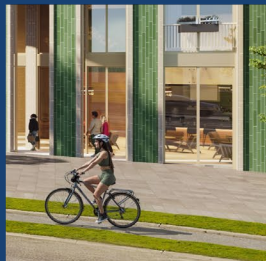
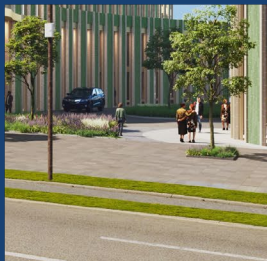
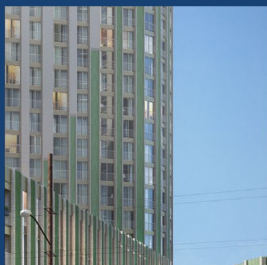
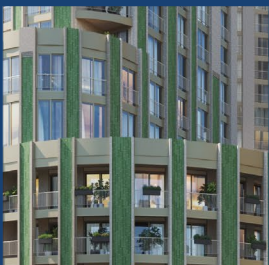
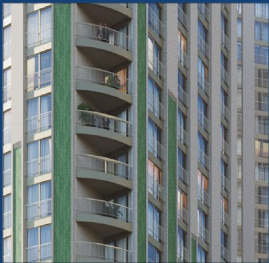


PLANNING RATIONALE REPORT

1095 Kingston Road, City of Pickering

Prepared For: 1095 Kingston Road Ltd.





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1.0 INTRODUCTION

The Biglieri Group Ltd. (“TBG”) has been retained by 1095 Kingston Road Ltd. C/O Resident (the “Owner”) to prepare the planning applications required to obtain municipal approvals for the proposed development on the lands known municipally as 1095 Kingston Road. This Planning Rationale Report (“PRR”) has been prepared in support of a Zoning By-law Amendment (“ZBA”) application. The proposed development is a four-tower, high-density residential development; the proposal is detailed in section 3 of this Report.

This Planning Rationale Report, in conjunction with all other supporting materials submitted as part of this application, has evaluated the merits of the proposed development in the context of all applicable provincial and municipal policies. It is TBG's professional opinion that the proposed development is consistent with the policies of the Provincial Planning Statement (2024), conforms to the Official Plan of Durham Region (2024), conforms to the Official Plan of the City of Pickering as it is in alignment with the growth vision along the Kingston Road corridor as per Chapter 11A of the Official Plan.

This PRR is being submitted as part of a complete ZBA application along with the required supporting materials as identified in the Pre-Application Checklist October 23, 2024, and through discussion with municipal staff. It is our understanding that the materials provided herein are sufficient to review the applications under Section 34 of the Planning Act.

2.0 SITE LOCATION AND CONTEXT

2.1 The Subject Site

The subject site is located at the southwest corner of Kingston Road and Dixie Road and is municipally known as 1095 Kingston Road. The site is legally described as:

PT LT 25 CON 1 PICKERING PTS 1, 2 & 3, 40R1860 EXCEPT PT 1, 40R2670; S/T CO210581, S/T D486756, *S/T D19631* AS PARTIALLY RELEASED BY D314762; PICKERING.

The subject site has a frontage measuring 239.86 metres on Kingston Road and a secondary frontage along Dixie Road of approximately 184.9 metres. The site has a land area of 2.09 hectares. In its current configuration, the site has three vehicular access points from Dixie Road. The site currently hosts multiple commercial tenants in a one-storey structure. No natural/cultural heritage assets have been identified on the site, and the site is not within the Toronto and Region Conservation Authority's ("TRCA") Regulated Area. A portion of the site, to the southwest, abuts an active CN Rail corridor.

The site contains a number of easements, which are outlined below:

Table 1 – Easements on the Subject Site

Instrument	Associated Party	Purpose
D486756	Regional Municipality of Durham	Easement for purposes of access, repair, installation, examination, and more, of existing sewers.
D19631 (partially released by D314762)	Regional Municipality of Durham	Easement for purposes of access, repair, installation, examination, and more, of existing sewers.

