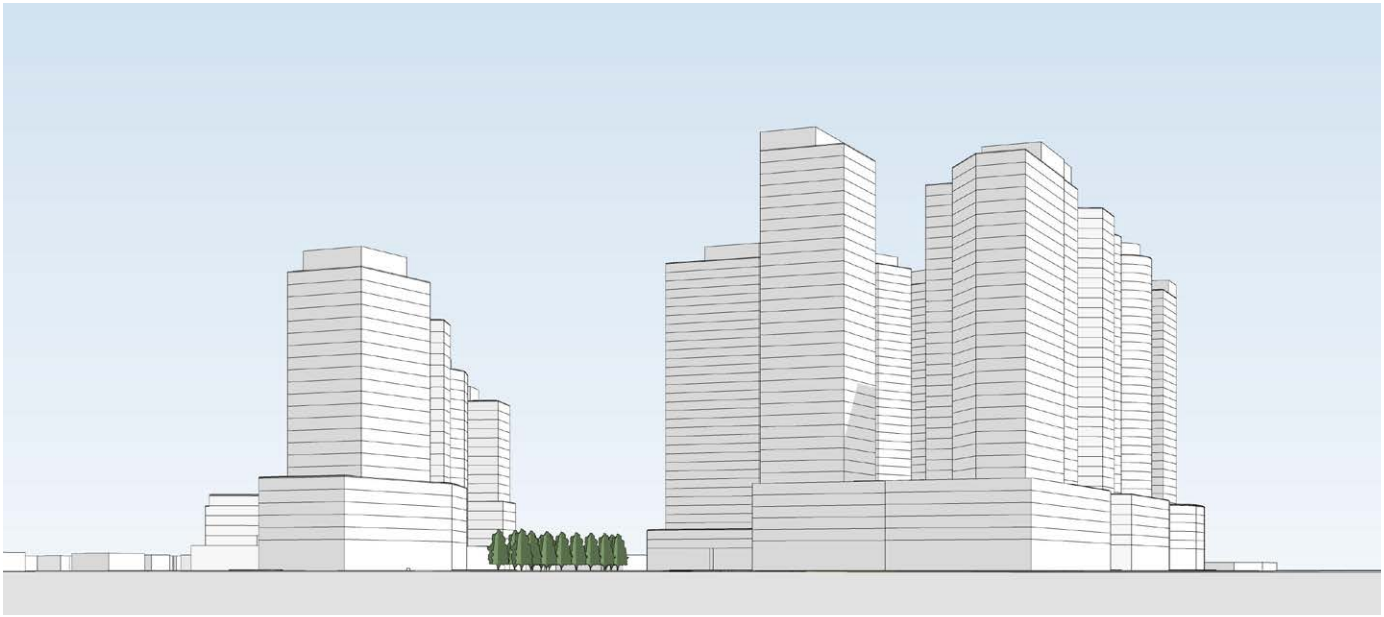
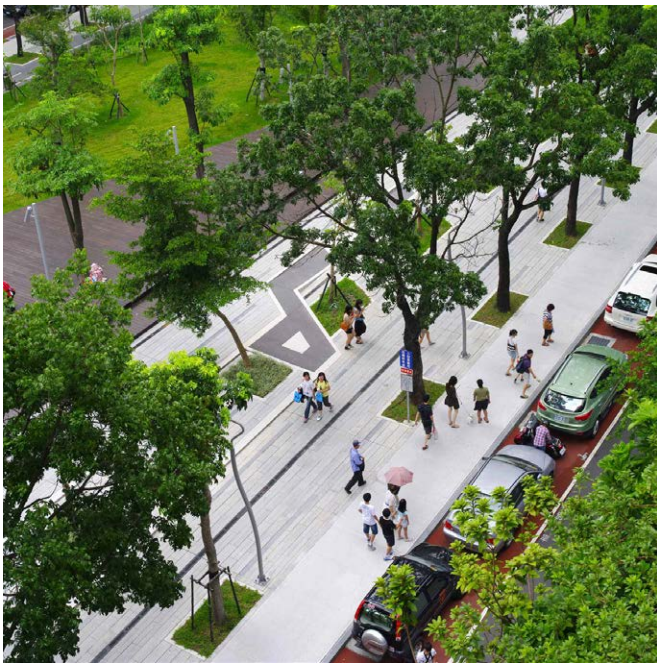


Figure 17: Skyline Views with shadows, created by Turner Fleischer Architects

4.6 Public Realm

From an urban design perspective, the "public realm" refers to the collective spaces within an urban development that are accessible to and shared by the general public. These spaces are designed with the community in mind and play a critical role in shaping the character, functionality, and overall quality of urban life. The public realm encompasses a variety of elements and areas, including streets, sidewalks, parks, plazas, and other publicly accessible spaces. It serves as the backdrop for public life, social interaction, and a range of activities that contribute to the vitality and identity of a city.

Key characteristics of the proposed public realm for the subject site include:



Accessibility: The proposed landscape design and the network of parks, open spaces and pedestrian connections have been envisioned to be open and accessible to everyone, regardless of age, ability, or socio-economic status. Further detailed design stages of the project shall ensure that the proposed public realm and incorporated design elements create inclusive and welcoming places.

Pedestrian-Centric Design: The design of the proposed public realm prioritizes pedestrians. It includes features like well-maintained sidewalks along active building frontages, safe pedestrian crossings, multi-use path, public park and amenities within it for recreation and strolling. Closely related to pedestrian comfort are Green and Public Spaces: Parks and green areas are integral components of the public realm. They provide opportunities for recreation, relaxation, and exposure to nature within urban settings. The proposed public realm improvements along Kingston road and Walnut Lane include a series of street trees. A landscape buffer is proposed in the southern edge of the subject site flanking Highway 401.

Community Gathering: Public realm areas are designed to facilitate community gatherings and social interaction by envisioning places to accommodate seating, public art, smaller outdoor events, and spaces for informal meetings. Additionally the public realm will be enhanced by the articulated facades and active at-grade uses along Kingston Road and Walnut Lane, which will establish an attractive street wall.

Safety and Comfort: Ensuring the safety and comfort of users is a top priority in public realm design. This involves proper lighting, planting, and measures to reduce vehicular traffic where appropriate. The development shall have coordinated signage that are situated above retail and lobby entrances. Landscape specifications for lighting and planting will be provided at detailed stages of the proposed development.

Flexibility: Public realm spaces should be adaptable to changing needs and uses. This flexibility allows for the evolution of the urban environment over time.

In summary, the proposed public realm provides a set of spaces where people interact, move, and engage with their surroundings in an urban environment. Its design and management are essential aspects of creating vibrant, livable, and sustainable urban areas that cater to the diverse needs of the community.

4.7 Parks, Open Space and Amenity Areas

4.7.1 Proposed Public Park Block

The proposed mixed-use development will provide active frontage and exposure to the park. The public park will promote active and passive recreation, and act as a social focal point for the community.

The proposed public park will be centrally located within the community and will provide an opportunity to enhance the urban canopy.

The public park will provide a variety of public amenities which includes pavilion, community gathering area, open lawns, tennis courts, shade structure, and pickle ball courts, play areas, shade structure and built-in seating shelters.

The proposed park area on this site totaling around 8,839m^2 creates a harmonious and interconnected green space that enhances the overall recreational and natural environment for the community.

Public art should be considered as an integral component of a dynamic, livable neighbourhood, contributing to the creation of attractive, inviting public places.

Detailed design of these parks will be determined at the site plan application stage. Please refer to Appendix B for the proposed landscape plan.

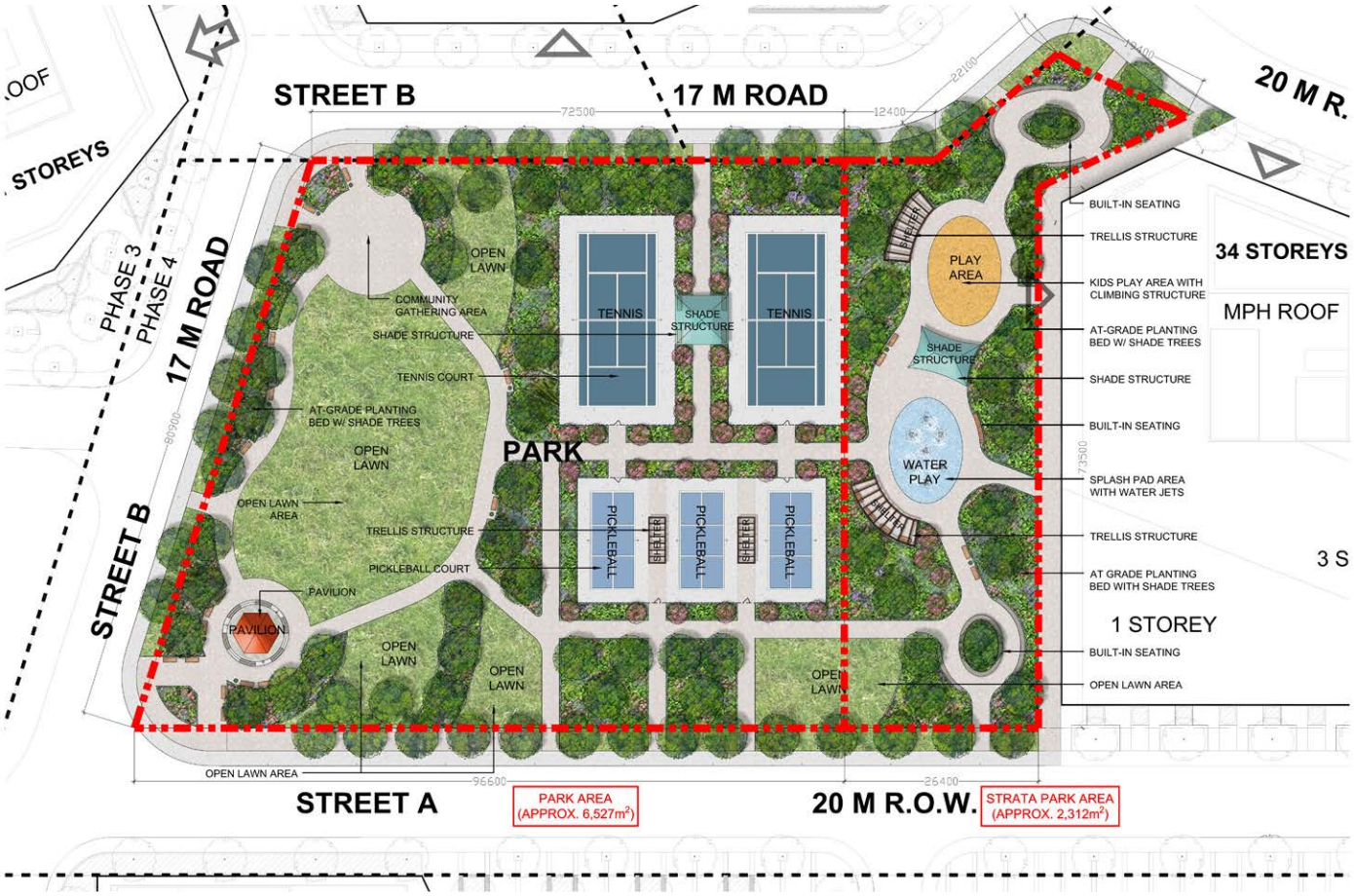


Figure 18: Conceptual Public Park Diagram

4.7.2 Privately-Owned Public Space (POPS)

The proposed development integrates Privately Owned Publicly Accessible Spaces (POPS) as vital components of the public realm, enhancing community interaction and recreational opportunities. The layout anticipates various forms of POPS, including linear parks, and urban squares, ensuring that they complement the overall design of the mixed-use environment. While the specific design details will be determined through detailed design, the vision incorporates essential elements such as seating areas, gathering spaces, pedestrian-scale lighting and landscaping that promotes connectivity.

The designated POPS are strategically located to foster accessibility, linking key areas of the development and surrounding neighbourhoods. They will be sized appropriately, with a focus on open space, to support intensified development and community activities.

Moreover, these spaces will be framed by active ground floor uses to enhance safety and engagement, creating inviting areas for social interaction.

They are distributed across the site to provide connectivity, variety, and functionality for the surrounding buildings:

1. POPS 1, 2 , and 3: These smaller segments collectively form a linear park, connecting key areas of the site. They provide distinct spaces for leisure and interaction while enhancing connectivity between adjacent buildings.

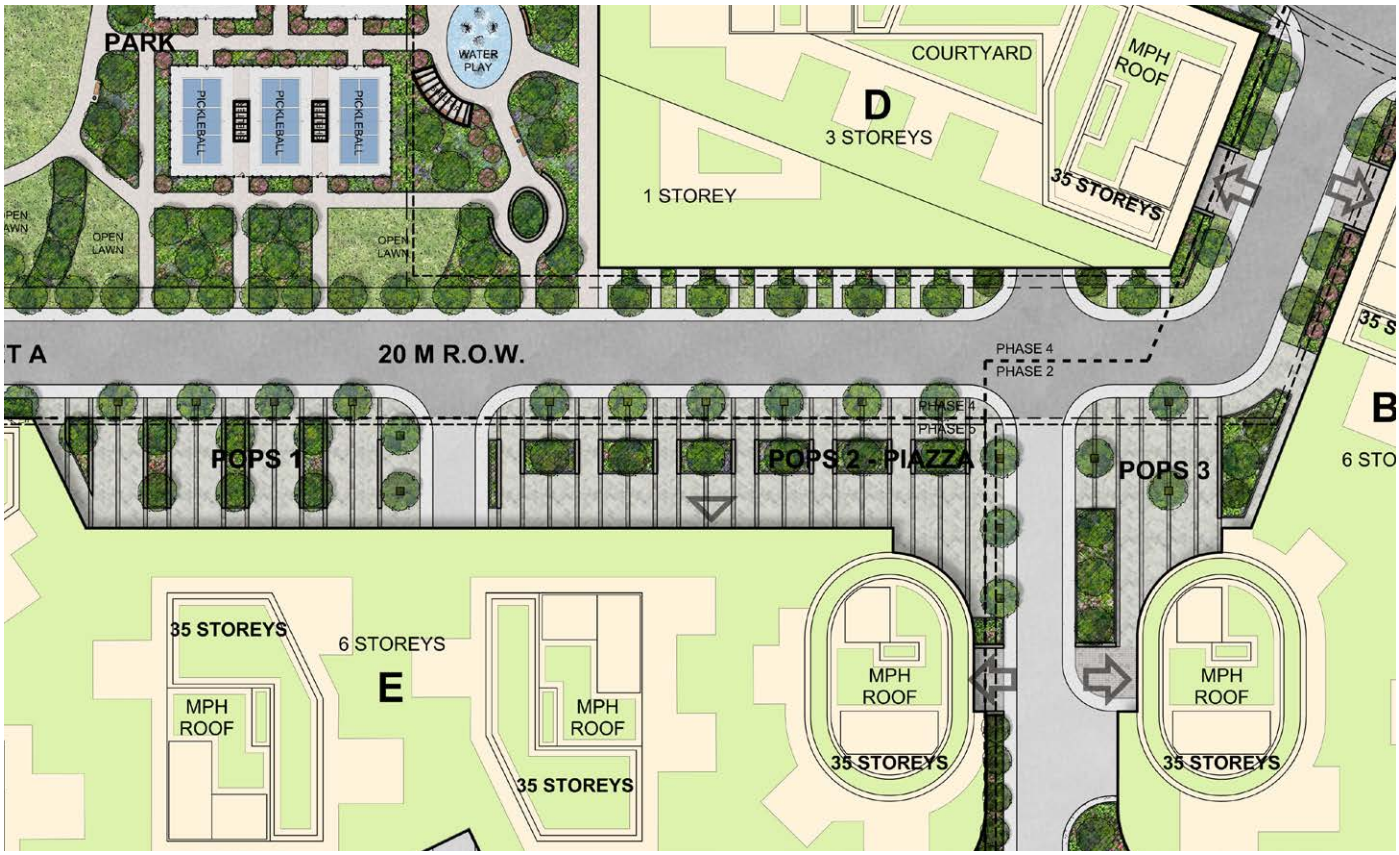


Figure 19: Conceptual POPS Design – POPS 1, 2 and 3

2. POPS 4: Located at the south-east corner of the property, this POPS is integrated with the future Multi-Use Pathway. Informal planting of native trees and shrubs assist in creating a green connection to the adjacent natural green space.

3. POPS 5: An urban square located directly adjacent to the south side of Building B, POPS 5 contributes to creating a larger gateway at the intersection of Street B and Walnut Lane. This space in conjunction with the Park, situated south of Street B, creates a cohesive and inviting entry feature for the development while enhancing the public realm.

