



DEVELOPMENT PROJECT REVIEW

PLEASE CHECK ALL APPLICABLE		
☒ Official Plan Amendment	☒ Zoning By-law Amendment	☐ Plan of Condominium
☐ Site Plan	☐ Consent	☐ Other
☐ Variance	☐ Plan of Subdivision	
TO BE COMPLETED BY MUNICIPALITY/PROPONENT		
1	Proponent's name and contact information	Pickering ridge lands inc. Gabe Cicconi gicconi@bayfieldadvisors.com
2	Proponent's lawyer's name and contact information	McMillan LLP Robert Shore < Robert.Shore@mcmillan.ca >
3	Proponent's consultant(s) name(s) and contact information	HGC Engineering: spaul@hgcacoustics.com
4	Municipality	Pickering
5	Municipal Address of Proposed Development	1755 Pickering Parkway
6	PIN(s) for Proposed Development	
7	Legal Name of Owner on Title	Pickering Ridge lands
8	Municipal Application Number(s)	OPA 22-002/P, A 05-22
9	Is a Staff Report available? If so, please attach all Staff Report(s)	See enclosed
10	Date Application(s) filed with Municipality	June 6, 2022
11	Status of the Application(s)	under review
12	Have conditions of approval been provided by the municipality and/or CN? If so, please attach all conditions of approval	yes see conditions provided by CN
13	Has a Noise and Vibration Study or Drainage / Storm Water Management Plan been prepared? If so, please attach all Reports, Addenda, Peer Review Comments	Yes, see attached reports
14	Is the Proposed Development Plan for a condominium or freehold?	ZBA and OPA at this stage of development
15	Municipal planner's name and contact information	Amanda Dunn (adunn@pickering.ca)
16	Property specific concerns identified by CN and/or municipality (i.e. drainage, setback, grading)	See comments

Further to the applicable conditions of approval, the Owner shall enter into and register:

- ☐ CN's standard development agreement (the "CN Agreement") with the necessary revisions to address the Owner's development, and/or
- ☒ CN's standard environmental easement ("Transfer of Easement"),

and shall pay CN's reasonable costs in preparing and negotiating the Transfer of Easement or the CN Agreement and Transfer of Easement (as applicable).

Date (day/month/year)

 / /

Name

Gabe Cicconi

Digitally signed by Gabe Cicconi
Date: 2025.10.03 14:59:04-04'00'

From: Catherine Rose, MCIP, RPP
Chief Planner

Subject: Official Plan Amendment OPA 22-002/P
Zoning By-law Amendment A 05/22
Bayfield Realty Advisors and Pickering Ridge Lands Inc.
1755 Pickering Parkway

1. Purpose of this Report

The purpose of this report is to provide preliminary information regarding applications for Official Plan Amendment and Zoning By-law Amendment, submitted by Bayfield Realty Advisors and Pickering Ridge Lands Inc., to facilitate a multi-phased, high-density, mixed-use residential development.

This report is intended to assist members of the public and other interested stakeholders to understand the proposal. The Planning & Development Committee will hear public delegations on the applications, ask questions for clarification, and identify any planning issues. This report is for information, and no decision on these applications is being made at this time. Staff will bring forward a recommendation report for consideration by the Planning & Development Committee upon completion of a comprehensive evaluation of the proposal.

2. Property Location and Description

The subject property is located at the southeast corner of Pickering Parkway and Brock Road, known as “The Shops at Pickering Ridge” (see Location Map, Attachment 1). The site is approximately 9.48 hectares, with frontages along Brock Road to the west, and Pickering Parkway to the north. The property is an irregularly shaped parcel with a commercial shopping plaza having a total gross floor area of approximately 26,585 square metres. This includes several single-storey, stand-alone, and multi-tenanted buildings, offering a variety of retail, commercial and restaurant uses. Some of the tenants include Kitchen Stuff Plus, Dollar Tree, Fabricland, Sabina’s Casual Dining & Pub, Goodlife Fitness, and Blue Sky Supermarket.

The surrounding land uses are as follows (see Air Photo Map, Attachment 2):

North: At the southeast corner of Pickering Parkway and Brock Road is a stand-alone retail use with an automobile service station (Canadian Tire). Across Pickering Parkway to the north is another commercial plaza with various restaurants, retail and commercial stores, including, but not limited to, Walmart, Rona+, McDonald’s, Toys-R-Us, PetSmart and LCBO. These lands are subject to approved applications for Official Plan Amendment (OPA 20-003/P) and Zoning By-law Amendment (A 07/20), which permit a phased high-density, mixed-use

development consisting of five towers with building heights ranging between 25 to 32 storeys, comprising approximately 1,599 residential units and 4,568 square metres of commercial space at grade.

To the northeast of the subject lands, south of Pickering Parkway, is a recently constructed medium-density residential development consisting of 130 townhouse dwelling units. Further north of Pickering Parkway is an existing low-density residential neighbourhood, consisting of primarily detached dwellings, and Beechlawn Public Park.

East: To the east are lands owned by the City of Pickering, designated for the future construction of the Notion Road overpass. The municipal boundary of Pickering extends to Notion Road. East of Notion Road, within the Town of Ajax, land uses include St. Francis de Sales Catholic Cemetery, and an industrial area with outdoor aggregate storage, motor vehicle repair shops, towing businesses, and recycling services.

South: Immediately to the south, is Highway 401 and the Metrolinx/CN railway corridor. Southeast of the subject property is the Durham Live Casino and Hotel.

West: Across Brock Road at the southwest corner is an existing automobile Service Station and a Tim Horton's drive-through restaurant. Further west, are two 8-storey residential buildings, a Retirement Residence, as well as townhouse dwelling units.

3. Previous Application Submission

On June 6, 2022, the Applicant originally submitted applications for Official Plan Amendment and Zoning By-law Amendment Applications. The Official Plan Amendment was intended to cover the entire site, while the Zoning By-law Amendment was initially prepared to only apply to Phase 1 of the proposed development. At the time of submission, the applicant indicated that future phases would proceed through separate rezoning applications at later dates.

On January 9, 2023, the applicant requested that the review of the applications be temporarily paused, to allow time to revise the scope of the Zoning By-law Amendment application to include the entire site.

On April 12, 2024, the applicant resubmitted their application for an Official Plan Amendment, along with a revised Zoning By-law Amendment covering all phases of the proposed development.

4. Applicant's Proposal

4.1 Conceptual Master plan for the entire landholdings

Bayfield Realty Advisors and Pickering Ridge Lands Inc. have developed a master plan that outlines their long-term vision for their landholdings (see Submitted Conceptual Master Plan, Submitted Site Plan, Conceptual Rendering and Conceptual Height Massing, Attachments 3 to 6). The submitted conceptual master plan proposes the following:

- a multi-phased mixed-use development consisting of seven buildings with twelve towers, ranging in height from 20 to 43 storeys
- a total of 26,103 square metres of non-residential gross floor area
- a total of 5,297 dwelling units, including studio, one-, two-, and three-bedroom units
- a total of 4,238 parking spaces for residents, visitors and commercial uses, located within 4 to 6 levels of underground parking for each phase of development
- a proposed residential parking rate of 0.8 spaces per dwelling unit, and a visitor parking space of 0.15 spaces per unit
- a total of 2,649 bicycle spaces
- a network of new public streets and private roads connecting to Brock Road and Pickering Parkway
- a new 1.04 hectare central public park, to be conveyed to the City
- privately-owned publicly accessible amenity spaces (POPS) located throughout the site

To facilitate the proposed master plan, the applicant has submitted applications for Official Plan Amendment and Zoning By-law Amendment. The applicant is requesting a site-specific amendment to the City's Official Plan to allow a maximum net residential density of over 80 units per net hectare (with no maximum), and to increase the maximum permitted FSI to 5.0. The amendment would permit additional uses, including medium and high-density residential, retailing of goods and services, offices and restaurants to facilitate the proposed development.

The applicant has requested that the subject lands be rezoned to appropriate zone categories, with an updated list of permitted uses. They also propose new development standards, including building height, setbacks and stepbacks, podium height, building separation, tower floor plate size, landscaping, indoor and outdoor amenity areas, and parking standards for residential, visitor and various commercial uses. A shared parking formula is also proposed. Additionally, the applicant seeks to implement an "(H)" Holding Symbol to outline the conditions that must be met before each phase of construction begins, and to ensure that the necessary infrastructure is in place to support the development.

4.2 Details of Phase 1 of the proposed development

The applicant is proposing to redevelop the westernmost portion of the subject lands, fronting onto Brock Road, as the first phase of development. This phase covers a total area of 1.18 hectares and includes a portion of the existing commercial building that houses Sunlife Financial, among other tenants, as well as a surface parking lot. A portion of the existing building and parking area are proposed to be demolished as part of Phase 1 (see Submitted Conceptual Blocks 1 and 2, and Block 1 – View looking south, Attachments 7 and 8). Key development details for Phase 1 are as follows:

- two, 31-storey buildings including a 7-storey podium
- 1,669 square metres of non-residential gross floor area on the ground floor
- a total of 678 dwelling units
- the proposed unit mix for Phase 1 includes:
 - 5.5 percent – studio units

- 49.6 percent – one-bedroom units
- 32.4 percent – two-bedroom units
- 12.5 percent – three-bedroom units
- 702 parking spaces within four levels of underground parking

Vehicular access to Block 1 will be provided from a new east-west public road via a right-in, right-out, access from Brock Road, in the same location as the existing access. This access is approximately 100 metres north of the existing Highway 401 westbound exit ramp at Brock Road. The new public east-west road will have a right-of-way width of 18.5 metres, that will extend east through future phases of development.