Figure 1 – Subject Site



2.2 Surrounding Area

The surrounding context of the subject site is varied in terms of uses and built forms. The following is a detailed outline of the uses that surround the subject site:

North: Kingston Road runs along the site's northern boundary; north of Kingston Road is an established residential neighbourhood consisting primarily of single detached dwellings.

East: Large commercial plazas with a range of retail uses include large and small format retailers. Planning applications for lands to the east are being considered by the City of Pickering. Given this evolving context along Kingston Road, it is expected that the lands to the east will eventually be redeveloped as high-rise mixed-use developments.

South: The site is bounded by an active rail corridor and Provincial Highway 401 to its south. Further south is Frenchman's Bay and other natural features.

West: Residential neighbourhoods consisting primarily of detached dwellings are to the west of the site, north of the rail corridor. Similar to the eastern context, commercial plazas along Kingston Road to the west of the site may be expected to evolve from a car oriented commercial form to a complete street with a range of built forms.

2.3 Community Context

As touched on above, the subject site is strategically located along the rapidly evolving urban context on Kingston Road. The updated planning framework along this corridor prioritizes active and public transportation modes, with future investment in bike lanes and the Durham-Scarborough Bus Rapid Transit ("BRT") along the length of the Kingston Road corridor. Municipal planning documents detail a vision for a walkable, mixed-use Kingston Road. This section summarizes the existing community services, amenities and resources. These elements are expected to grow and shift as the communities along the Kingston Road corridor are developed and mature over time. Multiple planning applications are currently being considered by the City of Pickering, each proposing intensification and diversification of uses along the corridor. See section 2.5 of this report for a list of nearby development applications and approvals.

Education

- The subject site is within the jurisdiction of the Durham District School Board (DDSB) and Durham Catholic District School Board (DCDSB).
 - The subject site is within the catchment areas for the following DDSB Schools”
 - William Dunbar Public School (1.3 km)
 - Maple Ridge Public School (2.2 km)
 - Dunbarton High School (1.7 km)
 - The subject site in within the catchment areas for the following DCDSB Schools:
 - Father Fenelon Catholic School (1.5 km)
 - St. Isaac Jogues Catholic School (1.9 km)
 - St. Mary Catholic Secondary School (2.1 km)
- The future Durham-Scarborough-Durham BRT line will provide more convenient options to higher education facilities including University of Toronto Scarborough Campus and Durham College Oshawa Campus (approximately 14 and 15 km from the subject site respectively)

Health and Wellness

- Lakeridge Health Ajax Pickering is the nearest hospital located approximately 6.5 km from the subject site.
- Two pharmacies are located within walking distance of the site, Glendale Pharmacy and Shopper’s Drug Mart are approximately 250 m and 400m away from the site, respectively.
- Various other health and wellness amenities are within 500 m of the subject site including a walk-in clinic, physiotherapy services and a family health team.

Parks and Recreation

- Frenchman’s Bay is in proximity to the subject site, immediately to the south of Highway 401; this proximity will provide access to the many parks and recreational opportunities around the bay, including:
 - Bruce Hanscombe Memorial Park
 - Glen Ravine Park
 - Douglas Park
 - West Shore Beach
 - Rotary Frenchman’s Bay West Park

Community Services

- The nearest Durham Region Police station, at 1710 Kingston Road, is located approximately 3.1 kilometres from the subject site.
- The nearest fire station is Pickering Fire Station 2, at 553 Kingston Road, approximately 1.8 kilometres from the subject site.
- Bank branches and ATMs for most major Canadian banks are within 1.5 km of the subject site.

2.4 Transportation Network

2.4.1 Road Network

The subject site is well served by the existing road network. *Map 3b – Road Network* of the Regional Official Plan (“ROP”) (Figure 2) identifies the subject site along Kingston Road, which has been classified as a *Type B Arterial* Road. As per the ROP, Kingston Road has a planned width of 45 metres.

The subject site is located immediately north of Highway 401, the nearest on/off ramps being the Liverpool Road exit, approximately 1 kilometre to the east of the site.