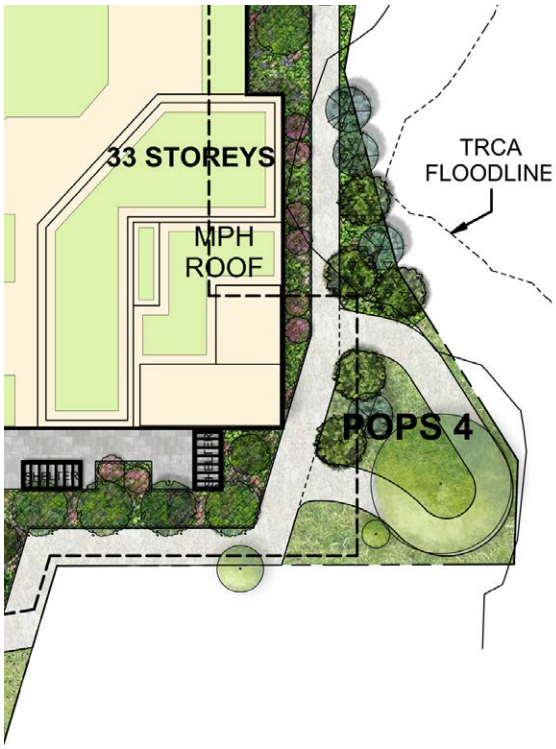


Figure 20: Conceptual POPS Design – POPS 4

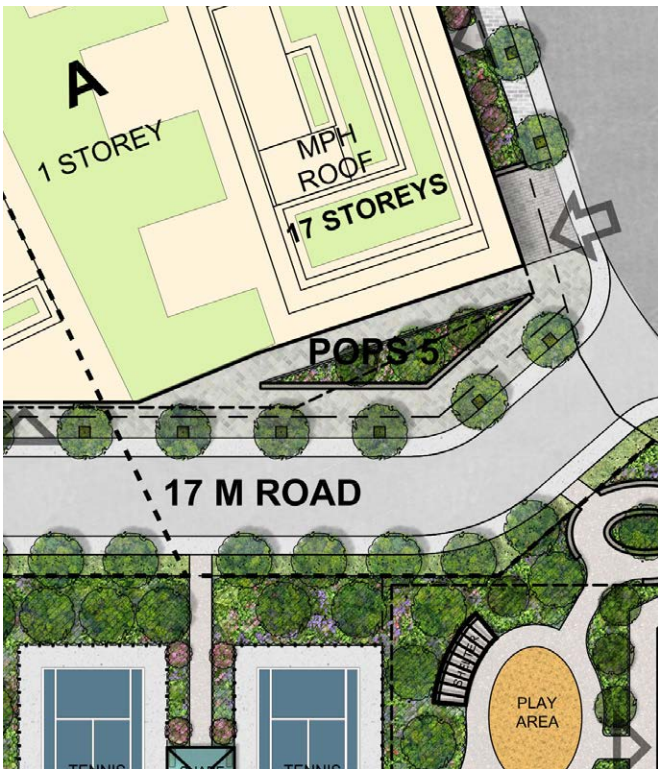


Figure 21: Conceptual POPS Design – POPS 5

4.7.3 Indoor and Outdoor Amenity Areas and Green Roofs

Indoor and outdoor amenity areas are provided for the well-being, recreation, and enjoyment of future residents. The proposed development encompasses a range of indoor and outdoor amenity areas, including indoor amenity spaces within the proposed building podiums, rooftop terraces, private courtyards, POPs, and private outdoor facilities at-grade. The design of the shared outdoor spaces is focused on providing functional and flexible amenity spaces that support socializing and diverse functions for a variety of age groups and uses.

Detailed design of the indoor and outdoor amenity areas and green roofs will be determined at the site plan application stage. A preliminary landscape design has been prepared by MBTW Group, please refer to Appendix B for more details.

4.8 Phasing Plan

The proposal is envisioned to be developed in five phases. As shown in Figure 22, the preliminary development plan contemplates Phase 1 at the north-east corner of the site, which includes proposed building A along with the private road providing a connection from Kingston Road. In addition, east-west portion of Street B and a POPs are also envisioned to be developed within Phase 1. Existing commercial buildings along Highway 401 will be kept in Phase 1.

Phase 2 includes the proposed building B at the south-east area of the site and two POPs.

Phase 3 includes proposed buildings C and the private road at the south end of the block.

Phase 4 includes the proposed building D, north-south portion of Street B, Street A, and centralized park.

Phase 5 includes building at the south portion of the site, the private road that runs north/south, private road that connects to Dixie Road and two POPs along the street A.

The redevelopment strategy prioritizes the on-site retention of existing commercial, retail, and office tenants wherever feasible. The proposed phasing plan has been designed to minimize disruption by enabling continued operations during construction phases, where practical. For tenants unable to be retained on-site, a Tenant Relocation Plan has been prepared to guide the process and support smooth transitions. Additionally, the development team will collaborate with the City's Economic Development and Strategic Initiatives Section to identify suitable relocation opportunities within the community, ensuring the redevelopment process supports the continuity of local businesses and meets community needs.

For more details about phasing plan, please refer to Figure 22 to 32. The conceptual landscape design takes into consideration the phased approach, as does the underground parking. More details with regards to phasing is provided in the Planning Rationale Report prepared by The Biglieri Group Ltd. A detailed phasing plan will be developed at Site Plan stage.

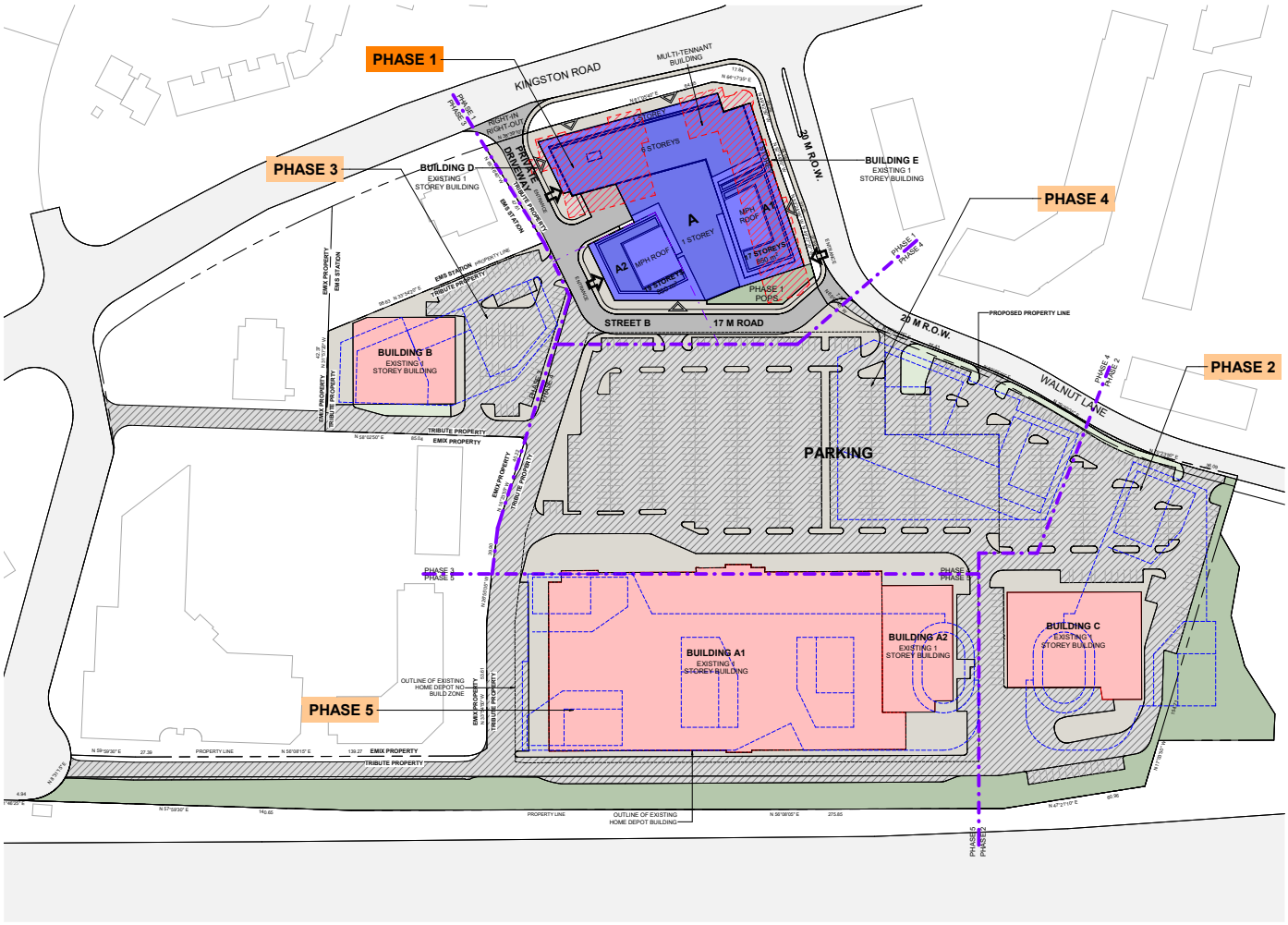


Figure 22: Phasing Plan - Phase 1,created by Turner Fleischer Architects

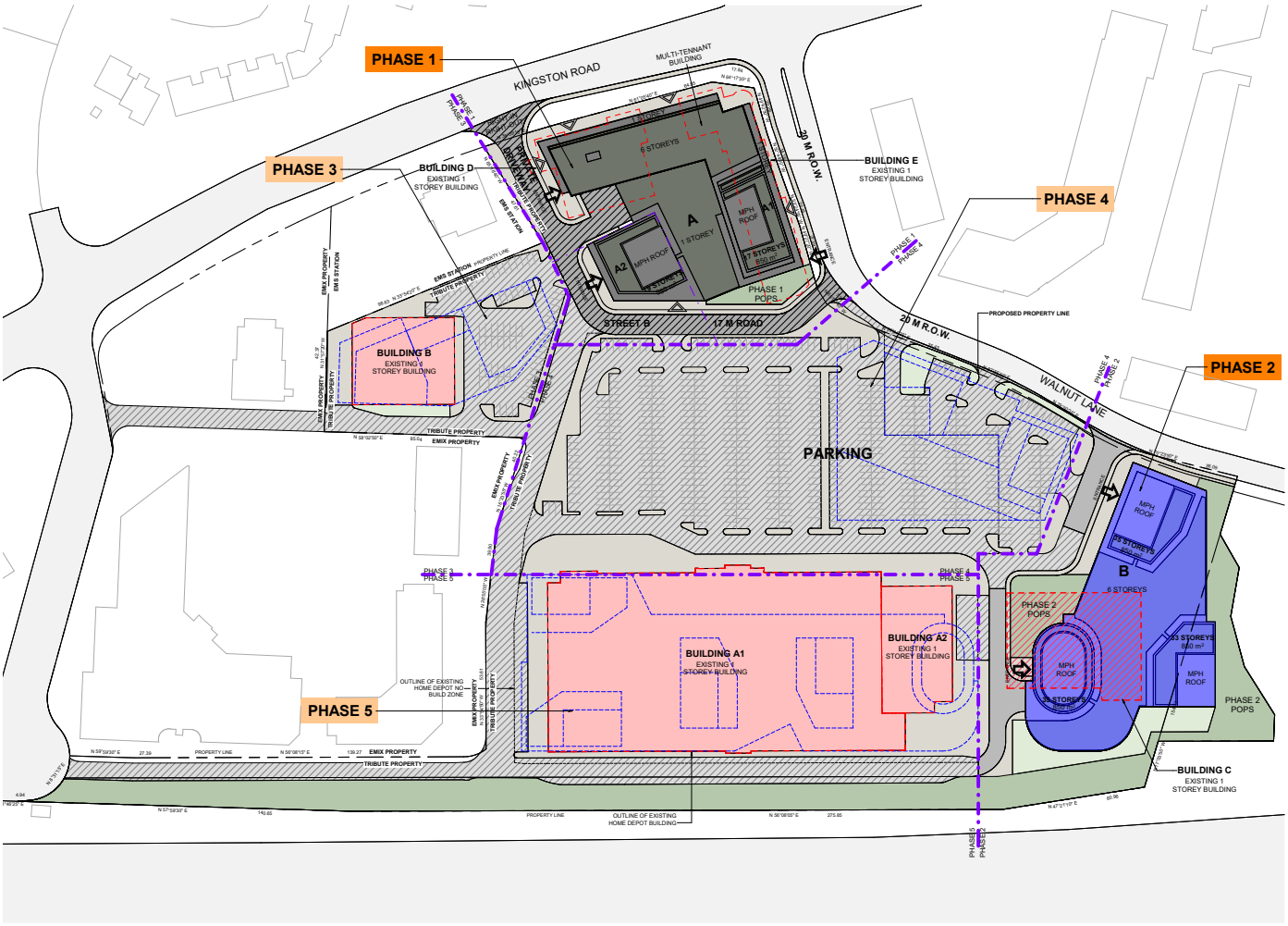


Figure 23: Phasing Plan - Phase 2, created by Turner Fleischer Architects

LEGEND

- LOCATION OF EXISTING BUILDINGS
- BUILDING TO BE DEMOLISHED
- BUILDING DEMOLISHED IN PREVIOUS PHASES
- LOCATION OF PROPOSED BUILDINGS
- COMPLETED BUILDING
- FUTURE BUILDING
- PROPOSED PARK
- EXISTING STREET AND SURFACE PARKING
- NEW STREET CURRENT PHASE
- NEW STREET BUILT IN PREVIOUS PHASES
- PHASING BOUNDARY

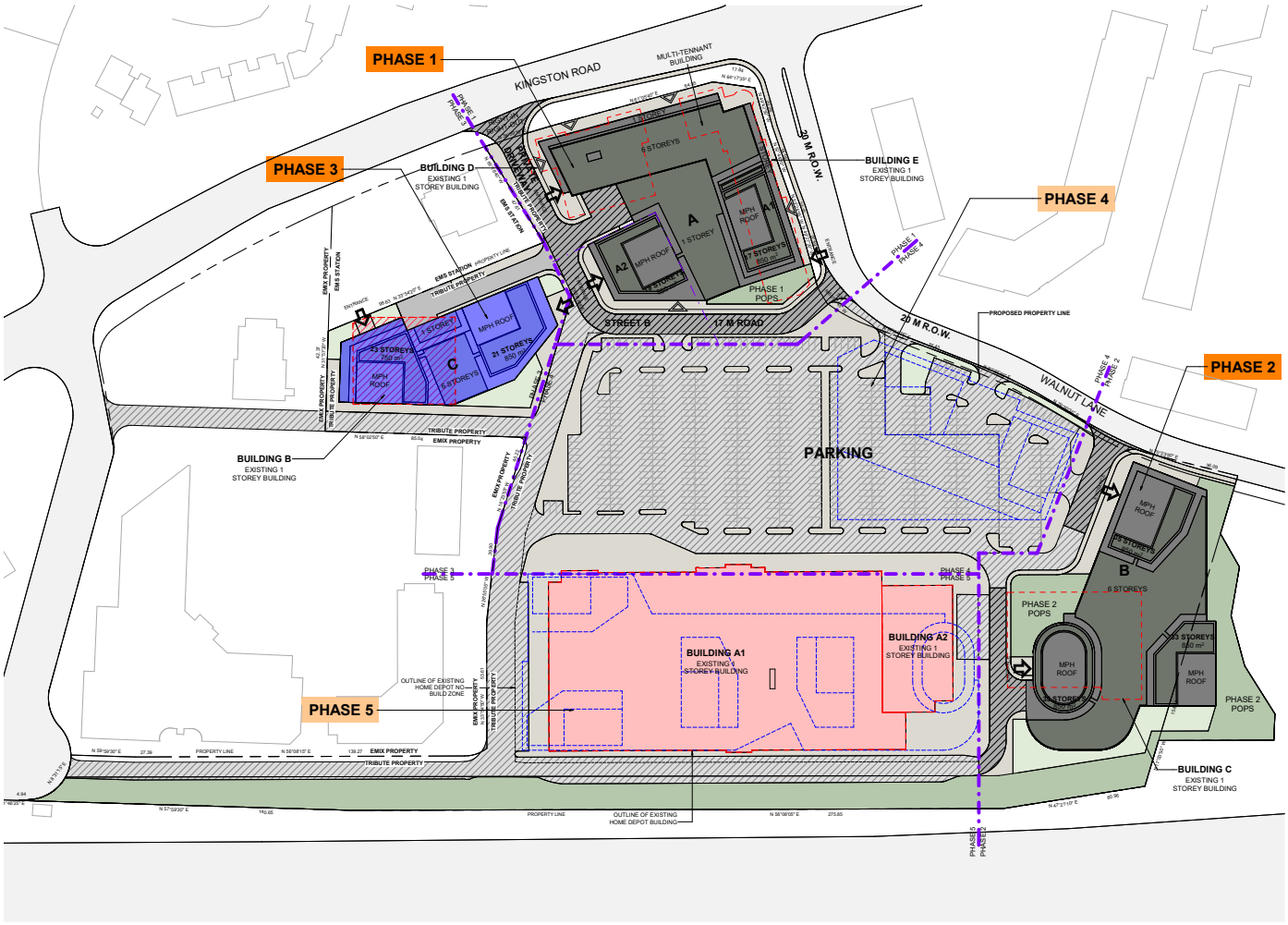
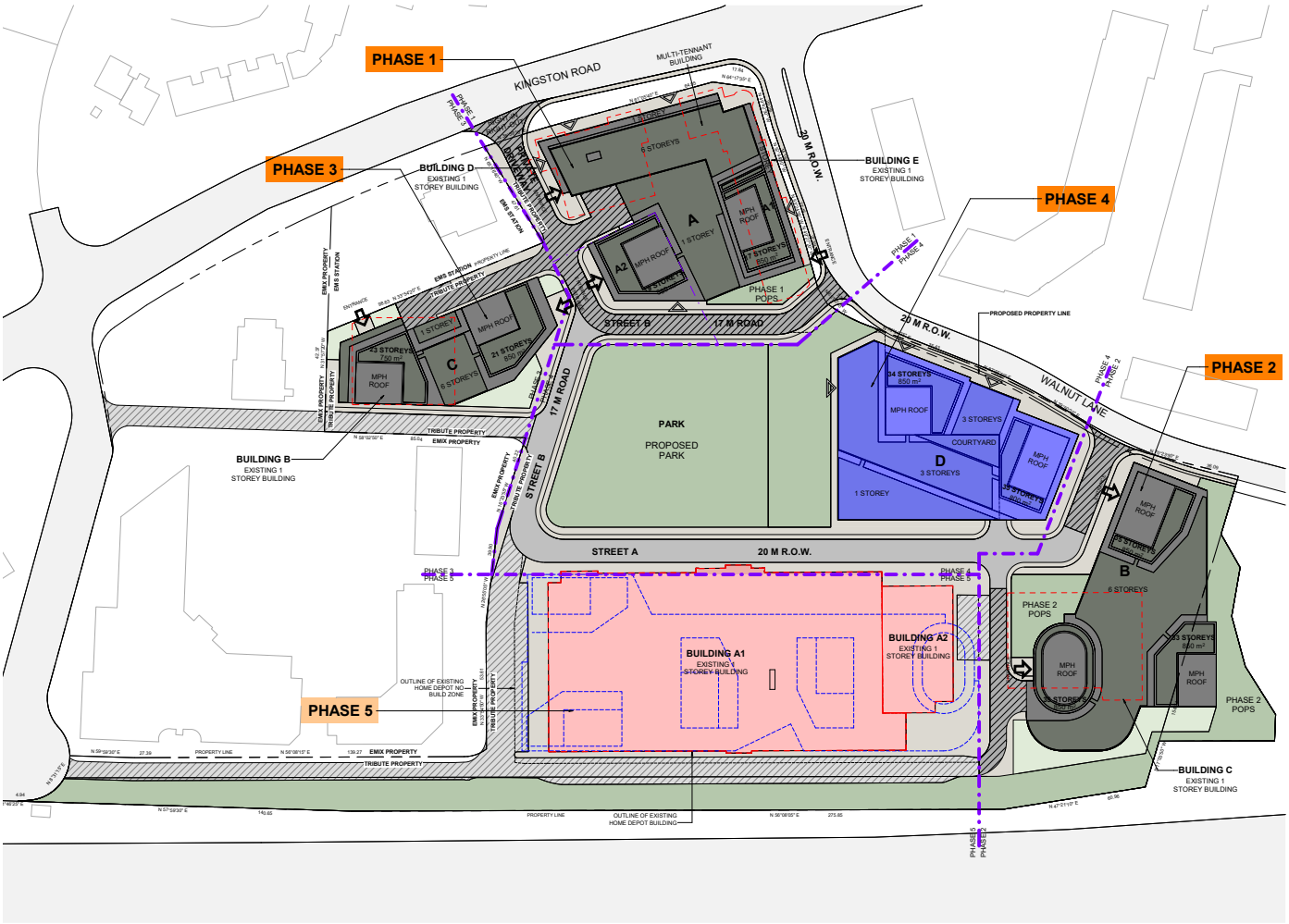