The proposed development includes both indoor and outdoor amenity areas. The indoor amenities, located on the 6th and 7th floors, will have a total area of approximately 1,538 square metres. Outdoor amenities will consist of landscaped areas at ground level, located to the northeast and south of the proposed buildings, along with private balconies.

The proposed public road and proposed public park will be required to be conveyed to the City, however, the applicant has not proposed any public parkland or public roads to be conveyed to the City as part of Phase 1. Additionally, the applicant has not identified any affordable housing units or whether the buildings will be condominiums or rentals for Phase 1 or subsequent phases.

A Tenant Relocation Strategy has been prepared to ensure that current tenants are accommodated elsewhere on-site as the phased development progresses. The applicant has advised staff that tenants from Phase 1 have been contacted and offered the opportunity to relocate to available vacant units in the eastern portion of the site.

Further approvals will be required for a draft plan of subdivision and site plan applications. Draft plan of condominium application, if applicable, will also need to be submitted at a later stage for each building.

5. Policy Framework

5.1 Provincial Planning Statement (2024)

On October 20, 2024, the Ministry of Municipal Affairs and Housing (MMAH) issued a new Provincial Planning Statement (PPS), replacing both the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The PPS states that to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development should be planned. It directs Planning Authorities to permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form. The PPS also encourages Planning Authorities to support redevelopment of commercially designated retail lands (i.e., underutilized shopping malls and plazas) to mixed-use residential development, among other policies.

The applicant's proposal appears to generally conform to the new PPS. Staff will further assess the proposal against the policies of the new PPS during the continued processing of the applications.

5.2 Durham Regional Official Plan "Envision Durham"

On May 17, 2023, Durham Regional Council adopted the new Official Plan "Envision Durham", as amended. The Minister of Municipal Affairs and Housing approved the Official Plan in part on September 3, 2024. The new Regional Official Plan designates the subject lands as "Rapid Transit Corridor" and includes them in the Urban System within an identified Strategic Growth Area. Strategic Growth Areas are represented as optimal locations for prioritizing intensification and higher-density, mixed-use development, aiming to create mixed-use, compact and dense urban, amenity-rich environments.

The new Official Plan states that the minimum Transit Supportive Density target is 150 people and jobs per gross hectare for the Rapid Transit Corridors. These corridors are intended to support a full range and mix of uses, including residential, commercial, and compatible employment uses such as offices, all in a higher density, compact and pedestrian-oriented built form.

The applicant's proposed development appears to conform to the policies and provisions of the Regional Official Plan.

5.3 Pickering Official Plan

The subject lands are located within the Village East Neighbourhood and are designated as "Mixed-Use Areas – Specialty Retailing Node" and "Natural Area" in the Pickering Official Plan.

Mixed Use Areas are intended to support a wide variety of uses and the highest levels of activity in the City. In these areas, a range of uses for residents, businesses and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses are permitted. The greatest diversity of uses, highest levels of activity, and best quality of design are directed toward the City Centre and the Mixed Corridor along Kingston Road and Brock Road.

The Specialty Retailing Node designation allows for a variety of uses, including hotels, special-purpose commercial uses like large format retailers, retail warehouses, automotive uses and ancillary retailing of other goods, and services. It also permits restaurants, limited offices, community, cultural and recreational uses, community gardens, and limited residential development at higher densities as an integral part of an overall development scheme. The permitted residential density range is over 80 units up to and including 180 units per net hectare, with a maximum floor space index (FSI) up to and including 2.5. The maximum gross leasable floorspace for the retailing of goods and services is to be determined by a site-specific zoning by-law amendment.

The "Natural Area" designation is found on the eastern limits of the subject lands. This designation allows for conservation, environmental protection, restoration, education, passive recreation, and similar uses. Development or site alteration may only be permitted in key natural heritage and/or key hydrologic features for purposes such as

forest, fish and wildlife management, conservation and flood and erosion control and other similar environmental protection and restoration projects. Minor recreational and educational uses, such as non-motorized trails, footbridges and picnic facilities, are also permitted.

5.4 OPA 38 Kingston Road Corridor and Specialty Retailing Node Intensification Plan

In January 2022, Council adopted the City Initiated Official Plan Amendment 38 (OPA 38), which was approved by the Region of Durham in November 2022. However, it has been appealed to the Ontario Land Tribunal (OLT) by six landowners, although the subject landowners are not among the appellants. The appeals are currently progressing through various legal proceedings, with discussions aimed at making the appeals site-specific. Meanwhile, OPA 38 is not yet in final force and effect. The proponent is encouraged to demonstrate how the proposed development aligns with the intent of OPA 38 and the Draft Urban Design Guidelines.

The subject lands are located in the Brock Precinct within the Intensification Plan (see OPA 38, Schedule XIV – Brock Precinct Intensification Area, Attachment 9). The lands have multiple designations. The western portion of the property is designated as “Mixed Use Type A” and “Public Park”, while the eastern portion is designated as “Mixed Use Type C”, “Residential” and “Natural Area”. The minimum permitted residential density is over 60 units per net hectare (with no maximum), and the floor space index (FSI) permitted is over 0.75 to a maximum of 2.5.

Through a site-specific zoning by-law amendment, consideration may be given to proposals to allow an increase to the FSI beyond 2.5, up to and including 5.0, subject to the following criteria:

- the site is generally located in an appropriate gateway location and/or adjacent to Highway 401
- the proposal is compatible with adjacent land uses, particularly stable residential neighbourhoods, in terms of massing, height, scale and transition
- the applicant demonstrates that the proposed development would not preclude other properties within the precinct from developing or redeveloping to their planned potential
- the proposal meets the general intent of the policies of the Official Plan

The policy recommendations of OPA 38 outline the following per each designation:

- **Mixed Use Type A** – This designation is intended for the greatest and highest-intensity uses within the intensification areas, combining higher-density residential, commercial, retail and office uses. Office uses are encouraged to be located in Mixed Use A areas, particularly at major intersections with access to existing and planned transportation infrastructure.
- **Mixed Use Type C** – This designation features a combination of residential and retail uses, with a greater proportion of residential compared to retail. It represents the least-intensive mixed-use zone within the Kingston Road Corridor. This area will include smaller-scale retail and service uses that complement residential uses,

reflecting a community-oriented role. Retail and commercial-service uses should be primarily located on the ground floor, while office uses should be permitted, but secondary to residential retail and service-commercial uses. This designation is generally located adjacent to existing or proposed green spaces or community and institutional facilities.

- **Residential** – This designation allows for various residential building types, including apartment dwellings of different heights, townhouses and live-work units. Office and retail uses are permitted but limited to live-work units on the ground floor of residential buildings. Areas designated for residential uses are encouraged to offer a broad diversity of housing options in terms of form, location, size, tenure, and cost, addressing the needs of existing and future residents, including affordable and special needs housing. This designation is typically adjacent to existing low-rise residential neighbourhoods.
- **Public Parks** – This designation is strategically located to enhance and interact with existing green spaces, forming a cohesive network that includes parks, squares, trails, lookouts, natural heritage features and more. Public parks are intended to serve community functions and will be designed to accommodate diverse programming throughout the year.
- **Natural Area** – Policies under this designation (as outlined in Chapters 10 and 16 of the Official Plan) encourage the implementation of erosion control and stormwater management best practices to improve existing flood conditions within the Kingston Corridor Intensification Area.

The Intensification Plan included several recommended policies related to the subject lands, summarized in Attachment 10 to this report.

6. Draft Urban Design Guidelines

The Council-endorsed Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines include several key urban design objectives related to block structure, built form, site design, landscaping, building design, pedestrian connections, parking, and the transition and massing of buildings (see Draft Kingston Road Corridor and Specialty Retailing Node Intensification Plan – Design Recommendations Related to the Proposal, Attachment 11).

On December 2, 2019, the Planning & Development Committee endorsed the Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines. These guidelines support the goals, objectives, and vision for the area as set out in the Intensification Plan and establish design priorities and principles for built form, placemaking, and connectivity. The guidelines state that over time, the lands within the corridor should accommodate cars, bicycles and transit, while catering to pedestrians.

The guidelines divide the corridor into six distinct precincts, each with specific standards for their geographic area. The Brock Precinct covers the lands around the intersection of Kingston and Brock Road, as well as areas north of Highway 401 and east of Brock Road. The Urban Design Guidelines outline the built form vision for the Brock Precinct as follows:

- the greatest concentration of height and density will be located at gateway locations along Brock Road
- additional clusters of tall buildings will be located in the southern portions of the precinct near Highway 401
- primary frontages within the Brock Precinct will be distributed along a series of internal roads, particularly the new north-south roads that cross Pickering Parkway
- secondary frontages are concentrated at gateway intersections, the western portion of Pickering Parkway, and blocks facing public open spaces
- several publicly accessible spaces of different sizes will be provided in the Brock Precinct to ensure adequate open space for the growing population. These include public parks, Privately-Owned Publicly Accessible Spaces (POPS) and Gateway Plazas
- a series of linear parks, developed and maintained as POPS, are proposed to connect larger open spaces
- a public park will be located in the southern part of the Precinct. It should be sized and programmed to service the residents south of Pickering Parkway and should include features such as children's play structures, seating areas, unprogrammed open green space and a multi-use court
- south of Pickering Parkway, POPS will be organized within blocks of mixed-use and residential development. These spaces are intended to provide places of respite from retail activity and contribute to complete communities offering residents places to live, work and play

Details of the applications will be assessed against the applicable policy framework, including the policy recommendations of OPA 38, and the design priorities of the Draft Urban Design Guidelines during the further processing of the applications.