Municipal improvements to the local road network include a southeastern extension of Walnut Lane towards Liverpool Road. The planned Walnut Lane extension will provide future residents an additional route towards Pickering Town Centre and the Pickering GO station. The road network will also benefit from the planned new east-west street running through the lands to the east of the subject site, from Dixie Road to the Walnut Lane extension. This new 20-metre right-of-way will provide added east-west capacity complementary to traffic lanes along Kingston Road.

Figure 2 – Map 3b – Road Network, Durham Region Official Plan

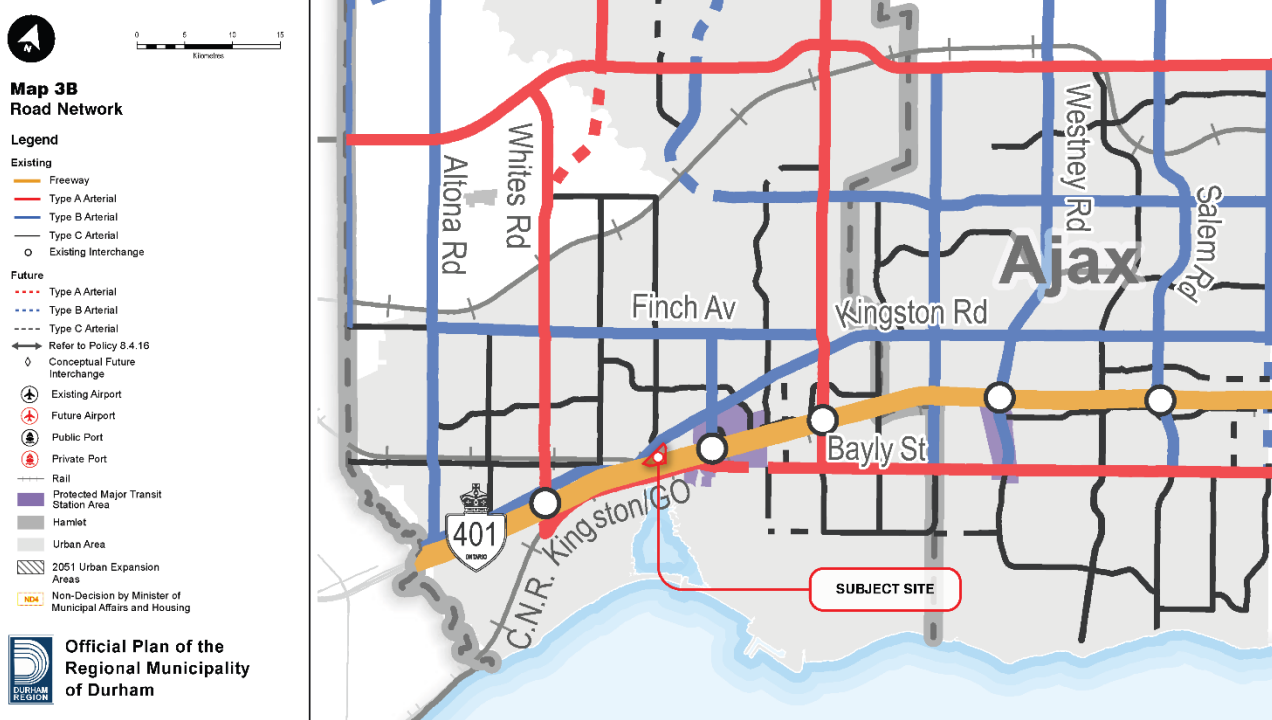
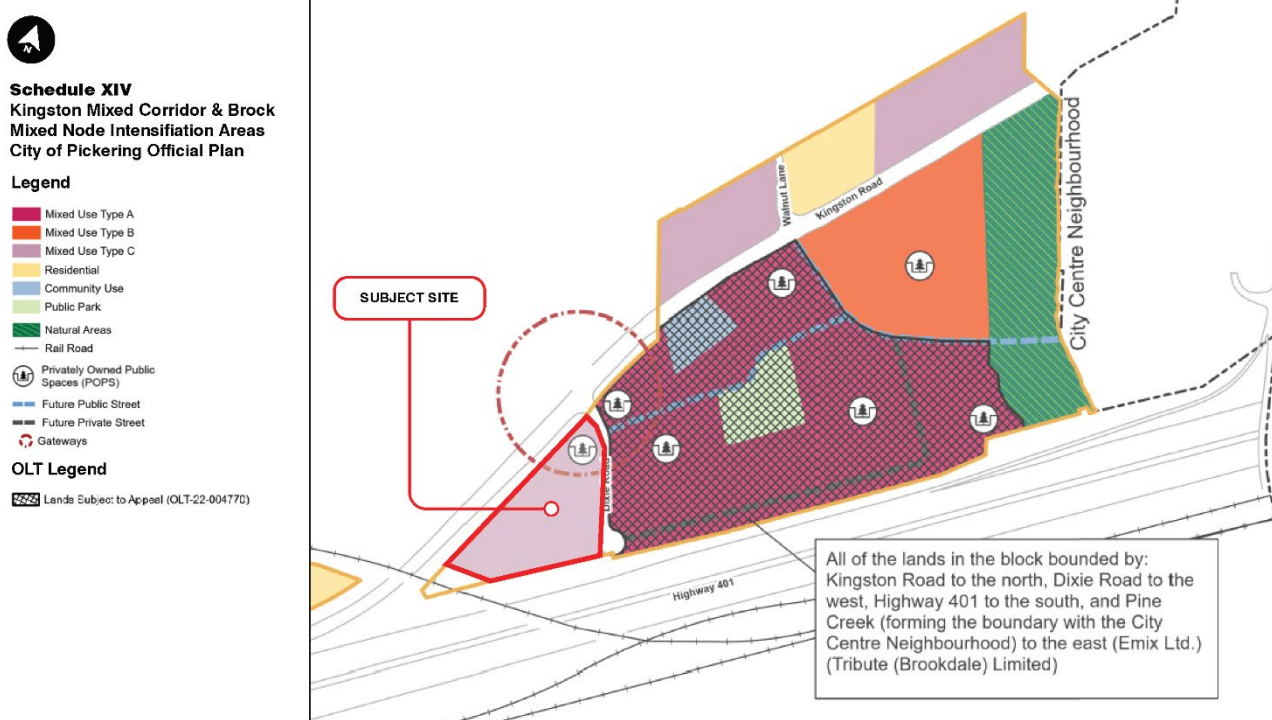