Figure 24: Phasing Plan - Phase 3, created by Turner Fleischer Architects

LEGEND

- LOCATION OF EXISTING BUILDINGS
- BUILDING TO BE DEMOLISHED
- BUILDING DEMOLISHED IN PREVIOUS PHASES
- LOCATION OF PROPOSED BUILDINGS
- COMPLETED BUILDING
- FUTURE BUILDING
- PROPOSED PARK
- EXISTING STREET AND SURFACE PARKING
- NEW STREET CURRENT PHASE
- NEW STREET BUILT IN PREVIOUS PHASES
- PHASING BOUNDARY



PHASE 4

Figure 25: Phasing Plan - Phase 4, created by Turner Fleischer Architects

LEGEND

- LOCATION OF EXISTING BUILDINGS
- BUILDING TO BE DEMOLISHED
- BUILDING DEMOLISHED IN PREVIOUS PHASES
- LOCATION OF PROPOSED BUILDINGS
- COMPLETED BUILDING
- FUTURE BUILDING
- PROPOSED PARK
- EXISTING STREET AND SURFACE PARKING
- NEW STREET CURRENT PHASE
- NEW STREET BUILT IN PREVIOUS PHASES
- PHASING BOUNDARY

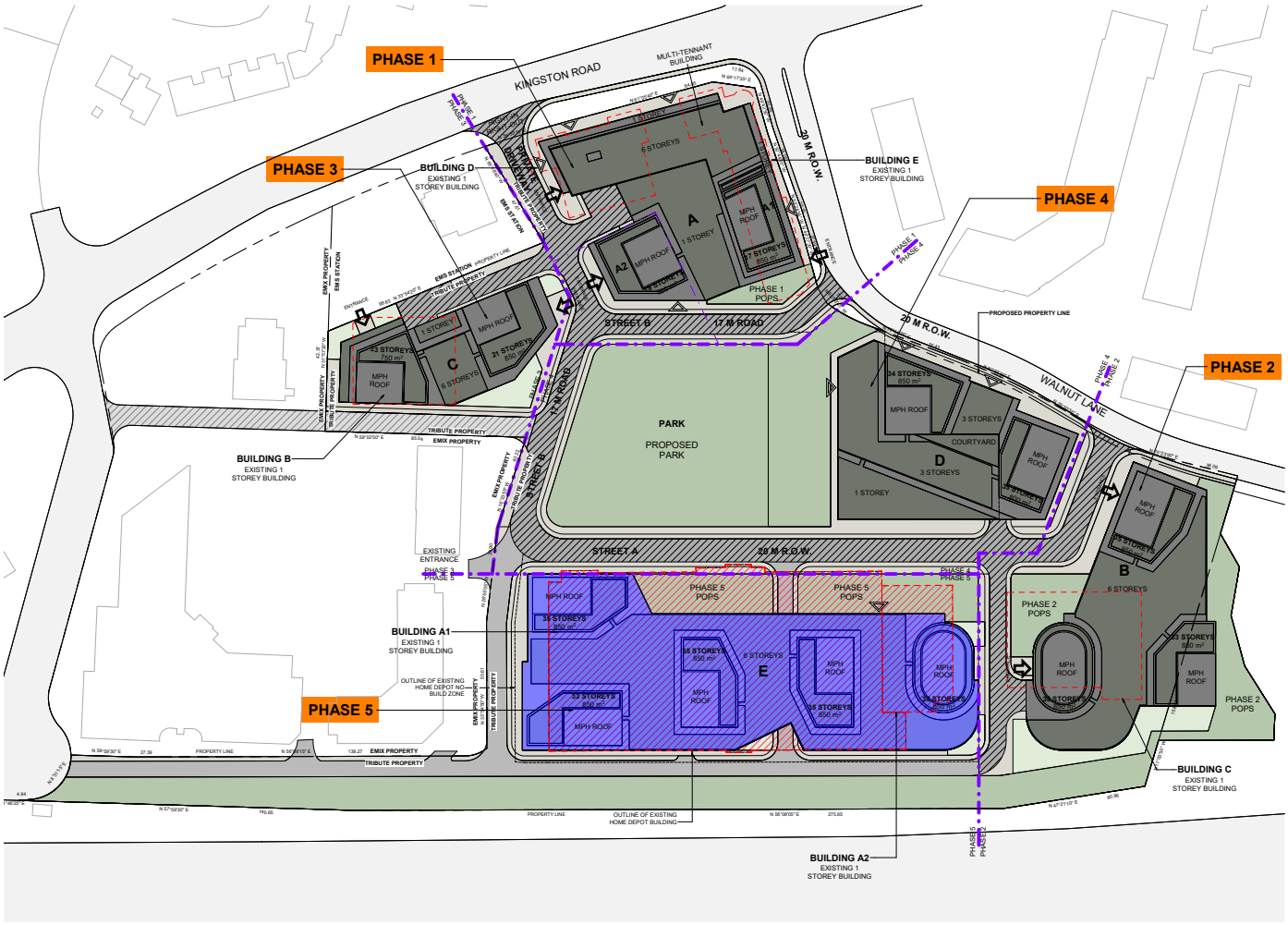


Figure 26: Phasing Plan - Phase 5, created by Turner Fleischer Architects

LEGEND

- LOCATION OF EXISTING BUILDINGS
- BUILDING TO BE DEMOLISHED
- BUILDING DEMOLISHED IN PREVIOUS PHASES
- LOCATION OF PROPOSED BUILDINGS
- COMPLETED BUILDING
- FUTURE BUILDING
- PROPOSED PARK
- EXISTING STREET AND SURFACE PARKING
- NEW STREET CURRENT PHASE
- NEW STREET BUILT IN PREVIOUS PHASES
- PHASING BOUNDARY