7. Affordable Housing

Section 6.4 of the Pickering Official Plan states that City Council shall require a minimum of 25 percent of new residential construction, on a City-wide basis, to be of forms that would be affordable to households of low or moderate incomes. Under the Official Plan, "affordable" is defined as annual housing costs (rent or mortgage payments) that do not exceed 30 percent of gross household income.

The applicant has submitted a Planning Justification Report which includes a section on affordable housing. The report notes that, due to factors like timing of planning approvals, marketing, construction, phasing and various internal and external variables, the tenure (ownership or rental) of the units cannot be confirmed at this time.

Although the sale prices have not yet been determined, the report states that the proposed development will offer a wide range of unit sizes and layouts, designed to suit different income levels. It further suggests that the development will generally provide a more affordable home ownership option compared to many traditional greenfield developments. The report states that the project aims to reduce the barriers to homeownership by offering a more affordable alternative with a variety of sizes and options for all life stages within the community.

The applicant's proposal will be assessed against the affordable housing policies contained within the Pickering Official Plan during further processing of the applications.

8. Zoning By-law 3036, as amended

The subject lands are dual zoned: Mixed Use Specialty Retailing Node One “MU-SRN-1” and Open Space – Hazard Lands “OS-HL” within Zoning By-law 3036, as amended by By-laws 6549/05 and 7176/11. Most of the lands are zoned MU-SRN-1, and a portion of the lands to the east are zoned “OS-HL” – Open Space Hazard Lands, and “(H) MU-SRN-1” Zone.

The MU-SRN-1 zone category permits various commercial uses, including professional offices, restaurants, retail stores, hotels, spas, financial institutions, assembly halls, food stores, and places of amusement or entertainment. The OS-HL zone category permits preservation and conservation of the natural environment, soil and wildlife, and resource management.

A “(H)” Holding Symbol applies to the eastern portion of the lands, enacted through By-law 7176/11, as part of a previously approved Zoning By-law Amendment (A 7/10). This holding provision was added to allow for the construction of a stormwater pond. The By-law specifies that the “(H)” Holding Provision will not be removed until the following conditions are met:

- (i) appropriate arrangements have been made to the satisfaction of the City of Pickering for the conveyance of lands to the City, free and clear of all encumbrance for the purposes of widening Notion Road for the construction of a Highway 401 overpass; and
- (ii) appropriate arrangements have been made to the satisfaction of the Toronto and Region Conservation Authority and the City of Pickering for the future management of the Regional Storm flood volumes in the absence of a stormwater facility.

9. Comments Received

9.1 Public Comments from the Public Open House meeting and written submissions

On September 18, 2024, the City Development Department hosted a Public Open House Meeting to inform area residents about the proposed development. Notices were mailed to all properties within 150 metres of the subject lands, as well as to an expanded circulation radius, as requested by the Local and Regional Councilors. In total, notices were mailed to 874 property owners. Four notice signs were also erected on the property and notice of the meeting was also provided through the City’s social media accounts. A total of 22 residents attended the meeting, and since the applications were received, the City has received a total of 16 written submissions regarding the development.

The key themes from comments received by area residents at the Public Open House meeting and through written submissions include: concerns about traffic congestion; the loss of existing retail and commercial spaces; shadow impacts; the timing for the construction of the proposed public park; the lack of new schools and community space to support future residents; building design; parking and impacts to existing businesses; and lack of parking for future residents and visitors (see Public Comments, Attachment 12).

9.2 Agency Comments

9.2.1 Toronto and Region Conservation Authority (TRCA)

- TRCA staff have no objection to the approval of the Official Plan Amendment and Zoning By-law amendment applications subject to applicable conditions provided by TRCA concerning on-site retention for all impervious surfaces
- TRCA recommends that the technical comments provided be addressed as part of a future Site Plan Approval Application

9.2.2 Canadian National (CN) Rail

- CN Rail has advised that the proposed development is feasible, and can be designed to meet the CN Rail, Railway Association of Canada, the Federation of Canadian Municipalities, and the Ministry of Environment guidelines
- as the proposed development is more than 75 metres from the two rail corridors, a vibration assessment and vibration mitigation measures are not required
- the submitted Traffic and Land Use Compatibility Study (Noise) was peer-reviewed, and comments included should be incorporated as part of a required updated Study, and submitted for CN's review. The recommendations and requirements included in the Noise Study shall be included within the required CN Agreement

9.2.3 Ministry of Transportation

- the Ministry of Transportation is supportive of the Official Plan and Zoning By-law amendment applications in principle
- the applicant will be required to attain an MTO Site Plan Approval and MTO permits before any construction activities
- the applicant is advised that appropriate setbacks will be required from Highway 401 and service roads
- further details and requirements have also been provided, which will be reviewed as part of the future associated Site Plan Application submission

9.2.4 Metrolinx

- before site plan approval, the applicant must submit a final Noise & Vibration Study, to the satisfaction of Metrolinx
- before site plan approval, the Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for uses within 300 metres of the rail right-of-way
- Metrolinx has advised that appropriate noise and warning clauses must be included within associated development agreements and before Site Plan Approval, environmental easements must be included on the title of the subject lands

9.2.5 Region of Durham

- the Region of Durham has identified that in accordance with By-law 11-2000, the Official Plan Amendment application is exempt from Regional Approval

- the proposed development conforms to the current Regional Official Plan and the Region's new Council-adopted Regional Official Plan, 'Envision Durham'
- the proposed development will increase the density and array of housing types of the Regional Corridor and Living Areas and contribute towards reaching the City's intensification allocation
- the proposed zoning by-law application conforms to the Regional Official Plan, and the Region has no objection to the proposed amendment, subject to the inclusion of an (H) Holding symbol on the subject site to demonstrate through a future site servicing agreement that there is sufficient sanitary servicing capacity to enable the full development of the site
- the Region has identified that further investigation is required concerning the proposed servicing of the entirety of the subject lands and clarification on easement requirements as part of the future submission

9.2.6 Durham Catholic District School Board (DCDSB)

- the DCDSB has advised they have no objections to the proposed development
- students from the proposed development would be included within the catchment areas of St. Wilfred Elementary School and St. Mary's High School

9.2.7 Durham District School Board (DDSB)

- the DDSB has advised they have no objections to the proposed development
- students from the proposed development would be included within the catchment areas of Lincoln Avenue Public School and Pickering High School in Ajax

9.3 City Department Comments

9.3.1 Engineering Services Department

- the applicant will be required to provide more technical analysis concerning the proposed servicing scheme and erosion control for the subject lands that are to the satisfaction of both the City and the Region of Durham
- the submitted Traffic Impact Study is to be revised and indicate details such as public road alignment with existing accesses to the north of the subject lands, and confirmation of signalization, among other technical details

9.3.2 Sustainability Division

- staff have no objections to the proposed development applications
- the Applicant has committed to pursuing several sustainable design elements including providing:
 - site and conceptual building design in accordance with *Accessibility for Ontarians with Disabilities Act* (AODA)
 - community safety by designing the proposed site using Crime Prevention through Environmental Design (CPTED) principles that encourage site and building design to eliminate or reduce criminal behaviour and create a safe space
 - light pollution reduction measures by designing the proposed development to meet the dark sky compliant requirements

- bird-friendly building design and glazing to reduce bird collisions caused by buildings
- support for alternative transportation through the provision of electric vehicle (EV) parking spaces and long and short-term bicycle parking spaces
- commitment to diverting 50 percent of the construction waste from landfill sites and providing a waste sorting system for garbage, recycling and organics
- using water efficiency and supporting sustainable stormwater management practices
- the applicant has also committed to the following ISDS Tier 2 performance measures to be implemented at the Site Plan Stage:
 - provide new resident education information packages to familiarize new tenants with sustainable development features and lifestyle practices, including additional signage posted on sites to educate residents and visitors of sustainability features
 - urban heat island reduction measures
- the Applicant will be required to complete the ISDS Mid to High-Rise Residential & Non-Residential Checklist and cover letter

9.3.3 Office of Affordability

- the Applicant will be required to provide a revised Affordable Housing Brief, containing the following key information:
 - clarify how the proposed development fulfills Federal, Provincial, Regional and the City's affordable housing objectives
 - identify whether any grants or other supportive housing opportunities, as well as partnerships with any not-for-profit organizations, have been pursued
 - a summary of how many of the proposed units will be accessible
 - identify how many units (by size and typology) would be considered affordable to low and moderate income households
 - include present day prices for the proposed units to indicate how many units would be affordable (sold or rented) in the current housing market

10. Planning & Design Section Comments

The following key concerns and issues have been raised so far. These, along with other comments identified through the review process, must be addressed by the applicant before a formal recommendation report is presented to the Planning & Development Committee:

10.1 Land Use Policies

- ensure the proposal aligns with the Provincial Planning Statement (2024), the Region of Durham Official Plan "Envision Durham" (2024), Council approved OPA 38, and the Council endorsed Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines
- assess the appropriateness of the proposal, including the requested density increase within the context of the policy framework, and the urban design objectives of the Kingston Road Corridor and the Specialty Retailing Node Study

- request the applicant to explore options to provide affordable housing, along with a mix of residential types, sizes and tenures, as well as encourage the applicant to include rental housing in addition to condominium tenureship
- ensure sufficient retail and commercial space is being replaced, given the removal of existing service-commercial and retail uses that currently service the community
- require the inclusion of office space to provide opportunities for professional services that would benefit the community

10.2 Site Design and Built Form

- evaluate the appropriateness of the master plan site layout, street pattern, right-of-way width, park location and size, proposed building heights and pedestrian connections ensuring the proposal meets the goals and objectives of the Council endorsed Draft Urban Design Guidelines for the Kingston Corridor and Specialty Retailing Node
- ensure the greatest densities and building heights are directed in proximity to Highway 401
- ensure building massing and height are scaled appropriately for the surrounding streets and residential areas to create a human-scaled environment that respects the context
- require building heights to comply with the recommended 45-degree angular plane from the front property line, beginning at a height of 80 percent the width of the adjacent right-of-way as identified in the Council endorsed Urban Design Guidelines
- ensure the proposed tower floor plate sizes conform to the maximum size recommended in the Council endorsed Draft Urban Design Guidelines for the Kingston Corridor and Specialty Retailing Node
- review proposed building heights and tower placements to minimize shadowing and wind impacts on public spaces, such as parks, public roads, and POPS, while maintaining adequate sunlight and skyviews

10.3 Parks and Amenity Spaces

- determine the appropriate amount of land to be dedicated to the City for park space, in accordance with the *Planning Act* and the City's parkland requirements
- determine whether Block 1 should provide its share of parkland dedication, given that the timeline for redeveloping other parts of the landholdings is unknown
- ensure the proposed park space is to be conveyed to the City, free of all encumbrances, and in accordance with the Parkland By-law and applicable guidelines

10.4 Street Network, Traffic, and Parking

- encourage the applicant to provide at-grade parking for accessibility needs, visitors, and patrons of the commercial/retail uses and public park spaces
- assess whether the development will cause significant traffic impacts or operation issues at the intersection of Brock Road and Pickering Parkway, the 401 interchange and other local roads within the neighbourhood
- ensure that the future street network within the larger site is consistent with the Kingston Road Corridor and Specialty Retailing Node Intensification Plan

- require the entire right-of-way for all new public roads to be provided within the proposed development area
- ensure that the proposed east-west and north-south public roads are complete streets with cycling facilities, landscaping, seating areas and street trees, as illustrated in the Council-endorsed Draft Urban Design Guidelines
- determine whether the proposed north-south public road connections are aligned with existing accesses to the north of Pickering Parkway and whether traffic signalization is warranted
- ensure accessible pedestrian paths of travel are provided throughout the site, including pedestrian connections to street networks, public transit, parks and other outdoor amenity spaces

10.5 Other matters to be addressed

- determine whether any existing reciprocal easements exist between the subject lands and adjacent properties
- assess the proposed zoning and provisions standards, and determine the required conditions for the proposed “(H)” Holding provision
- ensure that engineering requirements and Region of Durham requirements are addressed and that there is sufficient sanitary, storm sewer and water capacity to service the development
- review the proposed phasing plan to ensure the necessary infrastructure (roads, sanitary, water and storm sewers) will be constructed to support each phase of development
- require the applicant to apply for draft plan of subdivision for the creation of the future development blocks, public roads and public park
- ensure that any land conveyances to the City for the new Highway 401 road crossing, from Notion Road to Squires Beach Road, are included in the first phase of development, and conveyed to the City free of encumbrances for future road allowance

Further issues may be identified following receipt and review of comments from the circulated departments, agencies and the public. The City Development Department will conclude its position on the applications after it has received and assessed comments from the circulated departments, agencies, and the public.

11. Information Received

Copies of the plans and studies submitted in support of the revised applications are listed below and available for viewing on the City’s website at pickering.ca/devapp, or in person by appointment at the office of the City of Pickering, City Development Department:

- Architectural Master Plan, prepared by Turner Fleischer, dated April 10, 2024
- Architectural Phasing Plans, prepared by Turner Fleischer, dated April 4, 2024
- Survey, prepared by Speight, Van Nostrand & Gibson Limited, dated February 22, 2022
- Planning Justification Report, prepared by Zelinka Priamo Ltd., dated April 12, 2024

- Functional Servicing Report and Stormwater Management Report, prepared by the Odan/Detech Group Inc, dated April 10, 2024
- Geotechnical Report, prepared by DS Consultants Ltd., dated March 15, 2023
- Landscape Master Plan, prepared by Studio TLA, dated March 5, 2024
- Landscape Drawing Set, prepared by Studio TLA, dated March 19, 2024
- Master Servicing and Stormwater Management Report, prepared by the Odan/Detech Group Inc, dated April 10, 2024
- Traffic and Land Use Compatibility Study (Noise), prepared by Howe Gastmeier Chapnik Limited, dated March 4, 2024
- Pedestrian Level Wind Study, prepared by Gradient Wind Engineers & Scientists, dated February 1, 2024
- Sun and Shadow Study, prepared by Turner Fleischer, dated March 4, 2024
- Traffic Impact Study Report, prepared by R.V. Anderson Associates Limited, dated April 9, 2024
- Tree Inventory Preservation Plan, prepared by Studio TLA, dated June 18, 2021
- Air Quality, Dust and Odour Study, prepared by SLR Consulting (Canada) Ltd., dated March 15, 2024
- Environmental Site Assessment, Phase 1, prepared by DS Consultants, dated March 14, 2023
- Environmental Site Assessment, Phase 2, prepared by DS Consultants, dated March 14, 2023
- Site Lighting Plan – Phase 1, prepared by e-Lumen Consulting Engineers Lighting, dated November 9, 2023
- Urban Design Brief, prepared by Turner Fleischer, dated April 8, 2024

12. Procedural Information

12.1 General

- written comments regarding this proposal should be directed to the City Development Department
- all comments received will be noted and used as input to a Recommendation Report prepared by the City Development Department for a subsequent meeting of Council or a Committee of Council
- any member of the public who wishes to be notified of Council's decision regarding this proposal must request such in writing to the City Clerk

13. Owner/Applicant Information

The Owners of this property are Pickering Ridge Lands Inc. and Bayfield Realty Advisors, represented by Zelinka Priamo Ltd.

Attachments:

1. Location Map
2. Air Photo
3. Submitted Conceptual Master Plan
4. Submitted Site Plan

-
5. Conceptual Rendering
 6. Conceptual Height Massing
 7. Submitted Conceptual Blocks 1 and 2
 8. Block 1 – View looking South
 9. Brock Precinct Intensification Area
 10. Kingston Road Corridor and Specialty Retailing Node Intensification Plan – Recommended Policies Related to the Proposal
 11. Draft Kingston Road Corridor and Specialty Retailing Node Intensification Plan – Design Recommendations Related to the Proposal
 12. Public Comments
-

Prepared By:

Original Signed By

Amanda Zara Dunn, MCIP, RPP
Principal Planner, Development Review

Original Signed By

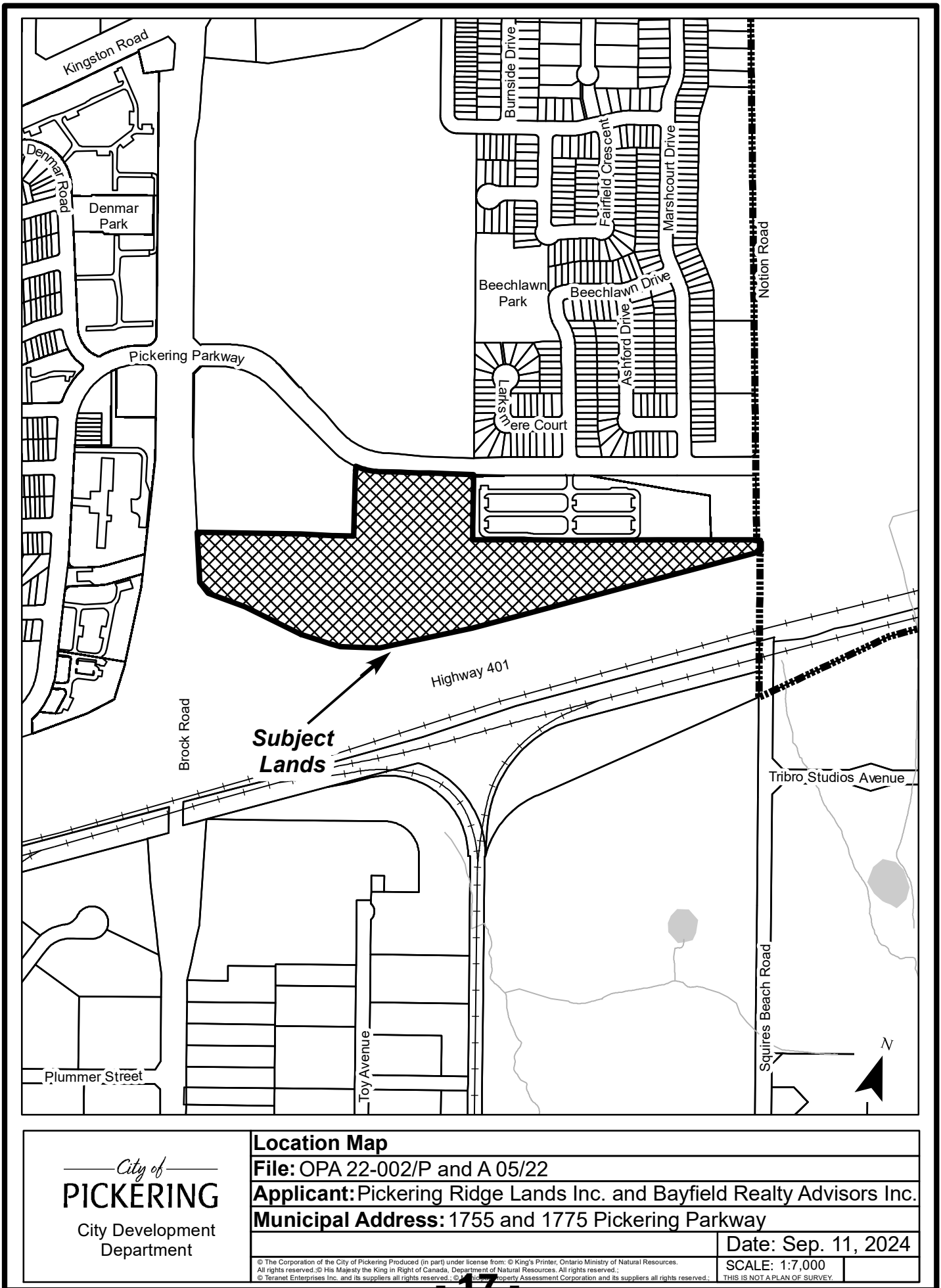
Nilesh Surti, MCIP, RPP
Division Head, Development Review
& Urban Design

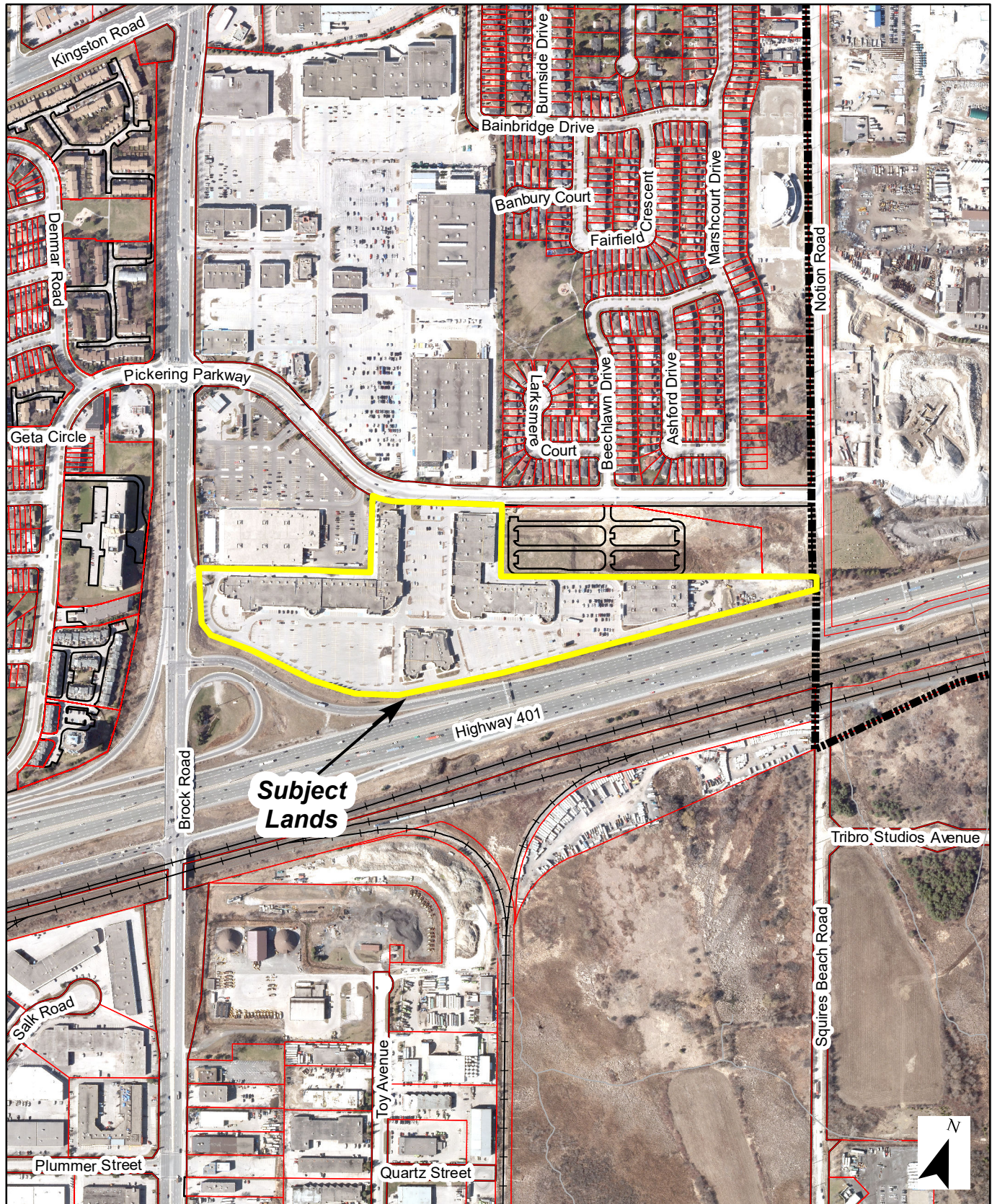
AM:ld

Approved/Endorsed By:

Original Signed By

Catherine Rose, MCIP, RPP
Chief Planner





City of
PICKERING
City Development
Department

Air Photo Map

File: OPA 22-002/P and A 05/22

Applicant: Pickering Ridge Lands Inc. and Bayfield Realty Advisors Inc.

Municipal Address: 1755 and 1775 Pickering Parkway

Date: Sep. 11, 2024

© The Corporation of the City of Pickering Produced (in part) under license from: © King's Printer, Ontario Ministry of Natural Resources.

All rights reserved. © His Majesty the King in Right of Canada, Department of Natural Resources. All rights reserved.

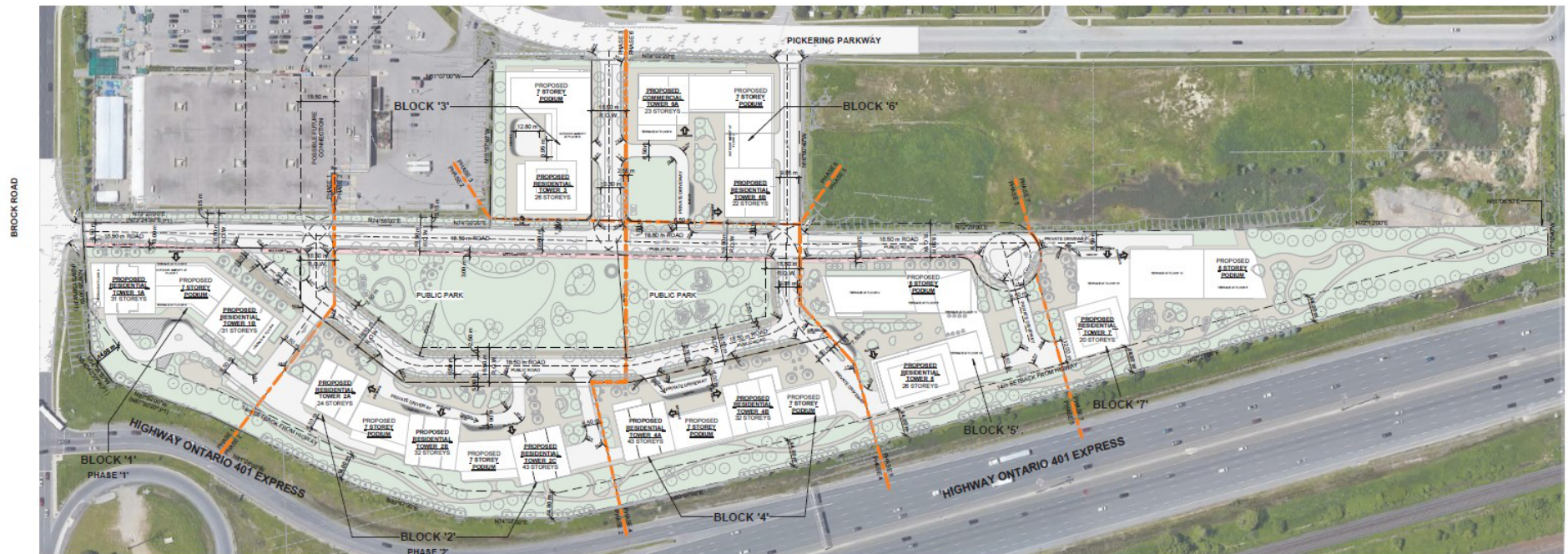
© Teranet Enterprises Inc. and its suppliers all rights reserved. © Municipal Property Assessment Corporation and its suppliers all rights reserved.