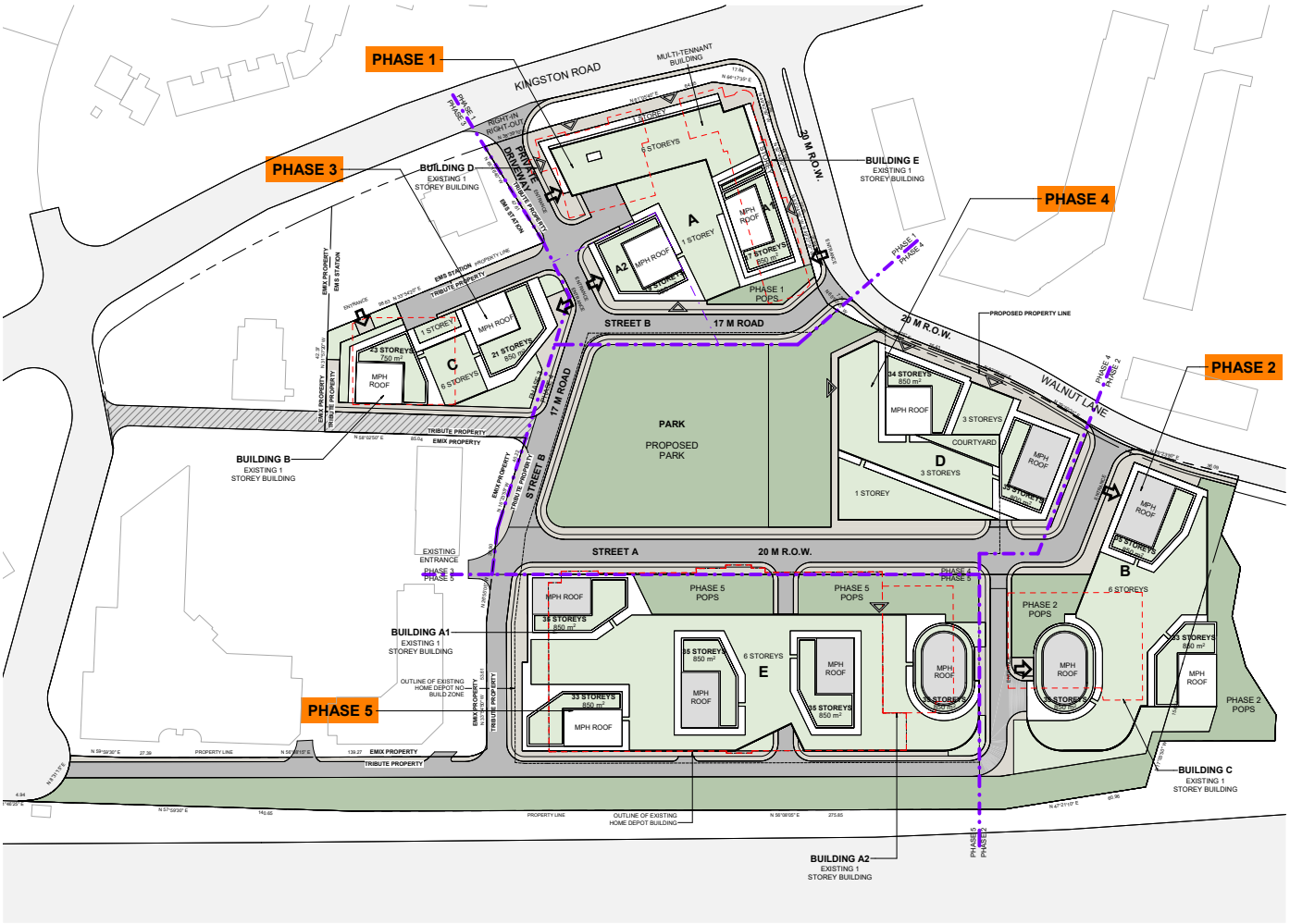


Figure 27: Phasing Plan - All Phases, created by Turner Fleischer Architects

LEGEND

- BUILDING DEMOLISHED IN PREVIOUS PHASES
- PROPOSED PARK
- NEW STREET
- PHASING BOUNDARY

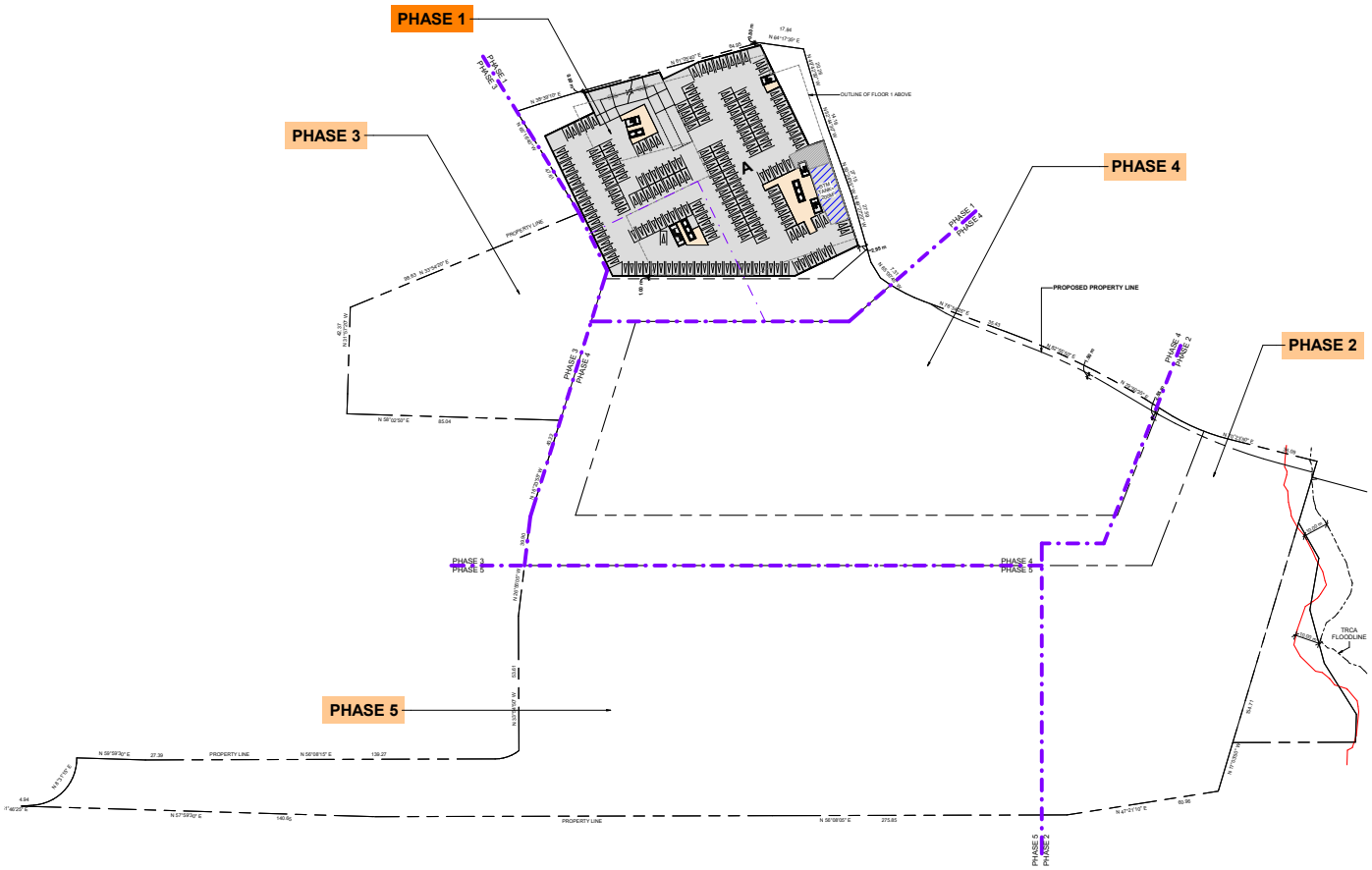


Figure 28: Phasing Plan - UG Phase 1, created by Turner Fleischer Architects

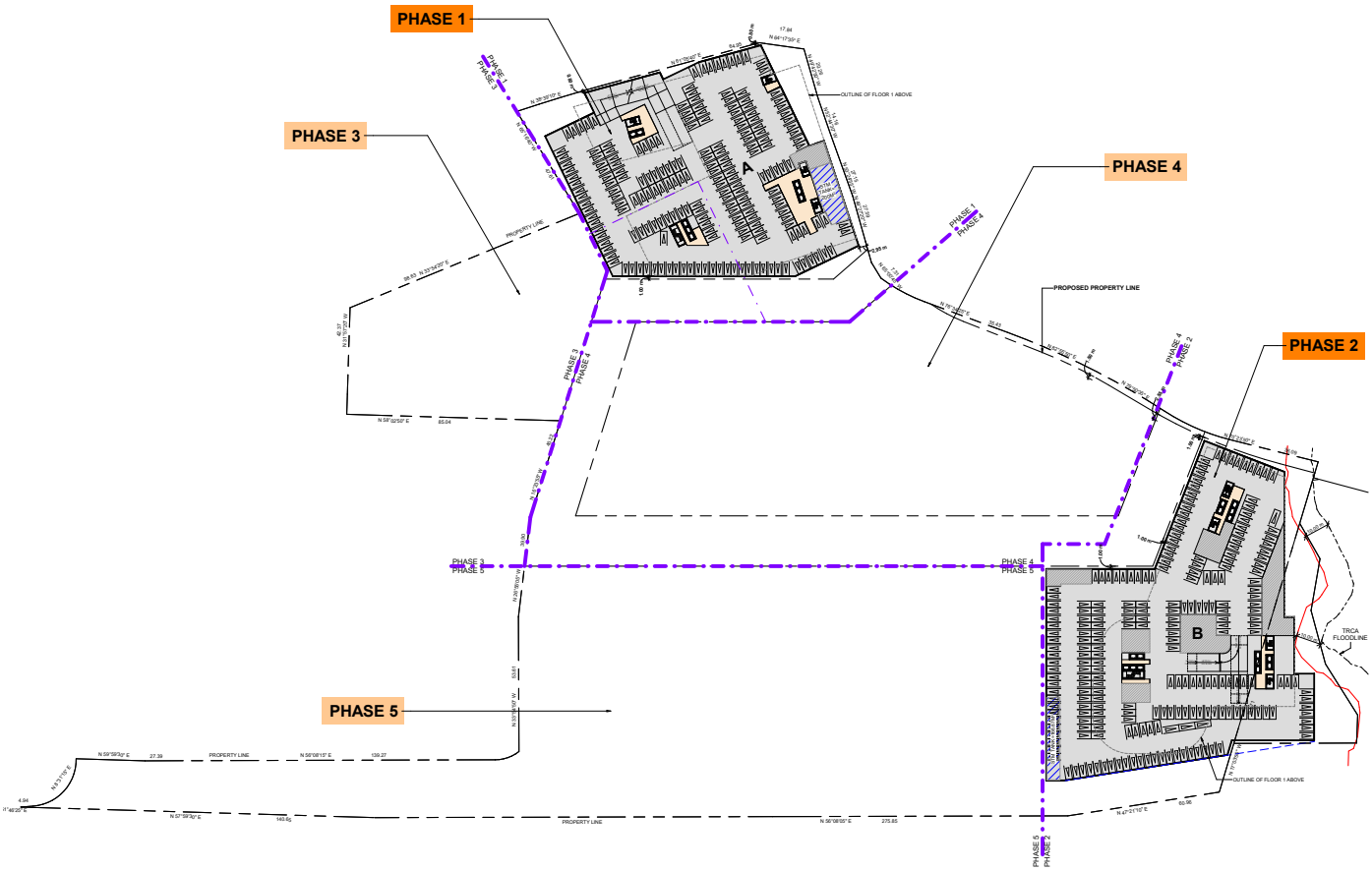


Figure 29: Phasing Plan - UG Phase 2, created by Turner Fleischer Architects

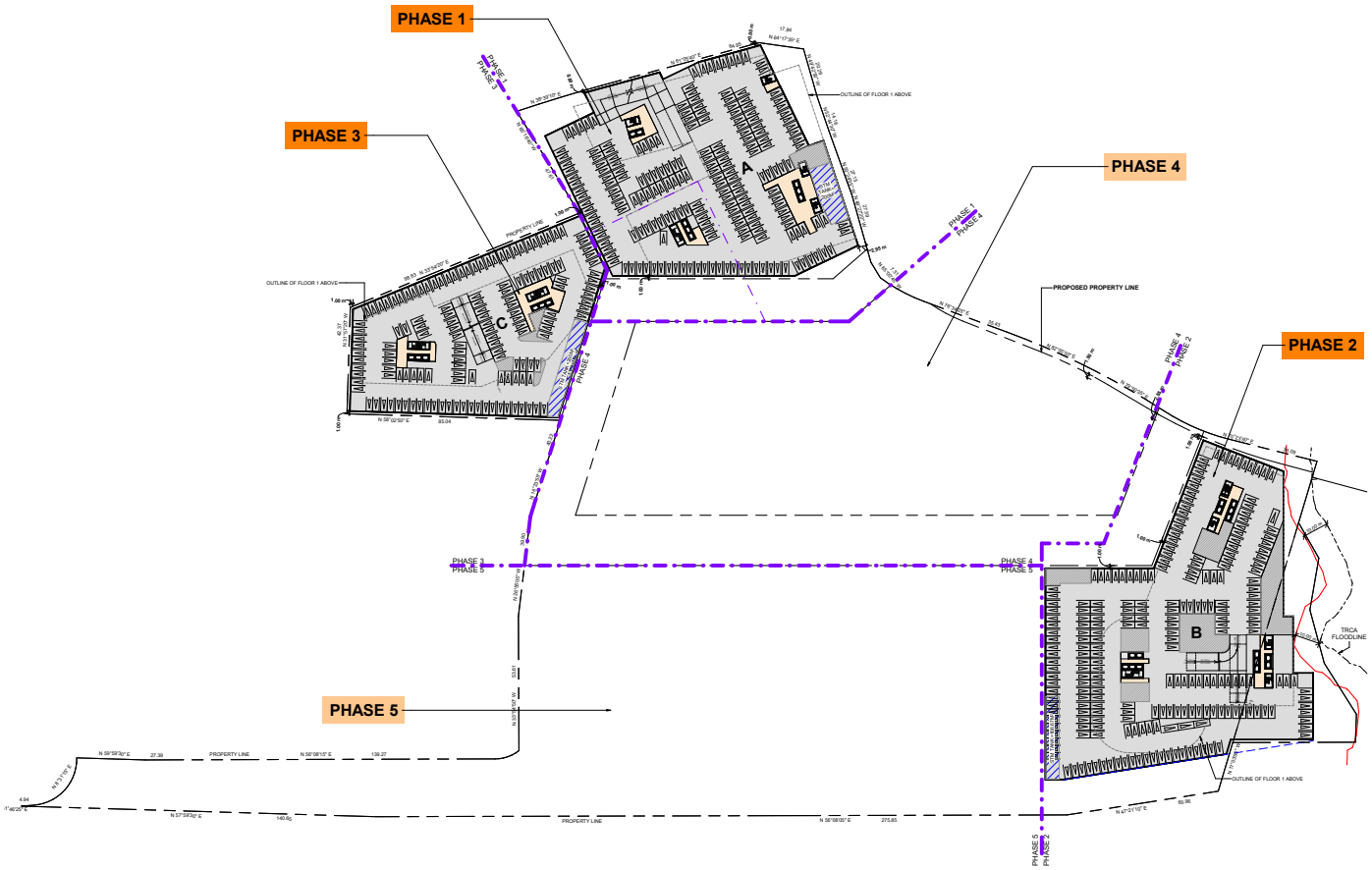


Figure 30: Phasing Plan - UG Phase 3, created by Turner Fleischer Architects

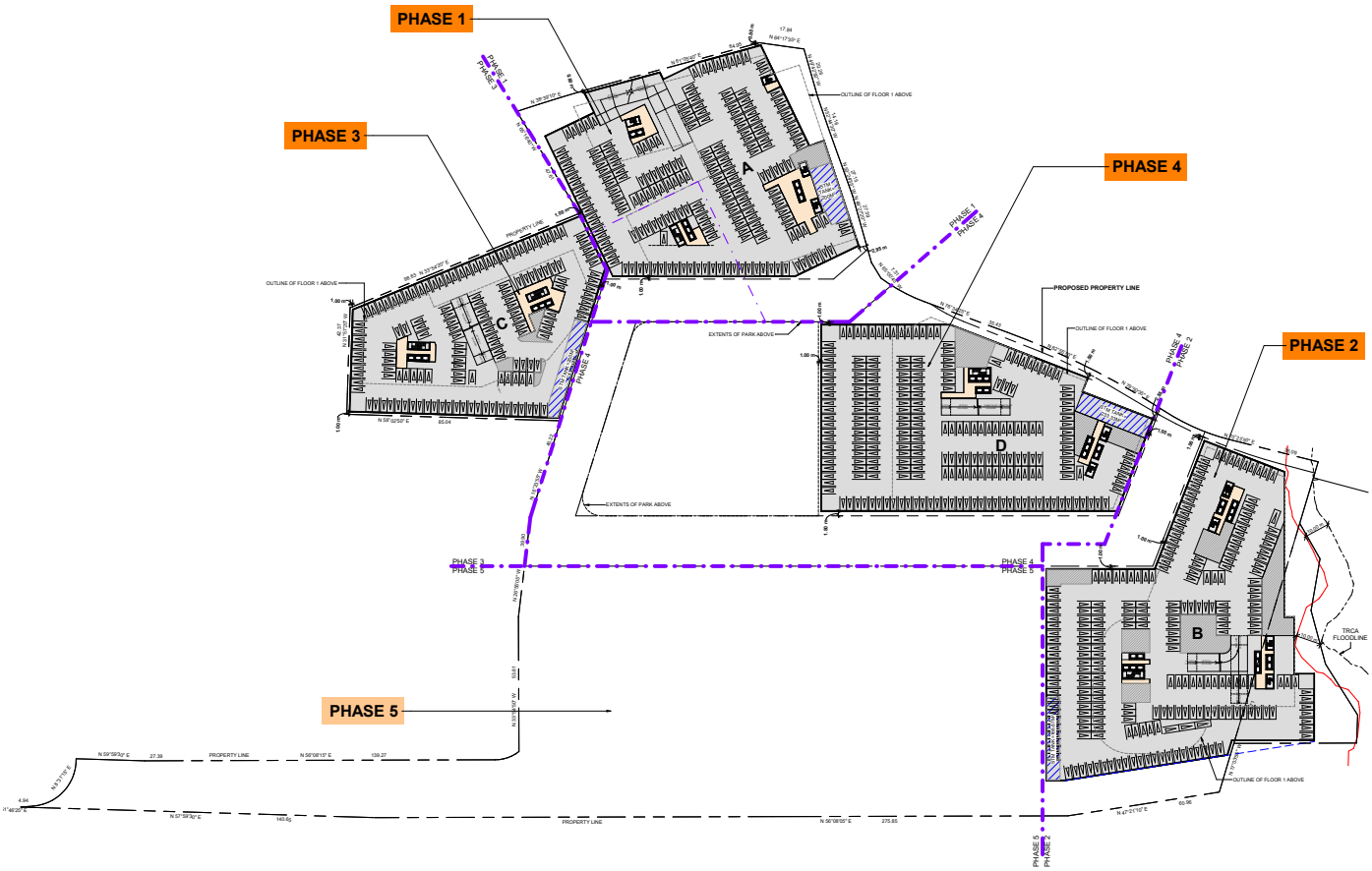


Figure 31: Phasing Plan - UG Phase 4, created by Turner Fleischer Architects

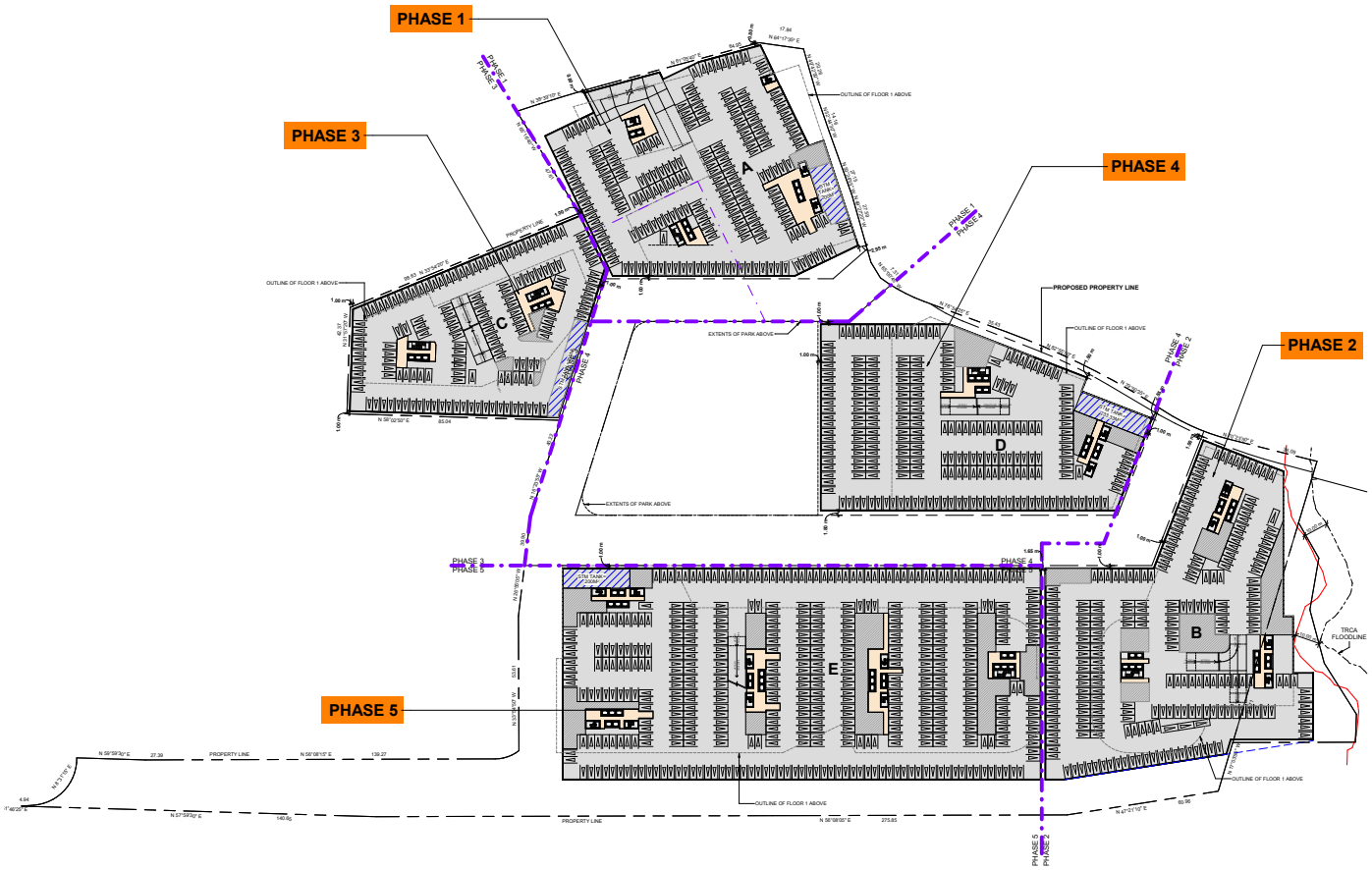


Figure 32: Phasing Plan - UG Phase 5, created by Turner Fleischer Architects

4.9 Sustainability

Sustainability includes the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community. The design objective is to create sustainable urban form that supports compact development, greater walkability and transit use, site and building adaptability, intensification versus sprawl, conservation of natural areas, building in harmony with the surrounding environment and a greater use of existing infrastructure.

The proposed development is a compact mixed-use development that is envisioned to support the existing and planned infrastructure in the surrounding community.

The proposed development introduces a mix of residential and commercial uses that will allow residents to access services and amenities within walking distance. Additionally, the proposed development encourages active transportation by providing accessible sidewalks, multi-use path and pedestrian walkways carefully integrated with the proposed built form and open spaces to create ease of movement and efficiency in accessing different uses.

The proposed development is also within 800m radius from Pickering GO station and 400m radius of bus stations for the bus routes operating along Kingston Road and Bayly Street, south of Highway 401.

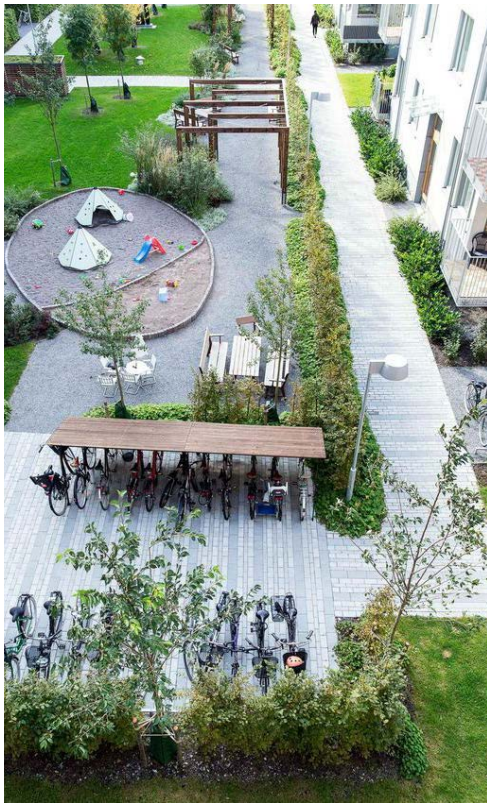
The proposed development will introduce tree-planting, hard and soft landscaping, that will contribute to reducing the heat island effect.

Further sustainability measures will be explored through the detailed design process.

4.9.1 Development Considerations

The following sustainable development practices were considered in the proposed design for the mixed-use development at 1101A, 1105 and 1163 Kingston Road:

- Combine living, working and playing environments in close proximity.
- Accommodate growth through compact development on a street-grid road system supported by alternative transportation modes.
- Reinforce walkability / cycling by providing pedestrian-friendly streetscapes and an active-transportation network that is well connected to existing landmarks, parks and transit facilities.
- Incorporate innovative solutions for on-site stormwater collection and management. Encourage extensive use of green roofs and urban agriculture wherever possible.
- Provide outdoor amenities at grade and green roofs to foster socializing and gathering to increase community feel.
- Utilize building massing and orientation to further enhance visual connection to all natural spaces such as the waterfront area, existing and proposed parks and green spaces.
- Provide landscaping that increases the urban tree canopy.
- Provide LED street lighting.
- Utilize energy efficient and sustainable building materials, where possible.
- Mitigate stormwater flow through the integration of landscape buffers and low impact development techniques.
- Design street and block alignments to maximize overall site passive solar gain – an east/west alignment typically serves this purpose.



4.9.2 Building Considerations

Higher density residential and mixed-use buildings will comply with Pickering's Green Standards which will be indicated at Site Plan Application stage for each development. Overall building design should have appropriate regard to the Kingston Road Corridor and Specialty Retailing Node – Draft Urban Design Guidelines (DUDG) (2019), Section 2.0 Built Form.

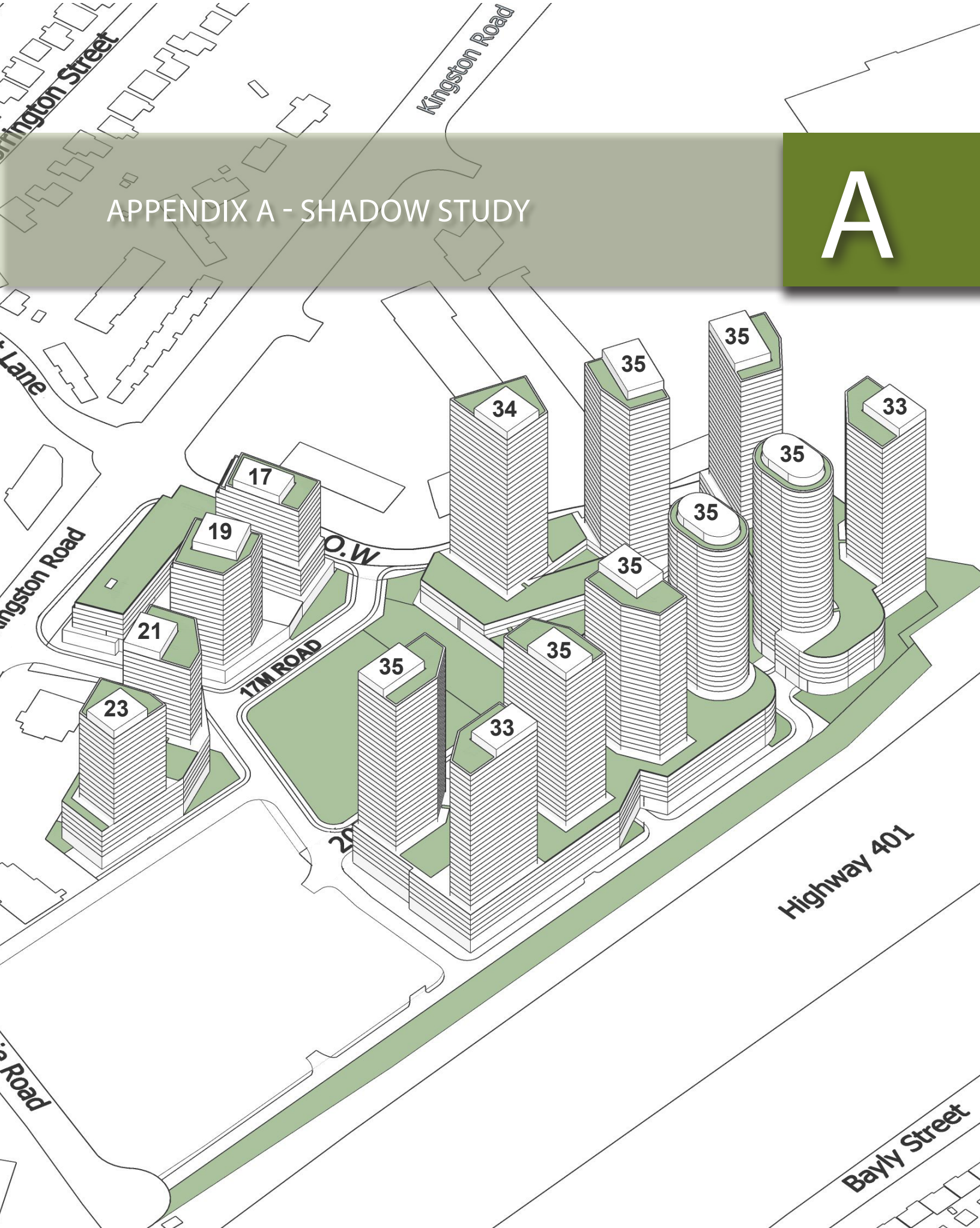
4.9.3 Community Safety

In order to promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the following principles of CPTED (Crime Prevention Through Environmental Design):

- Building entrances and windows should be visible from the street, to provide passive surveillance.
- Dwellings and buildings shall have porches, stoops, porticoes or other outdoor usable spaces, to provide eyes on the streets.
- Landscape elements and plant material should not create obscure areas where a person could hide.
- Provide downcast pedestrian-scaled lighting on streets with sidewalks, within walkway blocks, urban squares or parks.
- Avoid isolated routes or dead ends.
- Increase pedestrian traffic and activity.
- Ensure clear sight lines along walkways and at outdoor amenity spaces.
- Provide wayfinding signage and information and clearly define building entrances.
- Create a sense of ownership and pride through maintenance and management.