SCALE: 1:7,000

THIS IS NOT A PLAN OF SURVEY.



City of PICKERING City Development Department	Conceptual Master Plan	
	File No: OPA 22-002/P & A 05/22	
	Applicant: Pickering Ridge Lands Inc. & Bayfield Realty Advisors Inc.	
	Municipal Address: 1755 & 1775 Pickering Parkway	
	FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING CITY DEVELOPMENT DEPARTMENT.	
		DATE: Sept. 11, 2024



City of
PICKERING
City Development
Department

Submitted Site Plan

File No: OPA 22-002/P & A 05/22

Applicant: Pickering Ridge Lands Inc. & Bayfield Realty Advisors Inc.

Municipal Address: 1755 & 1775 Pickering Parkway

FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING
CITY DEVELOPMENT DEPARTMENT.

DATE: Sept. 11, 2024



VIEW OF THE SOUTHERN BLOCKS ALONG HIGHWAY 401

City of
PICKERING

City Development
Department

Conceptual Rendering - View from Highway

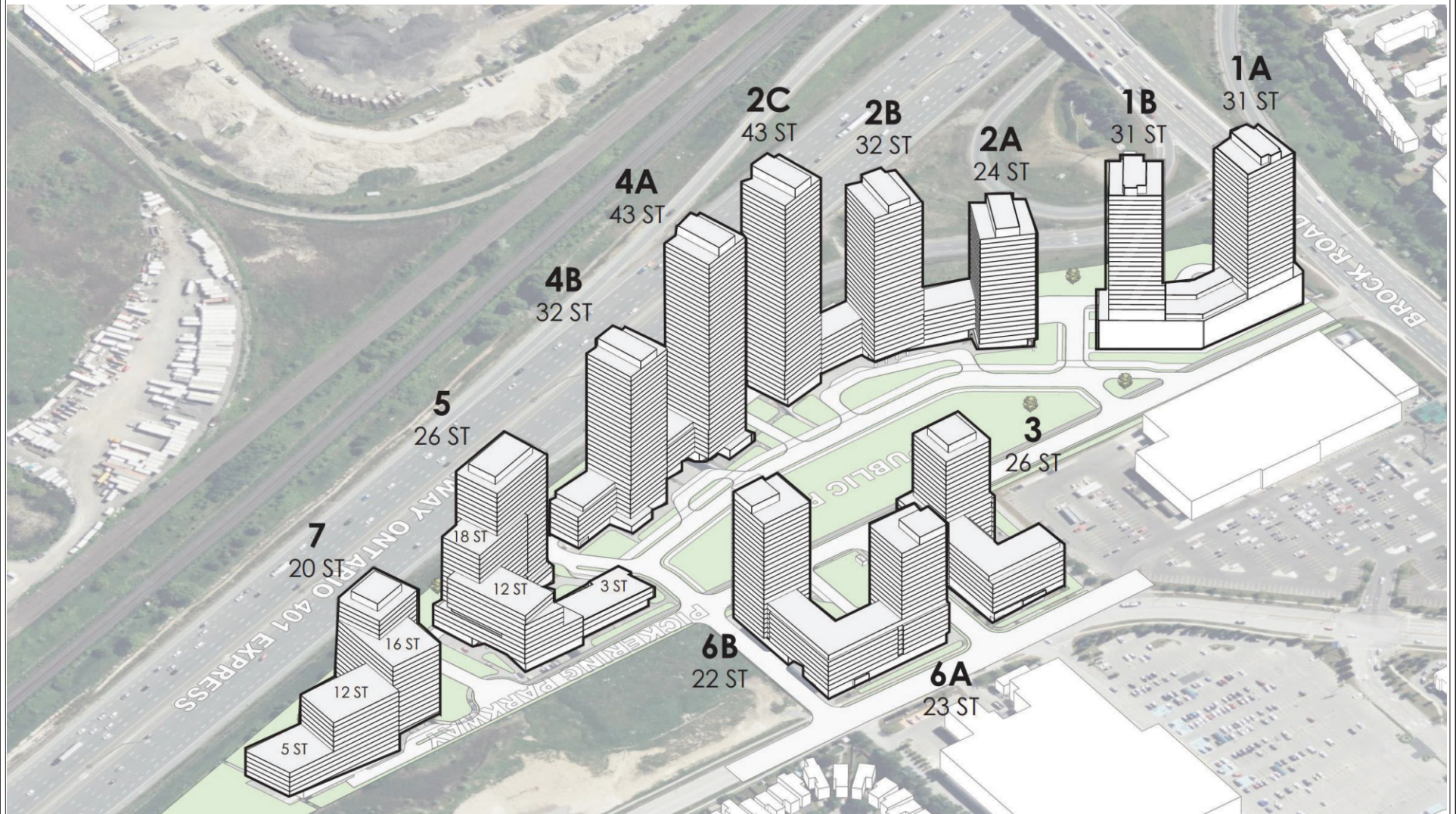
File No: OPA 22-002/P & A 05/22

Applicant: Pickering Ridge Lands Inc. & Bayfield Realty Advisors Inc.

Municipal Address: 1755 & 1775 Pickering Parkway

FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING
CITY DEVELOPMENT DEPARTMENT.

DATE: Sept. 11, 2024



City of
PICKERING

City Development
Department

Conceptual Height Massing

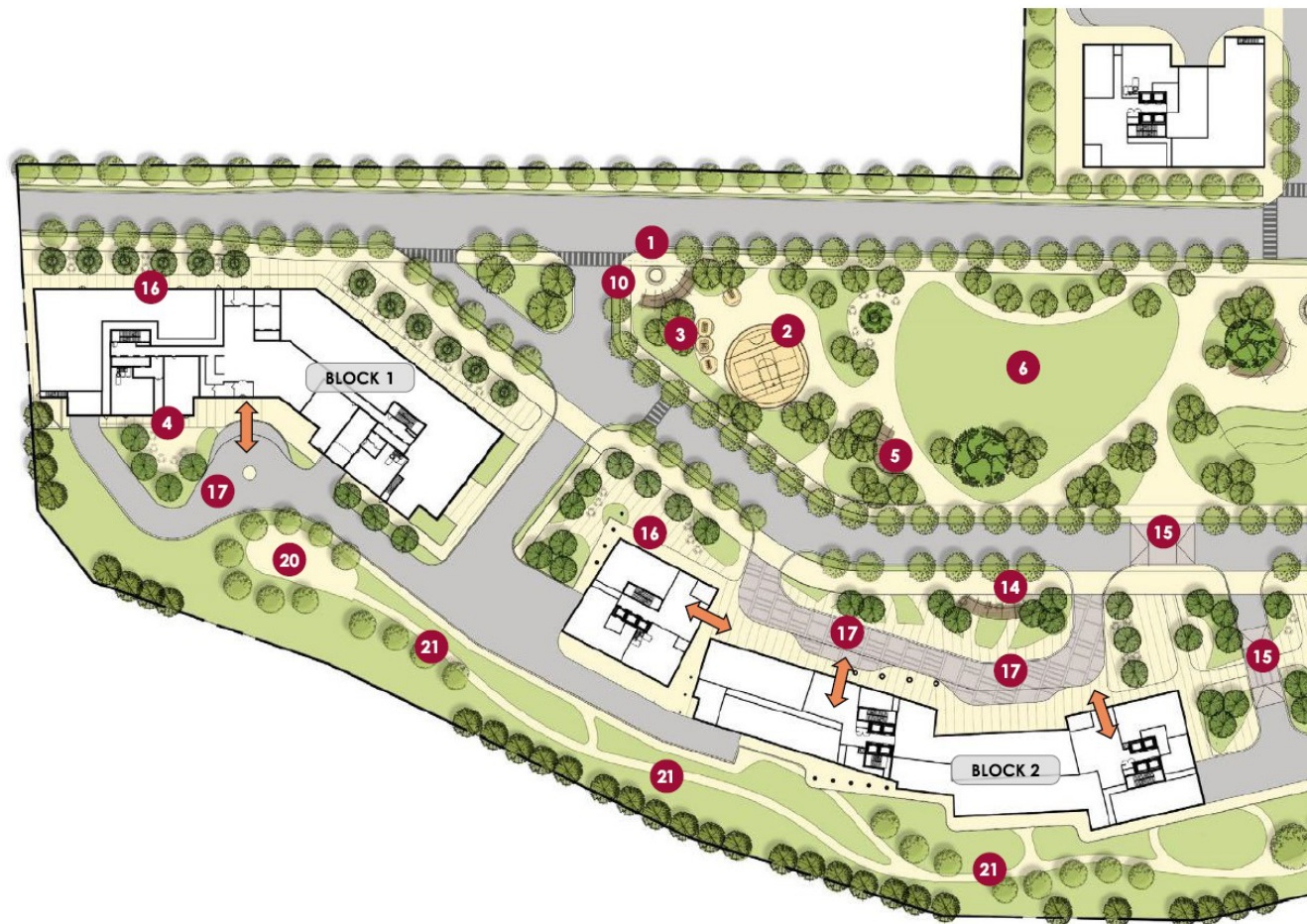
File No: OPA 22-002/P & A 05/22

Applicant: Pickering Ridge Lands Inc. & Bayfield Realty Advisors Inc.