APPENDIX A - SHADOW STUDY

A



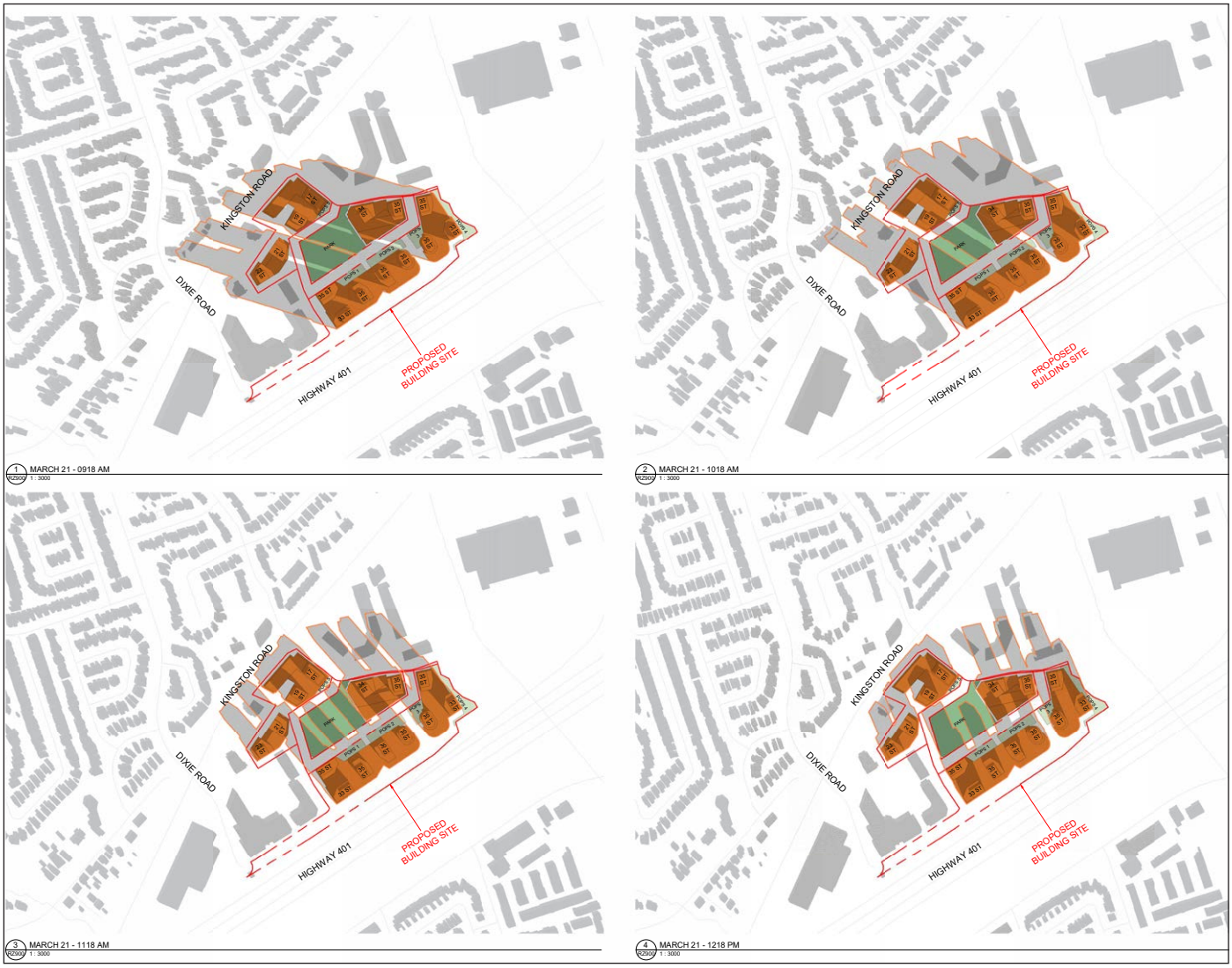


Figure 33: Shadow Studies (March 21st) prepared by Turner Fleischer Architects

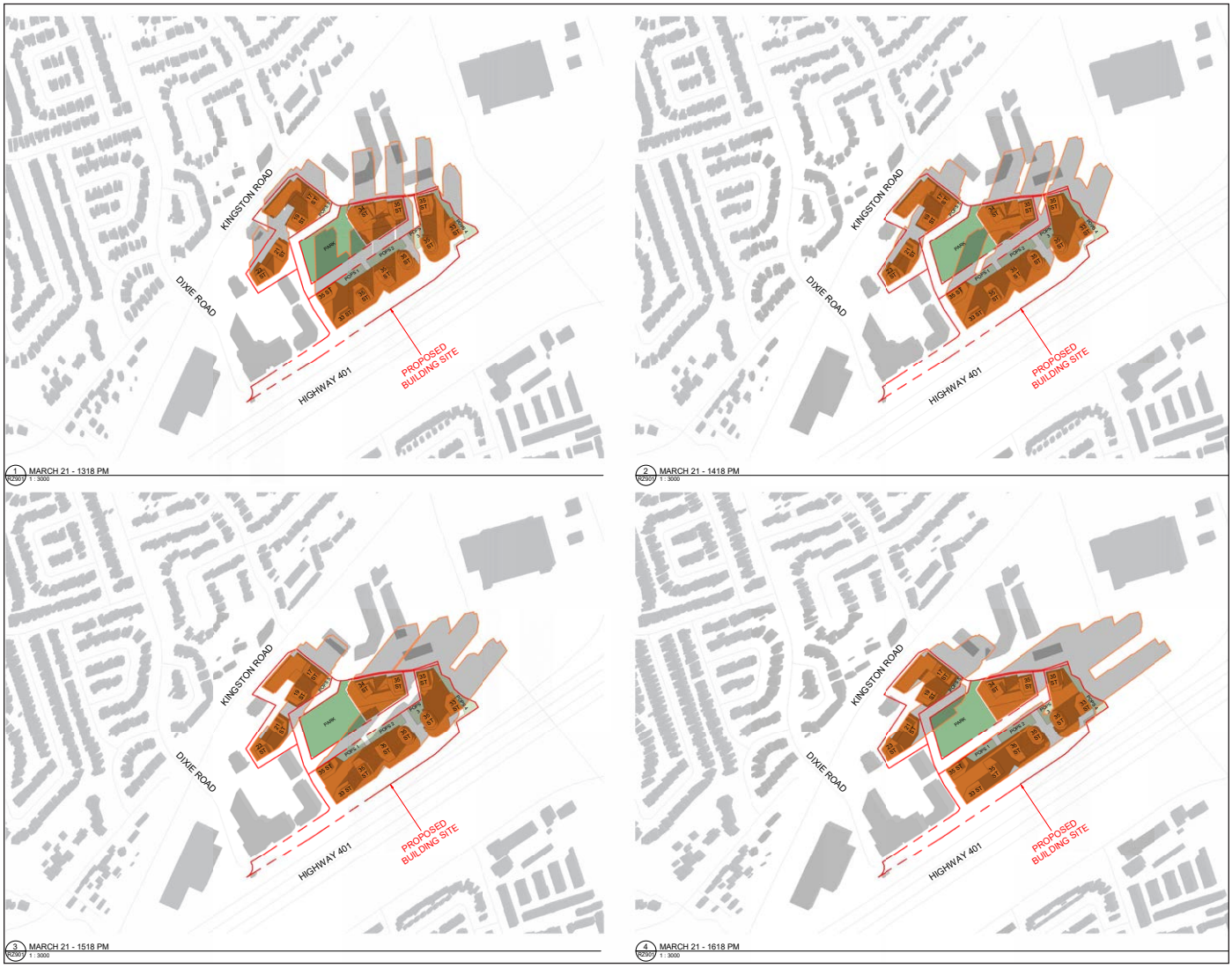


Figure 34: Shadow Studies (March 21st) prepared by Turner Fleischer Architects

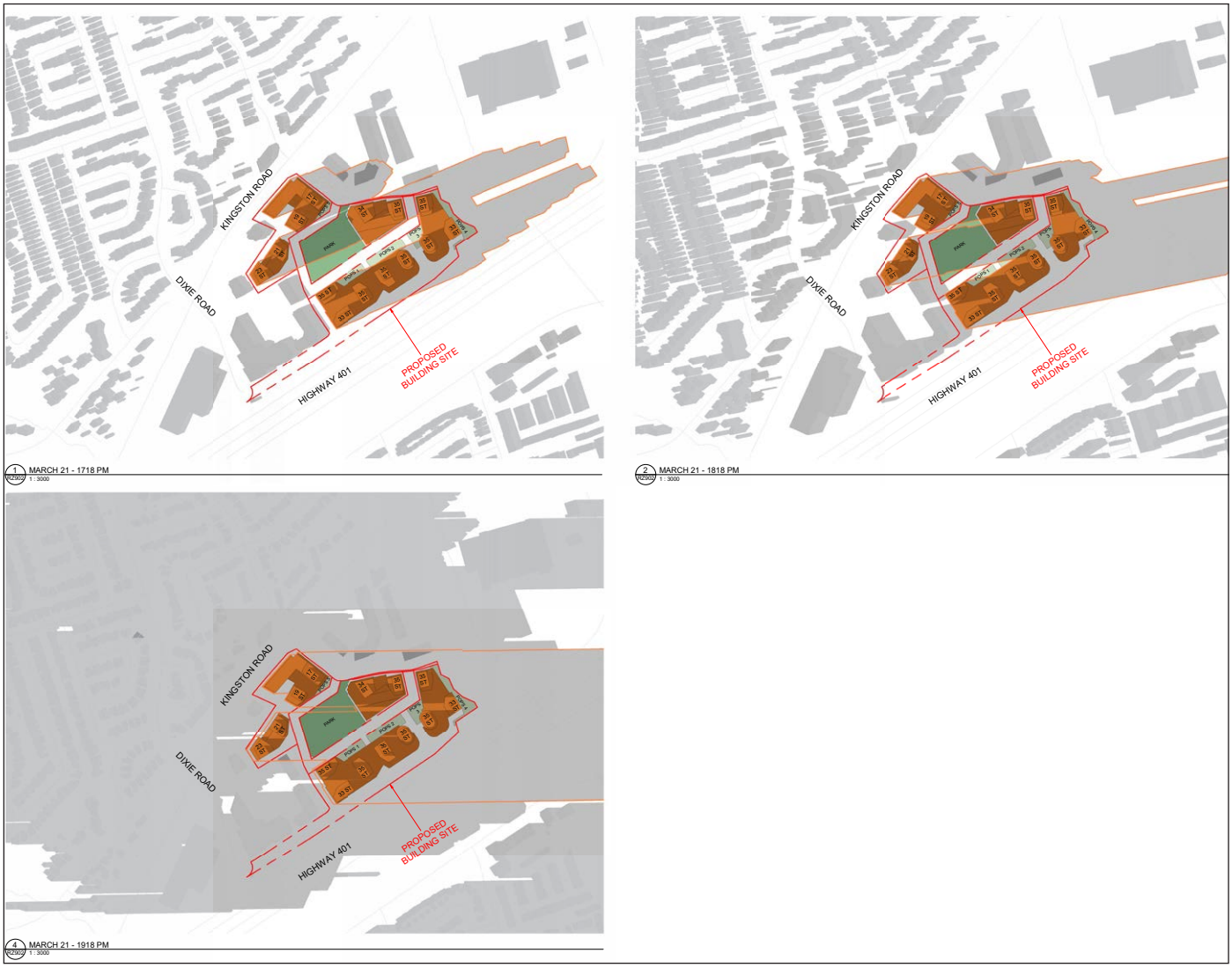


Figure 35: Shadow Studies (March 21st) prepared by Turner Fleischer Architects

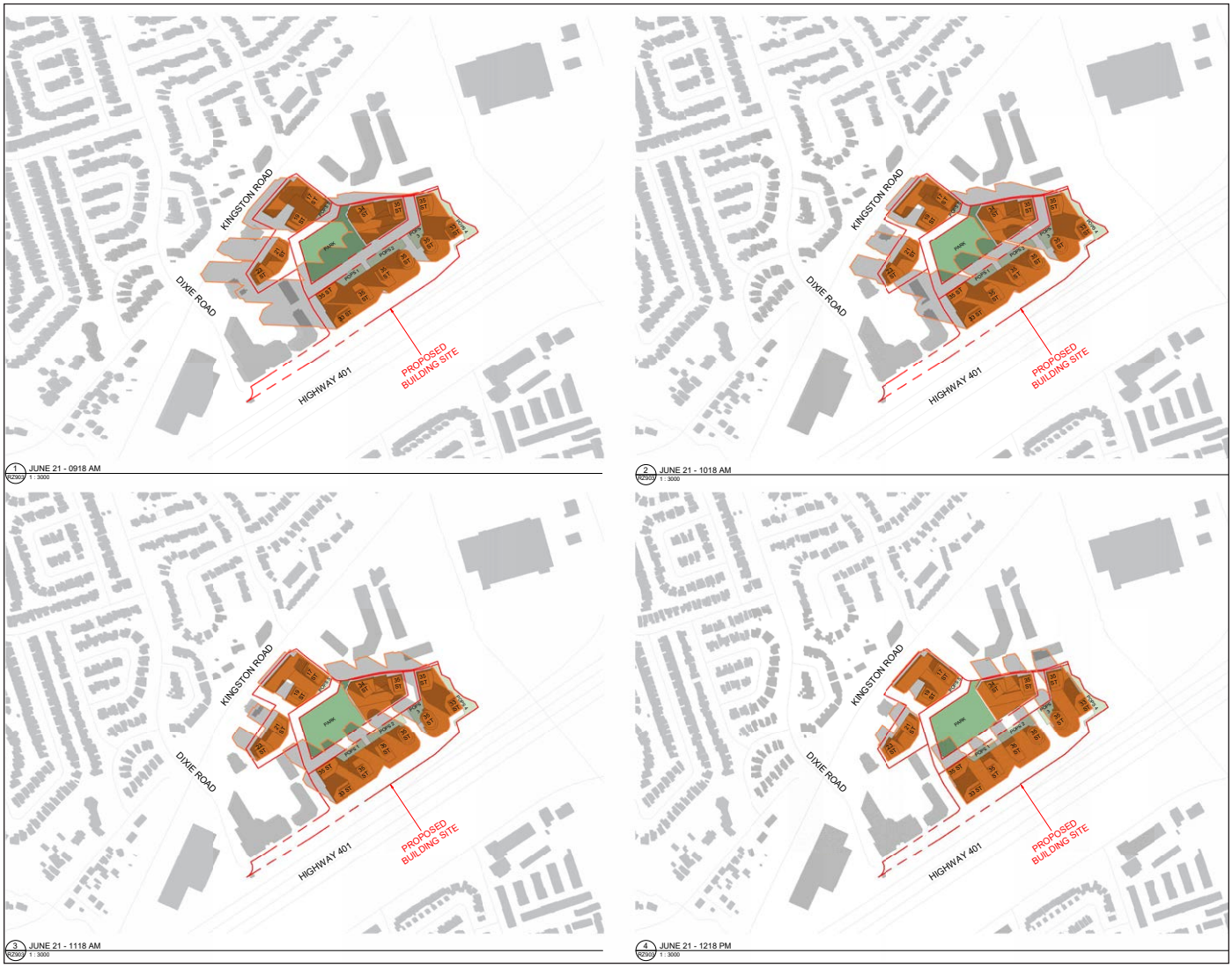


Figure 36: Shadow Studies (June 21st) prepared by Turner Fleischer Architects

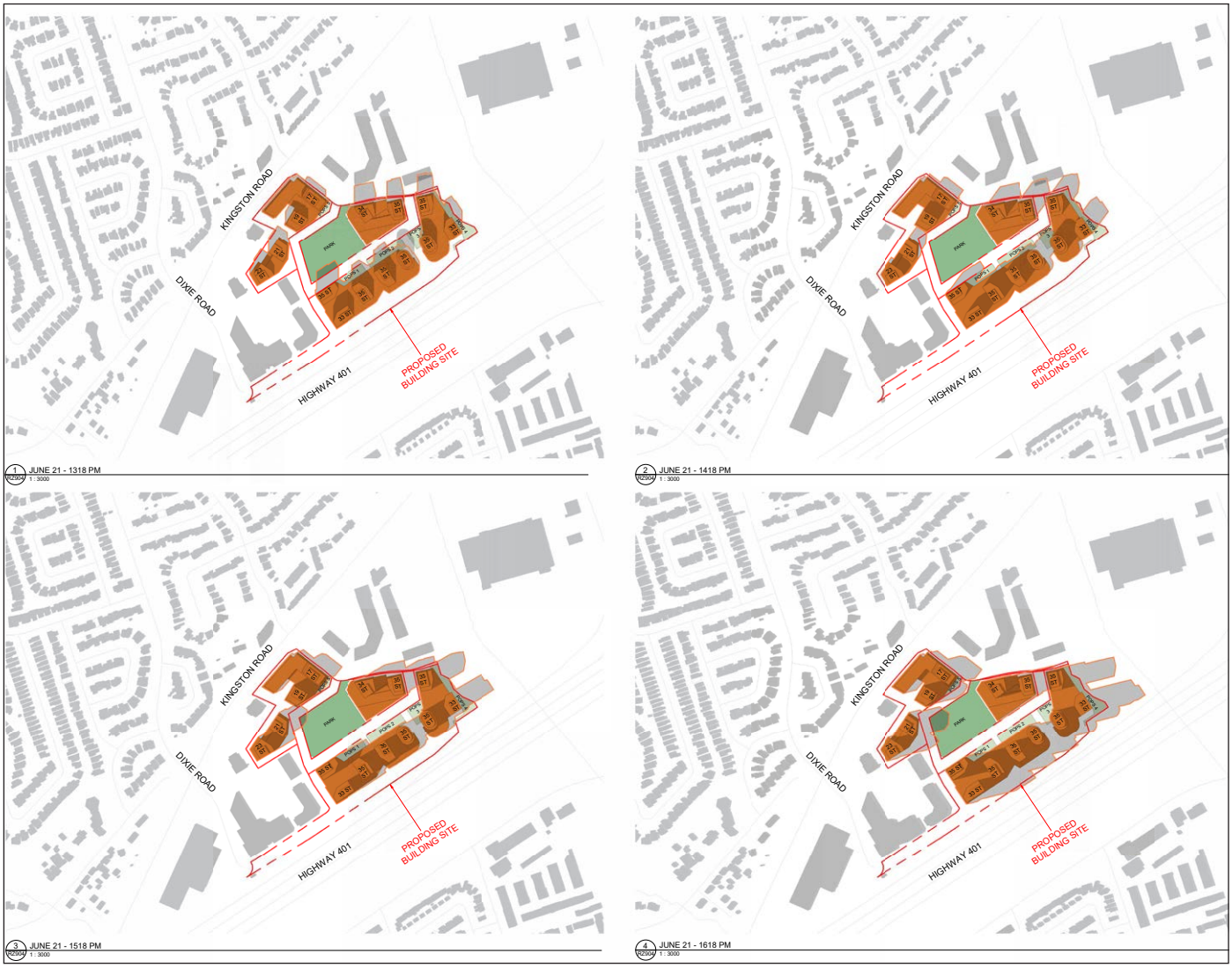


Figure 37: Shadow Studies (June 21st) prepared by Turner Fleischer Architects

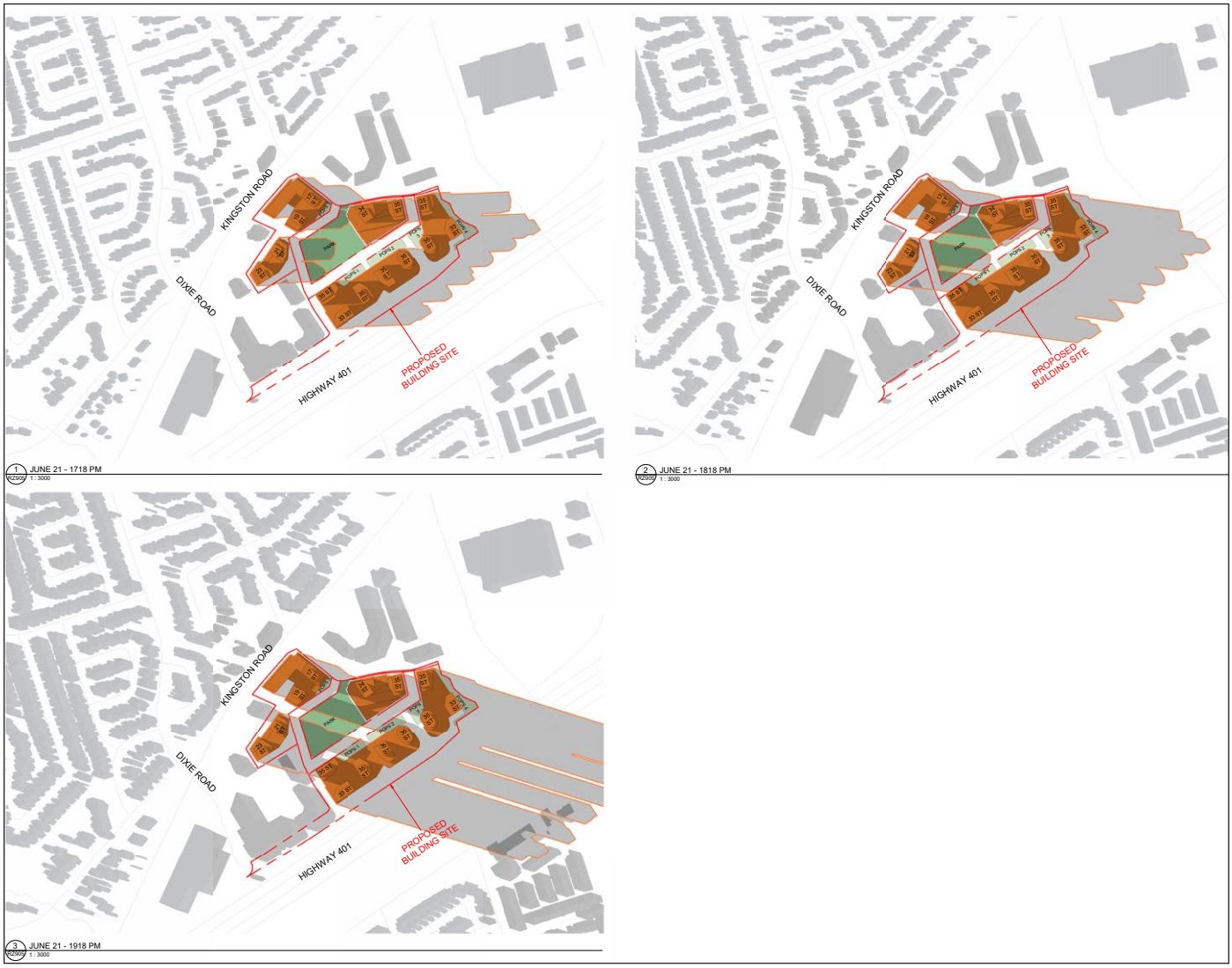


Figure 38: Shadow Studies (June 21st) prepared by Turner Fleischer Architects

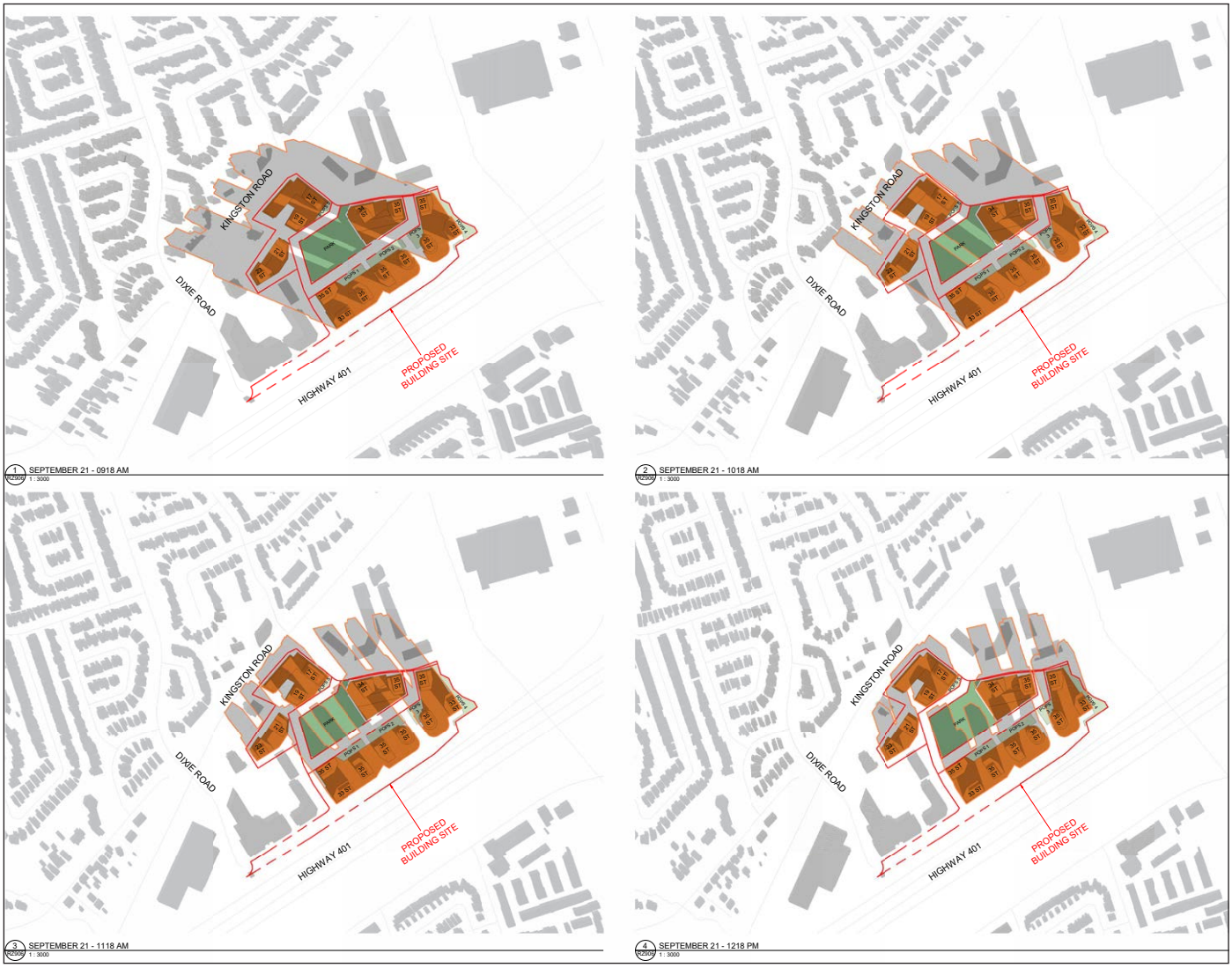


Figure 39: Shadow Studies (June & September 21st) prepared by Turner Fleischer Architects

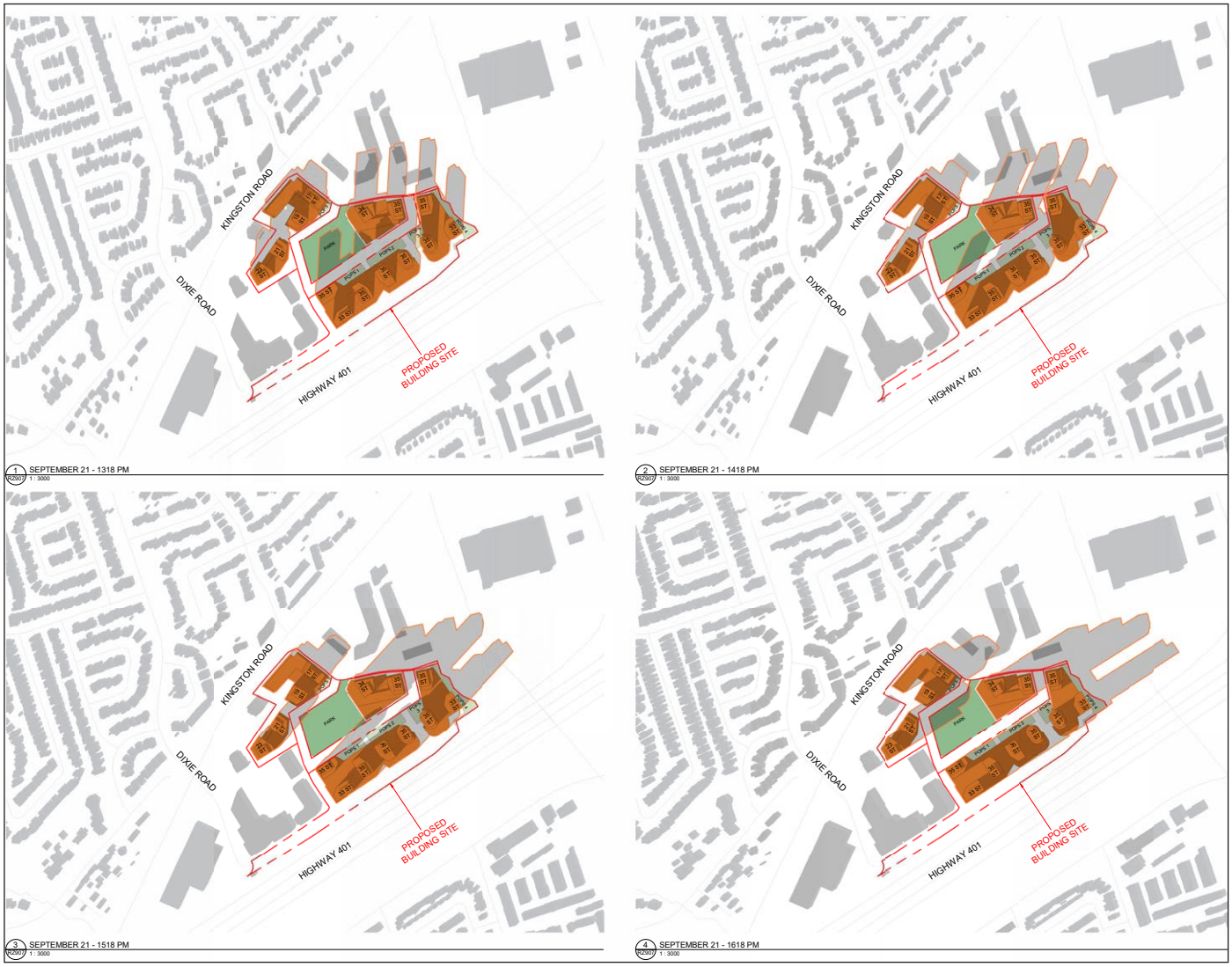


Figure 40: Shadow Studies (September 21st) prepared by Turner Fleischer Architects