Municipal Address: 1755 & 1775 Pickering Parkway

FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING
CITY DEVELOPMENT DEPARTMENT.

DATE: Sept. 11, 2024



Legend

- 1 Arrival Plaza
- 2 Multi-Use Courts
- 3 Durable Adult Exercise Equipment
- 4 Communal Tables and Chairs
- 5 Quiet Lounging / Reading Area
- 6 Multi-Use Great Lawn / Picnic Area
- 7 Community Amphitheatre
- 8 Shaded Elevated Platform
- 9 Splash Pad
- 10 Art / Park Address
- 11 Toddlers Play Structure
- 12 Children Play Structures
- 13 Seating
- 14 Canopy
- 15 Potential Woonerf
- 16 Patio
- 17 Drop-Off
- 18 Sales Centre / Community Center
- 19 Open Plaza
- 20 Dog Run
- 21 Potential Passive Low-impact Foot Path



City of
PICKERING

City Development
Department

Conceptual Plan - Block 1 and 2

File No: OPA 22-002/P & A 05/22

Applicant: Pickering Ridge Lands Inc. & Bayfield Realty Advisors Inc.

Municipal Address: 1755 & 1775 Pickering Parkway

FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING
CITY DEVELOPMENT DEPARTMENT.

DATE: Sept. 11, 2024



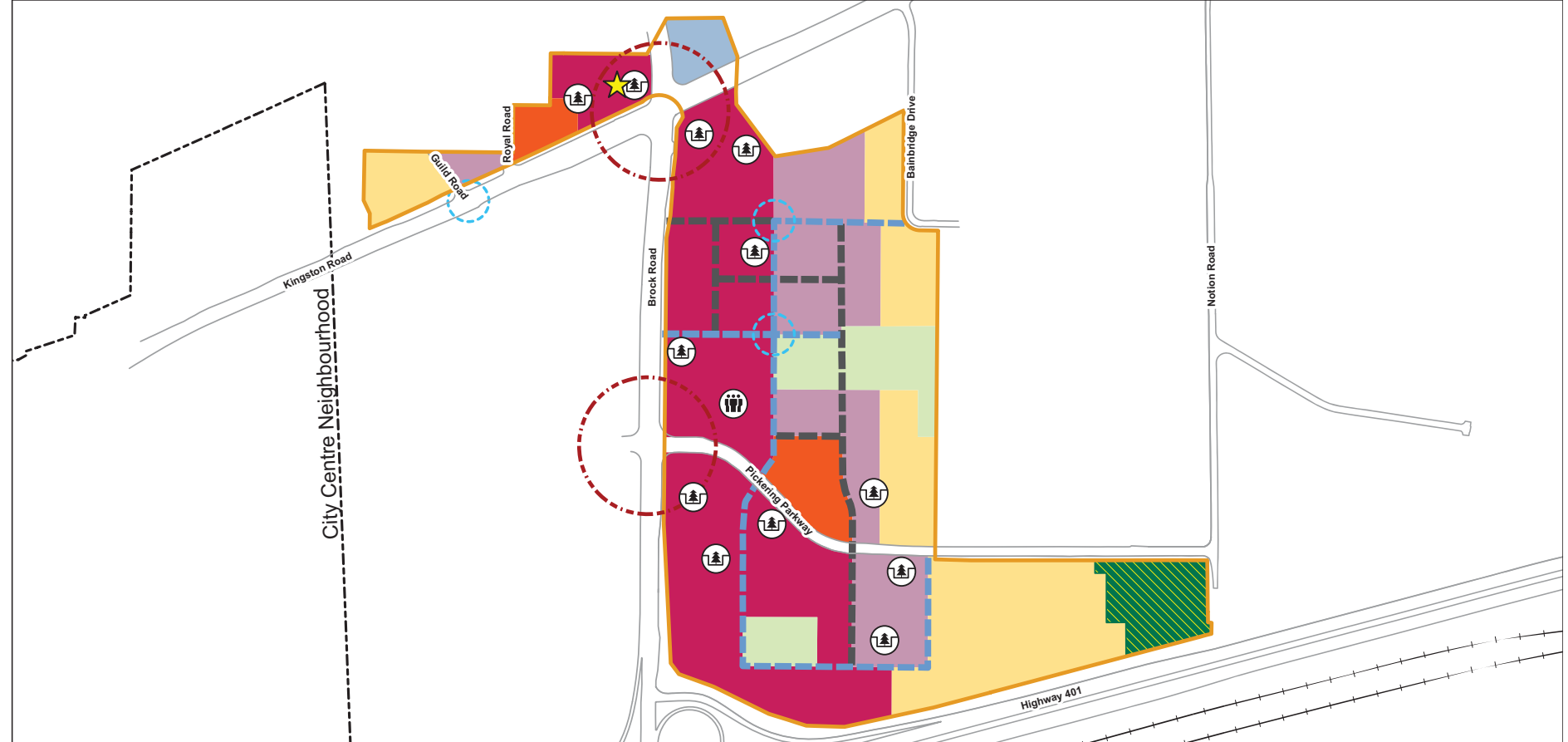
VIEW FROM RIGHT-OF-WAY LOOKING SOUTH

City of
PICKERING
City Development
Department

Block 1 - View looking south	
File No: OPA 22-002/P & A 05/22	
Applicant: Pickering Ridge Lands Inc. & Bayfield Realty Advisors Inc.	
Municipal Address: 1755 & 1775 Pickering Parkway	
FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING CITY DEVELOPMENT DEPARTMENT.	
DATE: Sept. 11, 2024	

Schedule XIV: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas
Sheet 4 of 4 - Brock Precinct Intensification Area

Schedule 'B' to Official Plan Amendment 38



Legend

Mixed Use Type A	Residential	Natural Areas	Potential Community Facility	Gateways
Mixed Use Type B	Community Use	Rail Road	Future Public Street	Proposed Controlled Intersection
Mixed Use Type C	Public Park	Privately Owned Public Spaces (POPS)	Future Private Street	Identified Heritage Resource

City of
PICKERING

City Development
 Department

OPA 38, Schedule XIV - Brock Precinct Intensification Area

File No: OPA 22-002/P & A 05/22

Applicant: Pickering Ridge Lands Inc. & Bayfield Realty Advisors Inc.

Municipal Address: 1755 & 1775 Pickering Parkway

FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING
 CITY DEVELOPMENT DEPARTMENT.

DATE: Sept. 11, 2024

Kingston Road Corridor and Specialty Retailing Node Intensification Plan – Recommended Policies Related to the Proposal

The policy recommendations of the Intensification Plan designate the subject lands as “Mixed Use Type A”, “Mixed Use Type C”, “Residential”, “Public Park” and “Natural Areas”.

The Intensification Plan outline that “Mixed Use A” areas shall provide a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites. “Mixed Use A” areas are intended to have the greatest densities and represent the highest intensity uses within the Corridor or Node. Office uses are encouraged to be located in “Mixed Use A” areas, with preferred office locations at major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities.

“Mixed Use Type C” areas feature a combination of residential and retail uses, with a greater proportion of residential and retail uses, and a lower proportion of retail. These represent the least-intensive mixed-use zones within the Kingston Road Corridor. “Mixed Use Type C” areas will include occasional smaller-scale retail and service uses which are complimentary to residential uses, reflecting their community-oriented role. “Mixed Use Type C” lands are often located adjacent to existing or proposed green spaces or community and institutional facilities.

“Residential” areas feature predominantly residential use, generally in areas that otherwise are intended to have a high degree of mixed use, and where a mix of uses on a specific site may not be desirable or achievable. They are located throughout the Kingston Road Corridor and Specialty Retailing Node, typically adjacent to existing low-rise residential neighbourhoods.

The Plan also provides the following key policy recommendations relevant to the proposed development:

- Residential development should support the City’s affordable housing targets which encourage a minimum 25 percent of new residential construction to be of forms that would be affordable to households of low or moderate-income.
- Tall buildings (consisting of buildings 13 storeys or greater) should be located within gateways and at the intersection of transit spines and major arterials, along the highway, and in proximity to highway accesses.
- Building articulation, including vertical projections, recession, design treatments and other architectural details, is encouraged at gateway locations to create an enhanced visual interest and a human-scaled environment.
- Transitions between buildings and appropriate transitions in height, mass and scale must be established in response to stable residential neighborhoods to the north and east.
- Secondary frontages are encouraged to have a minimum of 30 percent of the lot frontage for retail uses, commercial-service uses or consolidated office and residential entrances.
- All buildings fronting Brock Road and Pickering Parkway should be setback 5.0 metres from the front property line and all buildings should be setback a minimum of 2.0 metres from new public and private streets that are internal to the development block.