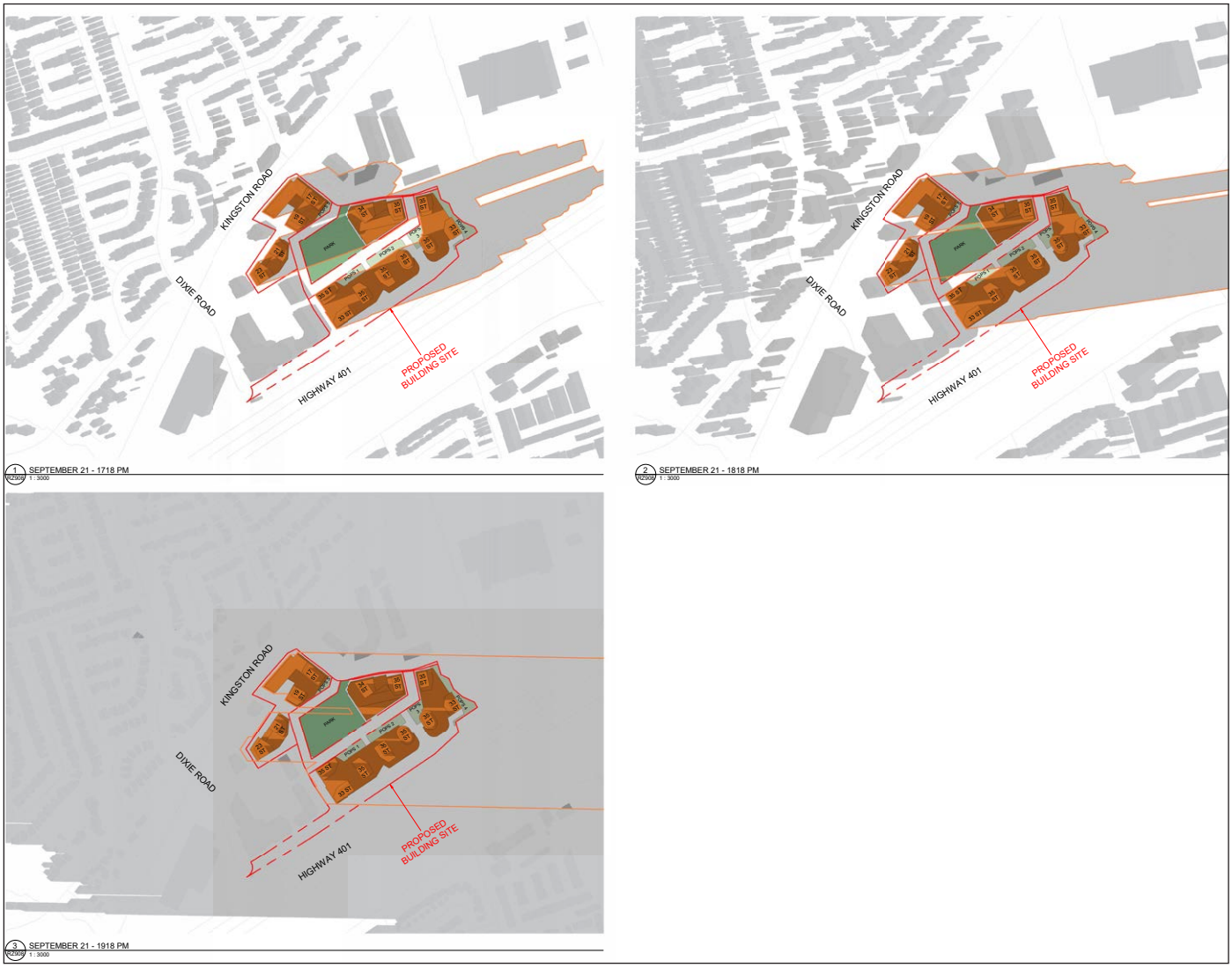


Figure 41: Shadow Studies (September 21st) prepared by Turner Fleischer Architects

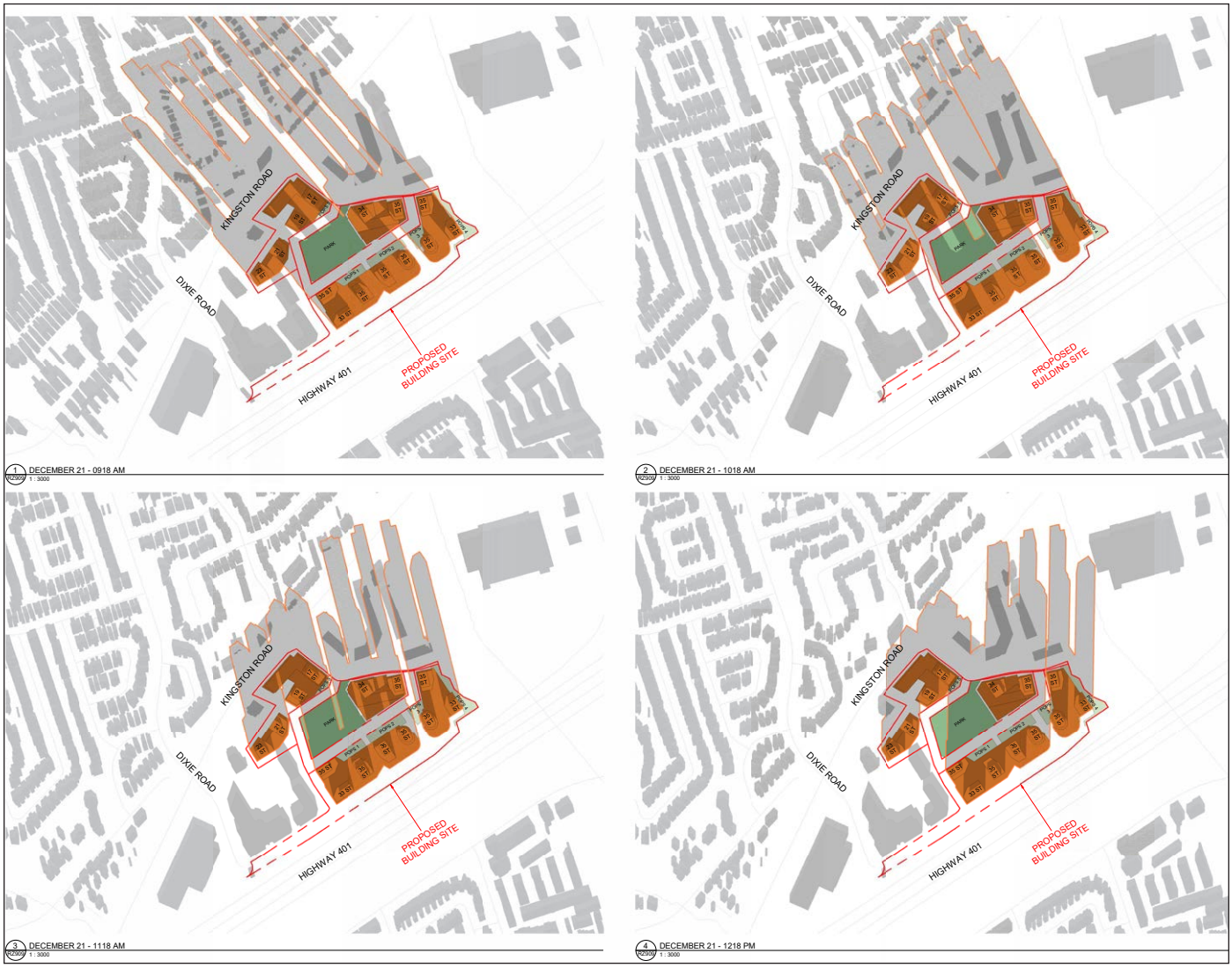


Figure 42: Shadow Studies (December 21st) prepared by Turner Fleischer Architects

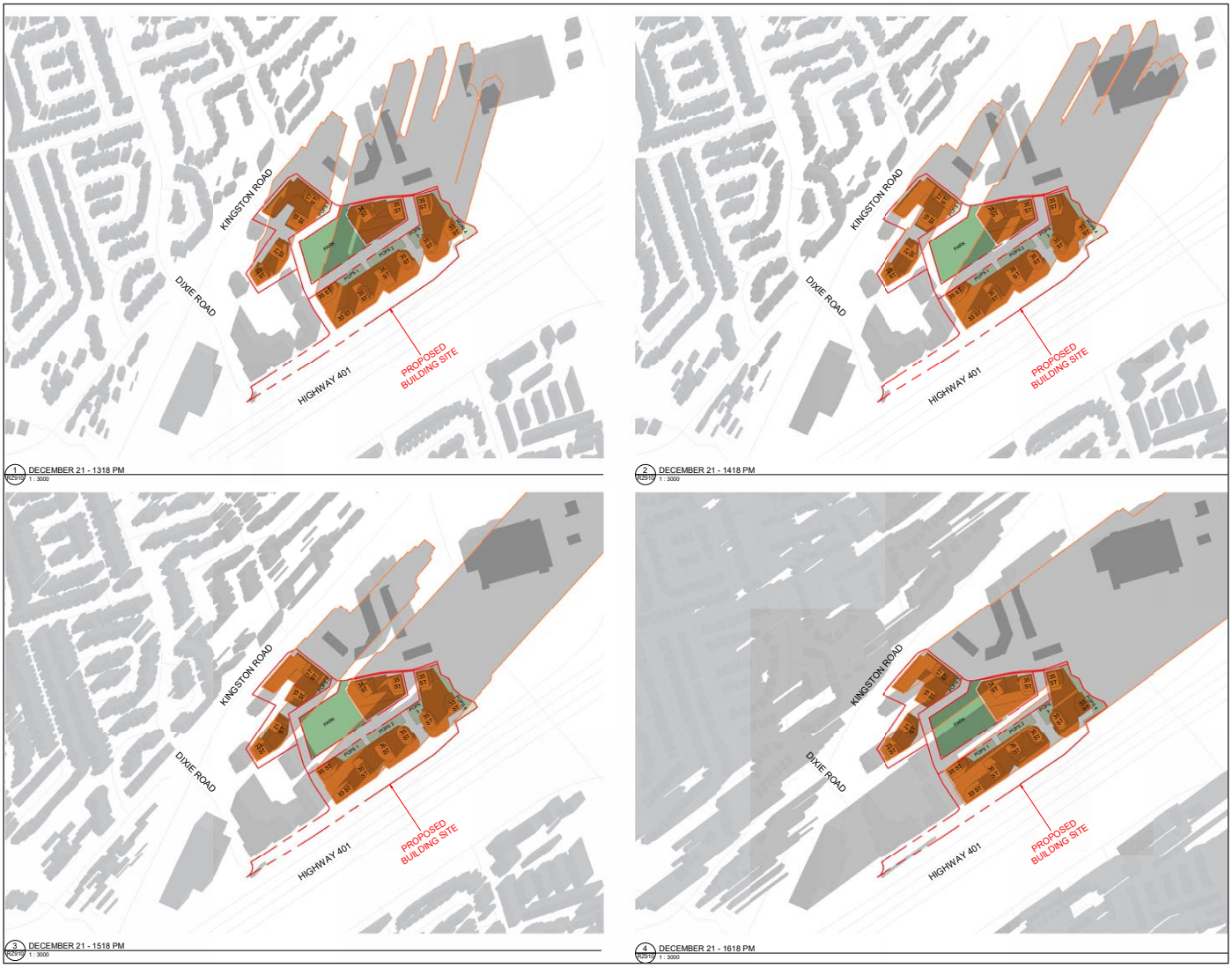


Figure 43: Shadow Studies (December 21st) prepared by Turner Fleischer Architects

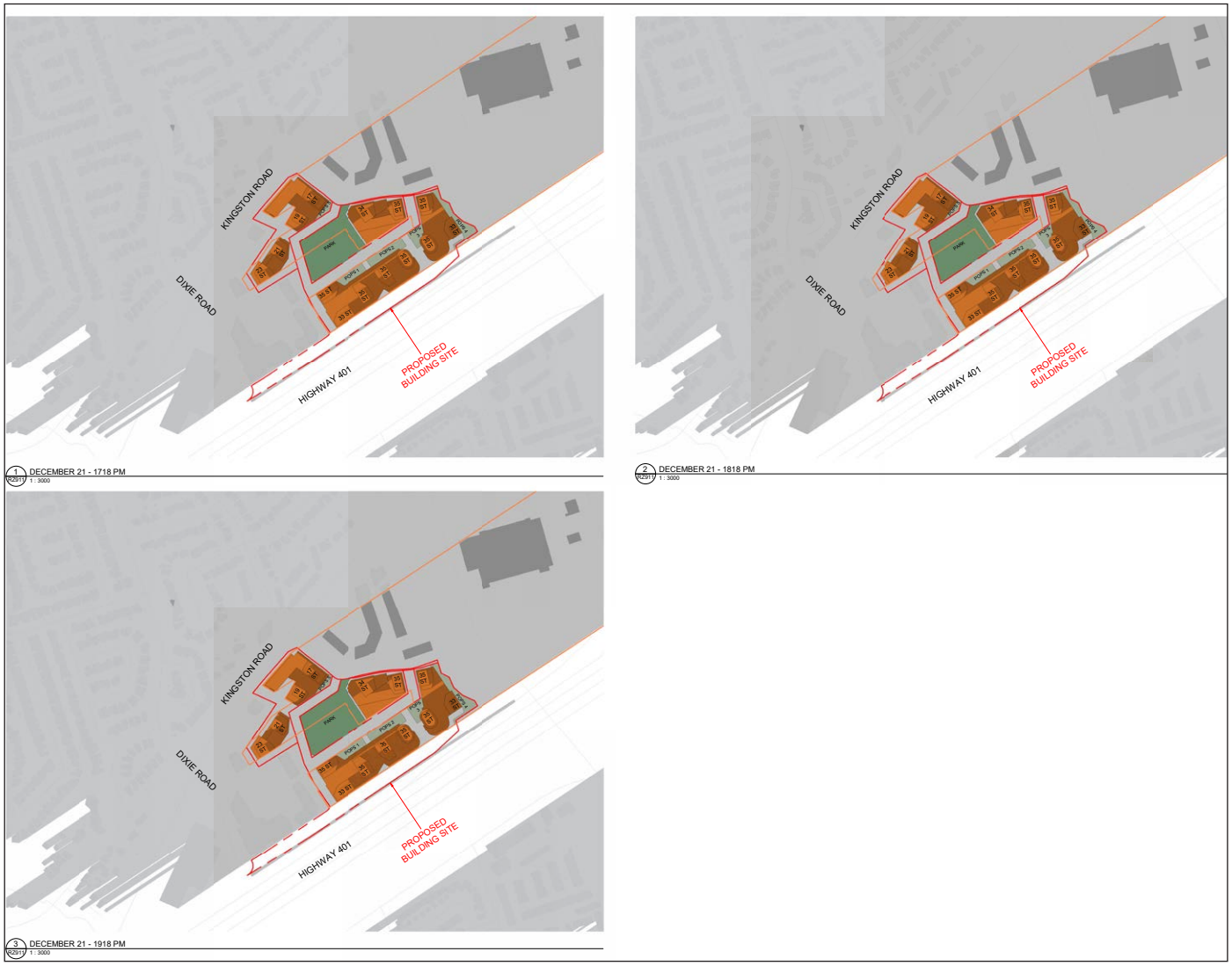


Figure 44: Shadow Studies (December 21st) prepared by Turner Fleischer Architects

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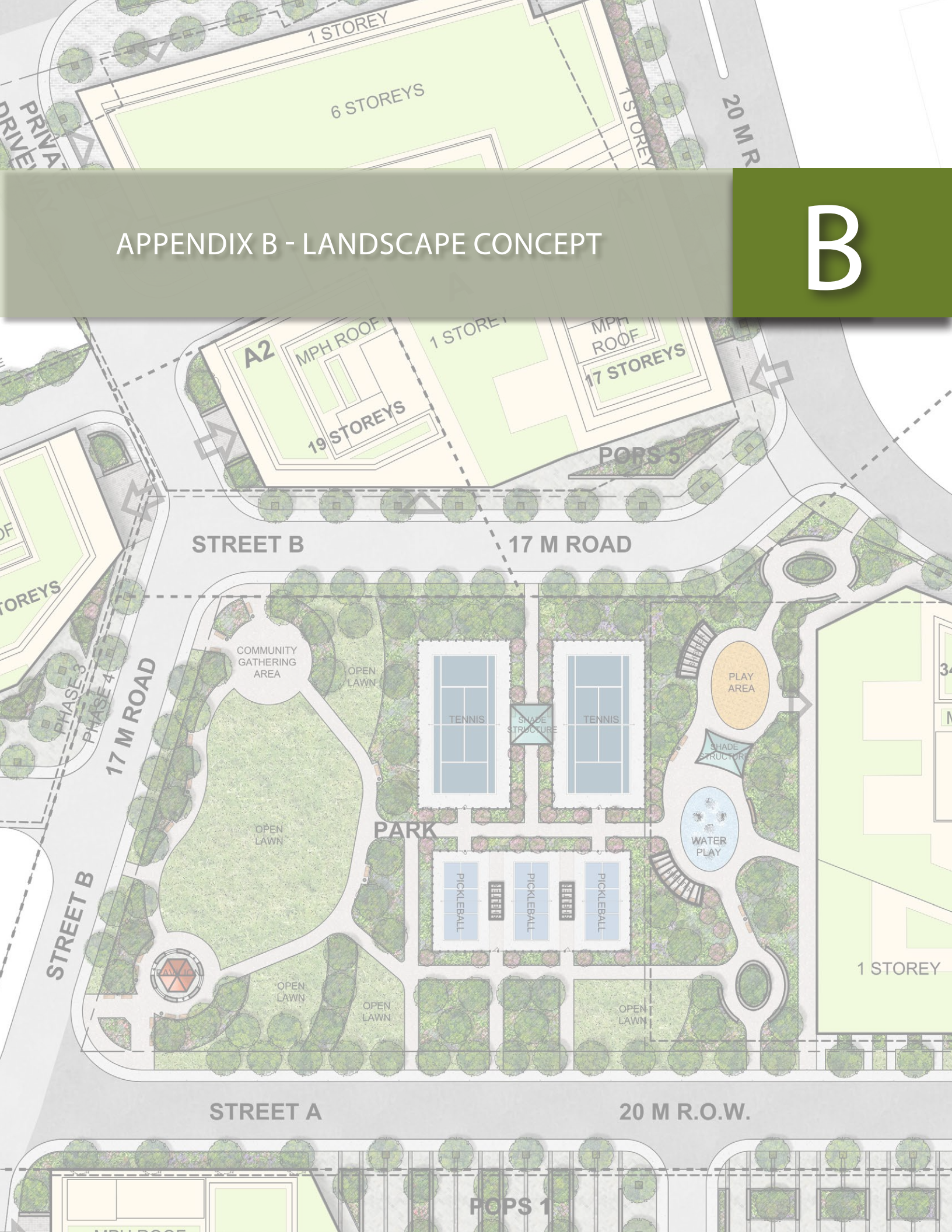
APPENDIX B - LANDSCAPE CONCEPT

B

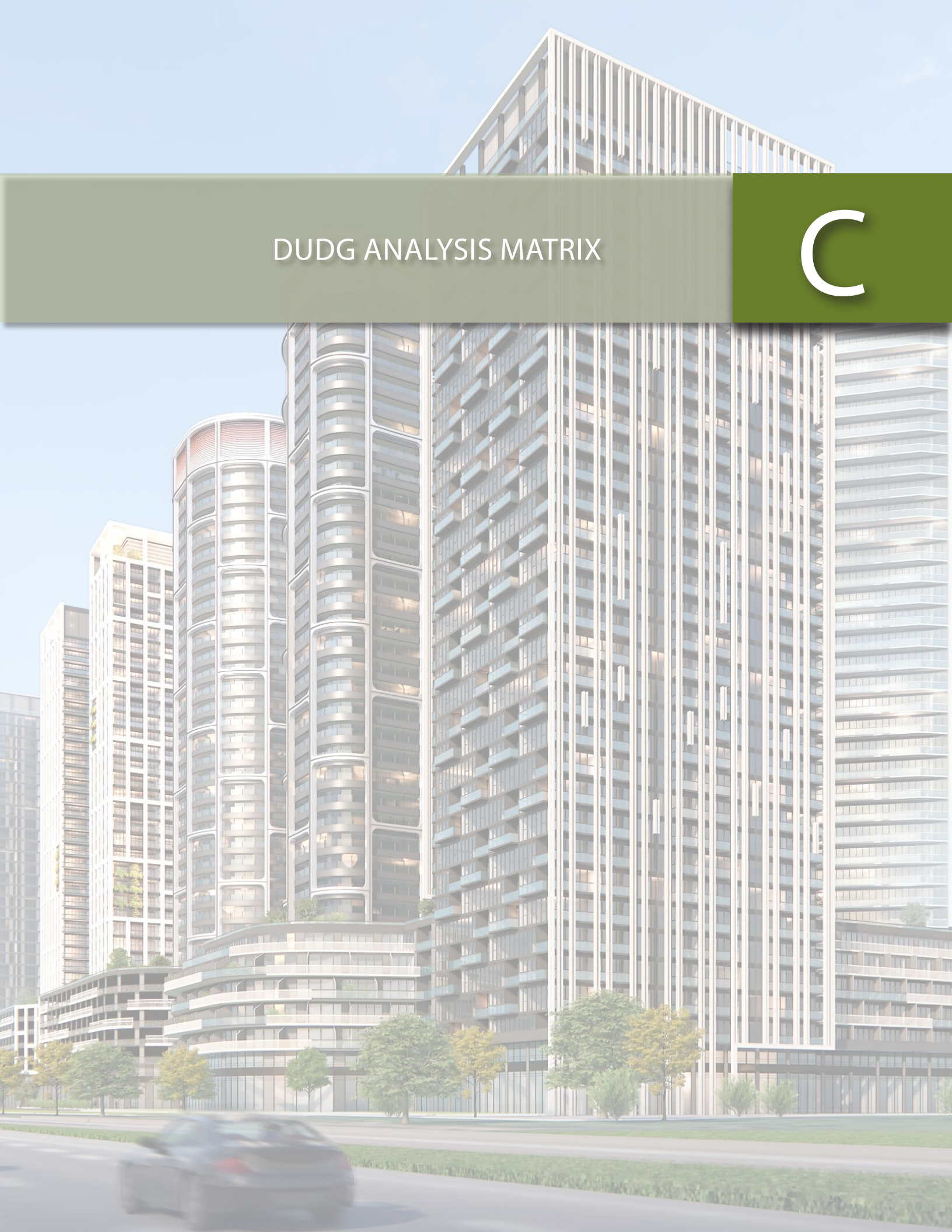



DIXIE ROAD
KINGSTON ROAD
EXISTING ENTRANCE
EXISTING ROAD
STREET A
STREET B
17 M ROAD
20 M R.O.W.
WALNUT LANE
PARK
PRIVATE DRIVEWAY
PROPERTY LINE
TRCA FLOODLINE
POPS 1
POPS 2 / PLAZA
POPS 3
POPS 4
A
A1
A2
B
C
D
E
COURTYARD
MPH ROOF
1 STOREY
3 STOREYS
6 STOREYS
17 STOREYS
19 STOREYS
21 STOREYS
23 STOREYS
33 STOREYS
34 STOREYS
35 STOREYS
Legend
North Arrow
1101A, 1105, 1163 Kingston Road
Pickering, Ontario, L1V 1B5
Landscape Concept Plan
TRC148
October 2023
1:750
L-SP

mbtw wai

DUDG ANALYSIS MATRIX

C



City Development Department
Site Design and Building Form

31. The submitted Urban Design Brief and the design of the development are required to be revised to demonstrate how the proposal is consistent with the goals and objectives within the Council endorsed **DUDG** including matters related to block structure, built form, site design, landscaping, building design, transition and massing, street and pedestrian connections, right-of-ways for public and private roads, parkland and parking. **Accordingly, please provide a matrix outlining how the recommended guidelines have been addressed through the revised proposal. Where the proposal deviates from the DUDG, please provide a detailed justification for the deviation.**

DRAFT URBAN DESIGN GUIDELINES (DUDG)	
***Please note that the following responses have also been included in the submitted Urban Design Brief under Policy Review Section 3.2.5**	
Goals & Objectives	**Response**
1. Advance the concept of place-making and create complete communities	The design emphasizes place-making by integrating diverse residential, commercial, institutional, and recreational spaces that foster a sense of community. The ground-level retail, vibrant public spaces, excellence in architecture and well-designed open areas will encourage social interaction and community engagement, contributing to the development of a "complete" community. These elements have been carefully considered to enhance the character of the neighbourhood while aligning with broader urban place-making principles.
2. Promote sustainability in the design and full lifecycle of the streetscape, open spaces and buildings	Streetscape, open spaces, and development concepts have been designed to accommodate future growth and evolving community needs. Sustainability principles includes stormwater management solutions which reduce runoff and enhance urban biodiversity. Buildings are designed with energy efficiency in mind, employing sustainable and energy efficient materials and technologies such as, green roofs, and high-performance building materials to minimize the carbon footprint. The project's commitment to sustainability ensures environmental responsibility throughout its lifecycle. Section 4.9 of the UDB includes a detailed description of the sustainability considerations for this proposed development.
3. Stimulate economic growth and vitality	This mixed-use high-rise community is designed to stimulate economic activity through its combination of commercial and residential spaces. By offering flexible commercial spaces that can accommodate a range of business types and sizes, the project will encourage entrepreneurship and job creation, contributing to local economic growth. The high-density residential units will also bring a larger population to the area, supporting local businesses and services.
4. Promote mixed used development with an emphasis on higher density residential and employment uses integrated within a building or site	The proposed development achieves a balance between higher-density residential and employment uses, with residential units strategically placed above commercial spaces in key areas of the plan to promote integrated living and working environments. Additionally, the integration of a high rise building with retail adjacent to the central park amenity further emphasises this integration. By clustering these uses together, the development reduces the need for commuting, encouraging residents to live and work in close proximity. This mix enhances the entire development's overall functionality and helps foster an active, vibrant community.
5. Design all public roads and private connections to be complete streets and emphasize transit and pedestrian oriented development	The design prioritizes a complete streets approach by integrating safe, accessible connections for all transportation modes, with a strong focus on pedestrian and active transportation. The interconnected network of sidewalks, pedestrian pathways, and multi-use paths links residential, commercial, and recreational spaces, fostering shorter trips and reducing reliance on cars. With the Pickering GO Station within an 800-metre radius and bus transportation within 400 metres, the development is transit-oriented, encouraging walkability and ease of access. Vehicular access is efficiently managed through strategically placed roads and underground parking, ensuring a harmonious balance between pedestrian circulation and vehicular traffic while maintaining an attractive streetscape.
6. Improve access management and connectivity for all transportation modes	The development's access strategy consolidates driveways along Kingston Road. A single private road access is planned for Kingston Road, complemented by additional access points from surrounding streets, which contribute to a well-connected internal circulation network. The internal streetscape is composed of private streets and a future public road, providing alternative routes for vehicular traffic and creating new frontages for development. This interconnected network enhances mobility and accessibility for all transportation modes, while also promoting a safe and efficient flow of traffic within the site.

7. Encourage the optimization of infrastructure	The proposed development intents to create a sustainable urban form that prioritizes compact development, promotes greater walkability and transit use, and leverages site and building adaptability. By focusing on intensification rather than sprawl, the design conserves natural areas, integrates efficiently with the surrounding environment, and optimizes the use of existing infrastructure. The proposed development, a compact mixed-use project, aligns with this objective by supporting existing and planned infrastructure in the surrounding community. It achieves this through an efficient layout that reduces reliance on new infrastructure investments, incorporates sustainable design measures such as energy efficiency and stormwater management systems, and fosters connectivity with active transportation networks. The design also facilitates long-term adaptability, ensuring the development can evolve with future infrastructure enhancements, such as transit expansions and utility upgrades, further reinforcing the goal of sustainable urban intensification.
9. Support implementation by considering phasing, flexibility and intermediate interventions	The proposed community includes 5 development phases. The arrangement of streets, blocks, open spaces, and buildings is structured to accommodate multiple implementation strategies, ensuring that the site can develop over time without compromising the overall vision and allowing for some existing uses to maintain through various construction phases.

Block Structure	The proposed development is designed to align with the city's block structure guidelines, with block lengths primarily under 150 metres, promoting walkability and ease of movement throughout the community. Where longer blocks exist, pedestrian routes have been included to mitigate extended distances. The high-rise mixed-use blocks feature diverse sizes and configurations, accommodating a variety of uses that enhance visual interest and vibrancy. Notably, the central development block includes a large open space park that serves as a focal point, allowing all surrounding buildings to overlook this green amenity, fostering community interaction and connection while maximizing views and enhancing the overall urban experience.
Built Form	The proposed development prioritizes building placement and orientation to ensure appropriate integration and transitions with the surrounding context. Building entrances are designed to be highly visible and front onto public streets and open spaces, creating direct connections to pedestrian walkways and sidewalks, which enhances accessibility and encourages interaction. Specific attention has been made to retail entrances as well which are strategically positioned towards the public realm, creating an inviting atmosphere that encourages foot traffic and interaction. Building separation proposed is 25 metre minimum between towers which is consistent with the guidelines.
Landscaping	The proposed development incorporates landscaping as an integral element of the site design, enhancing the architectural character and contributing to a sustainable and visually appealing streetscape. The landscape strategy aims to create a cohesive and attractive public realm while supporting pedestrian comfort through the thoughtful placement of plantings and tree canopies. Efforts will focus on defining pedestrian routes, reinforcing the street edge, and ensuring landscaping complements the surrounding urban context. Where feasible, mature vegetation will be preserved and integrated into the design to maintain a connection to the existing natural environment. Further details on public realm and open space landscaping are provided in Sections 4.6 and 4.7 of the Urban Design Brief.
Building Design	The proposed development adheres to the design principles for tall buildings, with towers primarily located near and along the highway and the overall site within proximity to key transit access points, including the Pickering GO station and surrounding bus routes. This placement ensures that the tallest structures are positioned in areas best suited for high-density development, while minimizing impact on adjacent low-rise neighbourhoods. To maintain a pedestrian-friendly environment, the design incorporates podiums between three and six storeys in height, establishing a comfortable human scale along the street. These podiums support a vibrant streetscape with active at-grade uses like retail, commercial, and institutional spaces. The towers are stepped back from the podium by a minimum of three metres, reducing the visual impact on the public realm and providing opportunities for terraces and outdoor spaces. Additionally, distinctive architectural features and carefully designed building tops will provide a visual identity and mark the skyline, while rooftop mechanical equipment will be screened to reduce its impact on views. These specific design features will be discussed in greater details through subsequent building design and site plan applications.

Maximum Floor Plate Size	While tower floor plates exceed the 750m^2 guideline, with an average size of 850m^2, this increase has been carefully balanced with other urban design considerations. The larger floor plates accommodate the functional requirements of the mixed-use development and allow for more efficient building residential units layouts, supporting the community's objectives. Despite the increased size, tower separation distances are maintained at 25 metres to ensure ample light, views, and privacy between buildings.
Transitions & Massing	The proposed development effectively responds to its context, balancing large-scale visibility from the adjacent Highway 401 to the south, and a focus on providing a sensitive transition to the low-rise residential neighbourhood to the north. Setbacks and step-backs ensure a smooth transition to the adjacent residential area. Building A provides a 6 storey podium with a step-back directly adjacent to Kingston road with towers located at the south end of the block. Building heights gradually increase to the tallest adjacent to Highway 401, and are organized around a central park and open space. A shadow impact and angular plane analysis has been completed for this development. More information regarding this can be found within the Urban Design Brief and Architectural Drawings. A pedestrian wind assessment has also been completed by SLR Consulting and was submitted as part of this application. For information regarding this analysis please consult that report.
Street & Pedestrian Connections	The proposed pedestrian network within the development aim to create a vibrant urban environment, encouraging active transportation. Sidewalks are integral to the pedestrian network, providing a minimum width to ensure a comfortable walking environment. These sidewalks are strategically placed to connect directly to surrounding buildings and community amenities, and connect with additional pedestrian pathways through the variety of urban open spaces provided. Pedestrian crossings considered and will be incorporated at key intersections, providing safe and designated locations for pedestrians to navigate through vehicular traffic. A key feature of the development is the multi-use pathway (MUP) along the southern boundary of the site. This pathway is essential in enhancing connectivity across the site, linking Dixie Road to the west, passing along the south side of Building E, and continuing north to POPS 4 and Walnut Lane. The MUP not only provides a direct route for pedestrians and cyclists but also supports the integration of the development with the broader community by connecting to existing and planned pedestrian and cycling infrastructure. By promoting active transportation and providing safe, convenient routes, the MUP plays a critical role in reducing dependency on automobiles, improving accessibility, and contributing to sustainability.
ROW's for public and private roads	The proposed development aligns with the principles outlined in Section 4.5.4 and 4.5.5 focusing on new public and private streets by prioritizing a cohesive and accessible road network. A central e-w 20-metre public right-of-way serves as the primary organizing feature of the development, providing a direct and prominent connection through the site. The remaining rights-of-way are 17 metres, designed to accommodate efficient vehicular, pedestrian, and cyclist movement while maintaining a pedestrian-friendly scale. Future connectivity is facilitated through an opportunity for a road connection to the west, which would link with Dixie Road through the future development of the lands to the west. Additionally, a series of private roads within the site ensure seamless access to and from the development, creating connections to Kingston Road to the north and surrounding internal roads. This road network balances accessibility and connectivity.

Parkland - Public	The proposed public park is a central feature of the development, bordered by both public and private roads and surrounded by mixed-use buildings. Its size exceeds the minimum required guideline (0.3ha) at over 6,400m^2, providing ample space for community activities and recreational use, and reinforcing its role as a significant amenity for residents and visitors alike. The design and placement of buildings around the park aim to create a sheltered and inviting environment by mitigating potential impacts from adjacent streets, such as noise. While sunlight access is considered, the detailed design will incorporate features to enhance the park's comfort and usability, such as thoughtfully designed seating areas, landscaping to provide shaded and sunny spaces, and strategically placed pathways that promote accessibility and active use throughout the day. Additionally, the park is physically and visually connected to the surrounding streets and buildings, enhancing its accessibility and integration within the development. Public art, wayfinding signage, and pedestrian-scale lighting, to be refined during the detailed design phase, will contribute to the park's sense of place. Portion of the park will be strata park, directly connected to this new public park and expands the overall green space to over 8,800m^2. This connection provides an opportunity for both spaces to function cohesively, offering a more versatile and integrated recreational area that strengthens community ties and supports a diverse range of activities.
Parkland - POPS	The proposed development integrates Privately Owned Publicly Accessible Spaces (POPS) as vital components of the public realm, enhancing community interaction and recreational opportunities. The layout anticipates various forms of POPS, linear parks and urban squares, ensuring that they complement the overall design of the mixed-use environment. While the specific design details will be determined through detailed design, the vision incorporates essential elements such as seating areas, gathering spaces, pedestrian-scale lighting, and landscaping that promotes connectivity. The designated POPS are strategically located to foster accessibility, linking key areas of the development and surrounding neighbourhoods. They will be sized appropriately, with a focus on open space, to support intensified development and community activities. Moreover, these spaces will be framed by active ground floor uses to enhance safety and engagement, creating inviting areas for social interaction.
	The Privately Owned Public Spaces (POPS) are distributed across the site to provide connectivity, variety, and functionality for the surrounding buildings: **1. POPS 1, 2 , and 3:** These smaller segments collectively form a linear park, connecting key areas of the site. They provide distinct spaces for leisure and interaction while enhancing connectivity between adjacent buildings. **2. POPS 4:** Located at the south-east corner of the property, this POPS is integrated with the future Multi-Use Pathway. Informal planting of native trees and shrubs assist in creating a green connection to the adjacent natural green space. **3. POPS 5:** An urban square located directly adjacent to the south side of Building B, POPS 5 contributes to creating a larger gateway at the intersection of Street B and Walnut Lane. This space in conjunction with the park, situated south of Street B, creates a cohesive and inviting entry feature for the development while enhancing the public realm. Each of these pops meets the minimum size requirement as outlined in the guidelines.
Parking	The proposed development provides parking primarily through a series of underground parking access points, ensuring that parking facilities are integrated discreetly within the site. These access points are carefully screened by built form to maintain the visual quality of prominent streetscapes. At grade, the development emphasizes pedestrian-oriented design, with active commercial frontages and accessible entrances contributing to an engaging and vibrant public realm. There is no surface parking in the proposed development, with all parking contained within the buildings. Any potential on-street parking within the public rights-of-way would align with the City's design standards, ensuring consistency with broader urban design objectives.

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