- Podium portions of tall buildings should have a minimum height of 3 storeys and a maximum height of 6 storeys, with a minimum ground floor height of 4.5 metres.
- Variety and variation on the streetwall will be provided through encouraging a fine-grain pattern of retail units/residential entrances, and the establishment of façade articulation and rhythm through building projections/recesses and the use of different façade materials.
- Public Parks will be provided through redevelopment in the Brock Precinct, and the precise location, size and design of the public parks within the development blocks where they are conceptually identified will be determined through the implementing zoning by-law and detailed block planning.
- Privately owned publicly accessible spaces (POPS) form a key part of the public realm network, providing valuable amenity space through developments.
- South of Pickering Parkway open spaces are organized along the main public road as places of respite from the retail activity, and to further the vision for a more sustainable “greener” community.
- Private landowners should provide public easements as necessary over POPS to provide access to the general public.
- Delivery of on-site Community Facilities is encouraged to be integrated into multi-storey, mixed-use developments (i.e., forming part of the podium of a residential tower).
- Additional street trees should be incorporated within the existing streetscape on the east side of Brock Road to provide shade and comfort for pedestrians walking along Brock Road.
- At Brock Road in the Brock Precinct, additional street trees should be incorporated within the existing streetscape on the east side of Brock Road to provide shade and comfort for pedestrians walking from Brock Road and Kingston Road south to the Specialty Retailing Node.
- All public or private streets should be designed as “complete streets” which should accommodate facilities including pedestrian zones, cycling facilities or multi-use paths, and street trees.
- Within the Brock Precinct, enhanced active transportation infrastructure is recommended for Pickering Parkway. This could occur through raised cycle tracks introduced on both sides of the road, along with a landscape and furniture zone.
- Parking spaces must be strategically located to minimally impact the public realm, refrain from interfering with active street frontages, and reduce pedestrian/vehicular conflicts.
- New development will provide an adequate supply of parking and loading to meet site requirements while balancing broader mobility objectives to decrease reliance on private vehicle use.

Kingston Road Corridor and Specialty Retailing Node Urban Design – Recommended Policies Related to the Proposal

Built Form

- 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.
- Block layouts should be designed to maximize views and vistas through development blocks and towards gateways.
- Entrances should be highly visible, front onto the public street, and connect to pedestrian walkways or sidewalks. Entrances should promote visibility and views between interior and exterior spaces.
- For tall buildings over 13 storeys in height, a minimum separation distance of 25 metres shall generally be maintained between towers.
- A minimum separation distance of 15 metres shall generally be provided between facing buildings on site with multiple buildings. On multi-building sites, it is encouraged that buildings are offset or angled away from each other to maintain privacy between facing units.
- The following setback criteria should be applied:
 - Buildings fronting Brock Road and Pickering Parkway shall be setback 5.0 metres from the front property lines;
 - Buildings shall be setback a minimum of 2.0 metres from new public and private streets that are internal to the development block;
 - All buildings shall be setback a minimum of 3.0 metres from parks and other open spaces;
 - Where retail and commercial uses are located, setback areas should accommodate spill-out areas from commercial activity (i.e., patios, displays, waiting areas) to improve the pedestrian experience. These areas should be primarily hardscaped to act as an extension of the sidewalk and accommodate for higher levels of foot traffic.
- Site grading shall consider facilities designed to provide access for persons with disabilities including the provisions of ramp access.
- Entrances and access points should be integrated with at-grade design. Informational signage, pavement markings and soft landscaping can help orient users, enhance safety and minimize confusion.
- Vehicular entrances and access points should have minimal impact on walkways and the pedestrian realm and where possible should be integrated with building design.
- Structured underground parking is preferred over surface parking or above-grade structured parking to reduce the urban heat island effect and minimize blank walls.
- Above-grade parking structures shall be encouraged to be designed with active uses on all sides.

- At-grade parking structures shall be designed with active uses fronting the public street and other pedestrian uses, such as retail or amenity uses. These should incorporate visually-appealing architectural and landscape treatments
- Access points to parking structures should be located at the rear or side of buildings, and away from main streets and intersection corners.
- Landscaping shall be an integral piece of the site design and be developed to unify and enhance the overall architecture of a development. High-quality, durable and diverse landscape elements shall be encouraged.
- A minimum of 10 percent of each lot shall be landscaped, with a significant proportion of that being soft landscaping.
- 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.
- 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.
- Sustainable and Low Impact Development (LID) measures are encouraged on flat roofs of all buildings, including residential, commercial and mixed-use buildings. Green roofs are encouraged to act as public amenity spaces.
- New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.
- 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.
- 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.
- 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.
- Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.
- To help create a human-scaled environment along public streets, an angular plane shall be applied through the following:
 - On Brock Road and Pickering Parkway, built form shall conform to an angular plane extended at a 45-degree angle from the front property line, beginning at a height of 80 percent the width of the adjacent right-of-way.
- A consistent streetwall should be maintained along all primary frontages. The minimum streetwall height along all streets shall be 3 storeys, with a minimum ground floor height of 4.5 metres to accommodate for retail uses.

- The podium portion of tall buildings shall have a minimum height of 3 storeys and a maximum height of 6 storeys.
- All street-related uses should have primary entrances fronting onto the public street and feature transparent windows and doors to provide outlook and animation onto the street edge.
- Building setbacks should be a minimum of 2.5 metres.
- A fine-grain pattern of retail units and/or residential entrances is encouraged to provide variety and variation in the streetwall. Variation in frontage width is encouraged to flexibly accommodate a range of street-related uses, including multiple internal formats and layouts or commercial/retail units.
- Primary and Secondary Frontages are indicated in the Urban Design Guidelines. Primary Frontages shall contain predominantly street-related active retail or commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm.
- 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.
- 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 750 metres square.

Placemaking

- Privately owned publicly-accessible spaces (POPS) form a key part of the public realm network, providing valuable amenity space through development. POPS are owned and maintained by private landowners, but open to the general public to enjoy. They can take a variety of forms, including parks, linear parks and urban squares.
- The location 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. The location and design of POPS should seek to physically and visually connect to public streets.
- 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.
- POPS should maximize sun exposure and strive to achieve 5 consecutive hours of sun as measured on March 21 and September 21.
- POPS designed as Urban Squares should be located in commercial areas and be designed to accommodate relatively higher levels of pedestrian foot traffic, with more hardscaped areas relative to softscape. Urban squares should be larger than 100 square metres and should be sized based on local site conditions. They should be large enough to allow for active programming and public events.
- Public art should be located in or with close proximity to community-oriented spaces, such as parks, open spaces, public squares, plazas, and gateways, to maximize visibility. It should be exhibited along streets and laneways that support a continuous flow of high pedestrian volumes.

Connectivity

- Sidewalks and pedestrian paths should provide a network of accessible and inter-connected pedestrian routes which relate directly to surrounding buildings and destinations.
- Adequate space should be provided within the public right-of-way to allow for landscape and furniture zones adjacent to sidewalks and pedestrian paths.
- 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.
- The proposed north-south and east-west public street is identified as a primary street. Primary streets should be designed to prioritize public transit facilities, such as stops, shelters and dedicated lanes.
- Travel lanes should be designed with a minimum width of 3.5 metres, and should be provided in both directions of travel.
- Sidewalks should be provided on both sides of the road. They should be designed to accommodate all user groups and be a minimum width of 2.0 metres.
- Where appropriate, dedicated raised cycle tracks should be provided on primary streets. Landscaping and street furniture zones should be provided on both sides of the street to provide a comfortable public realm. They should be wide enough to accommodate a continuous row of street trees, typically a width of 2.0 metres.
- On-street lay-by parking lanes should be provided, where practical, having a minimum width of 2.5 metres. They may be provided on one or both sides of the road.
- Private streets are designed to similar municipal standards as public streets, but remain in private ownership. Private streets must provide the same high-quality public realm and streetscape experience as public streets, and are expected to adopt similar treatments and aesthetics to ensure that a uniform streetscape character is maintained across the precinct.
- Private landowners shall be responsible for ongoing maintenance to ensure that publicly accessible spaces remain in a state of good repair.
- Brock Road is a significant street which carries pedestrians, cyclists and vehicular traffic. Additional street trees should be incorporated on the east side of Brock Road to provide shade and comfort for pedestrians.
- Enhanced active transportation infrastructure is recommended for Pickering Parkway.

Public Comments Received

Below are public comments received by area residents at the Public Open House meeting and through written submissions:

- concerns about increased traffic congestion in surrounding neighbourhoods, particularly along Pickering Parkway
- concerns that local roads and the Brock Road off-ramp do not have the capacity to handle the additional vehicles generated by the development
- concerns about the loss of retail stores and other commercial services serving area residents, including the impact of displacement and phasing on current commercial tenants
- comments about shadow impacts on the proposed park space
- requests for clarification on the location of POPS
- questions about the location of the proposed public park, the availability of on-street parking, and the types of amenities the park will offer
- requests for clarification on which phase of development will the public park be provided
- inquiries about whether school space is proposed as part of this development
- comments about whether appropriate setbacks and stepbacks from the towers were considered
- concerns about how parking for existing tenants would be affected and how each phase of the construction phase would impact the existing tenants
- questions about whether the proposed buildings will incorporate bird-friendly design and glazing
- concerns about whether the proposed parking rates are appropriate for the development
- positive feedback on the design and appearance of the proposed buildings
- questions about the timing and phasing of the development, including what will be demolished in the first phase
- concerns about the current issue with the dump trucks accessing industrial activities on the east side of Notion Road
- concerns about compatibility with the existing industrial uses to the east
- concerns that the existing infrastructure, including roads and bridges, need to be widened before such a development is approved
- suggestions that the applicant should install landscape buffers and noise attenuation measures along the shared property line to the northwest of the development
- a recommendation that noise warning clauses be included in any purchase and rental agreements to inform future residents and tenants that noise from the existing commercial use (Canadian Tire) may be audible at times