Figure 3 – Schedule XIV of the Pickering OP, Planned Street Network



2.4.2 Public Transportation

The subject site is well serviced by existing Durham Region Transit (“DRT”) and GO Transit routes. Several bus stops are currently located within walking distance to the subject site. The stops are served by the routes as described below, providing frequencies ranging from every 10 minutes to every hour depending on the route and the time of the week/day. Existing routes provide direct connections to key local and regional destinations including the Pickering Town Centre and Pickering GO Station.

DRT Routes:

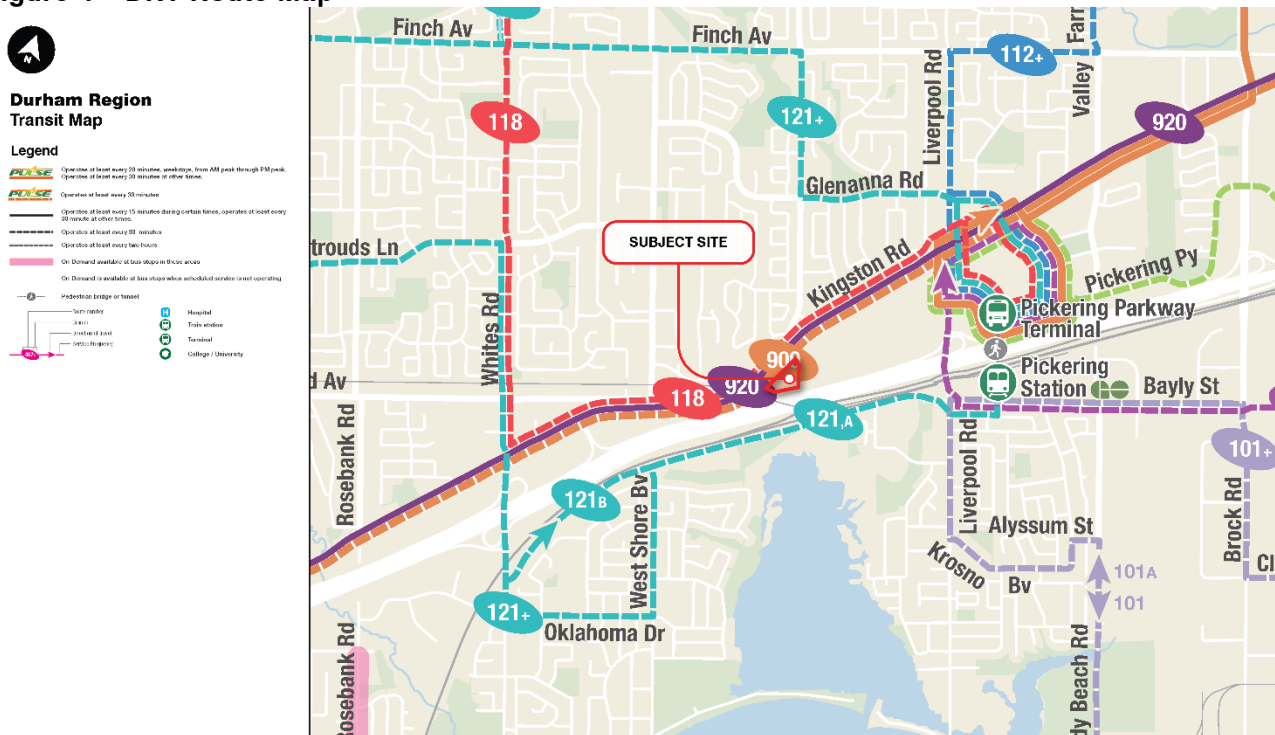
- Route 118: North-South connections along Kingston Road and Whites Road to Tauton Road.
- Route 900: Rapid bus route providing east-west connectivity from Centennial College's Morningside Campus in Toronto to Downtown Oshawa; lettered branches serve other locations in Oshawa.
- Route 920: Rapid bus route providing regional connections from Scarborough Center in Toronto and Harmony Terminal in Oshawa.

GO Bus Routes:

- Route 41/41A: East-West connection operating between Pickering and Hamilton (41A) GO Station or Square One, Mississauga (41A).
- Route 92/92A: East West connection operating between Yorkdale Bus Terminal, Toronto and Oshawa GO (92) or Dundas and Highway 12, Whitby (92A)

The subject site is strategically located along the future Durham-Scarborough Bus Rapid Transit ("BRT") route, which is expected to provide dedicated, rapid-bus transit along Kingston Road from Scarborough Centre to Downtown Oshawa. This future BRT route is expected to have a Dixie Road station stop, in close proximity to the subject site. Once fully delivered this rapid transit line will deliver 36 kilometres of new transit infrastructure and promises service frequencies of 15 minutes or better, all day everyday. The BRT route will provide time savings of 10 to 20 minutes for transit trips along the corridor.

Figure 4 – DRT Route Map



2.4.3 Active Transportation

The subject site has a significant frontage along Kingston Road. The existing road condition along the site's Kingston Road frontage represents a gap in the active transportation network, as no sidewalks exist along the south side of Kingston Road. Sidewalks exist along Dixie Road running south of Kingston Road.

Improvements to Kingston Road are being proposed in conjunction with the proposed Durham Scarborough BRT route. Upon full build out, it is expected that the length of Kingston Road with BRT service will include dedicated cycling infrastructure and pedestrian facilities. From a planning policy perspective, Kingston Road has been identified as future Protected Cycling Facilities on Map 3d of the Durham Region Official Plan.

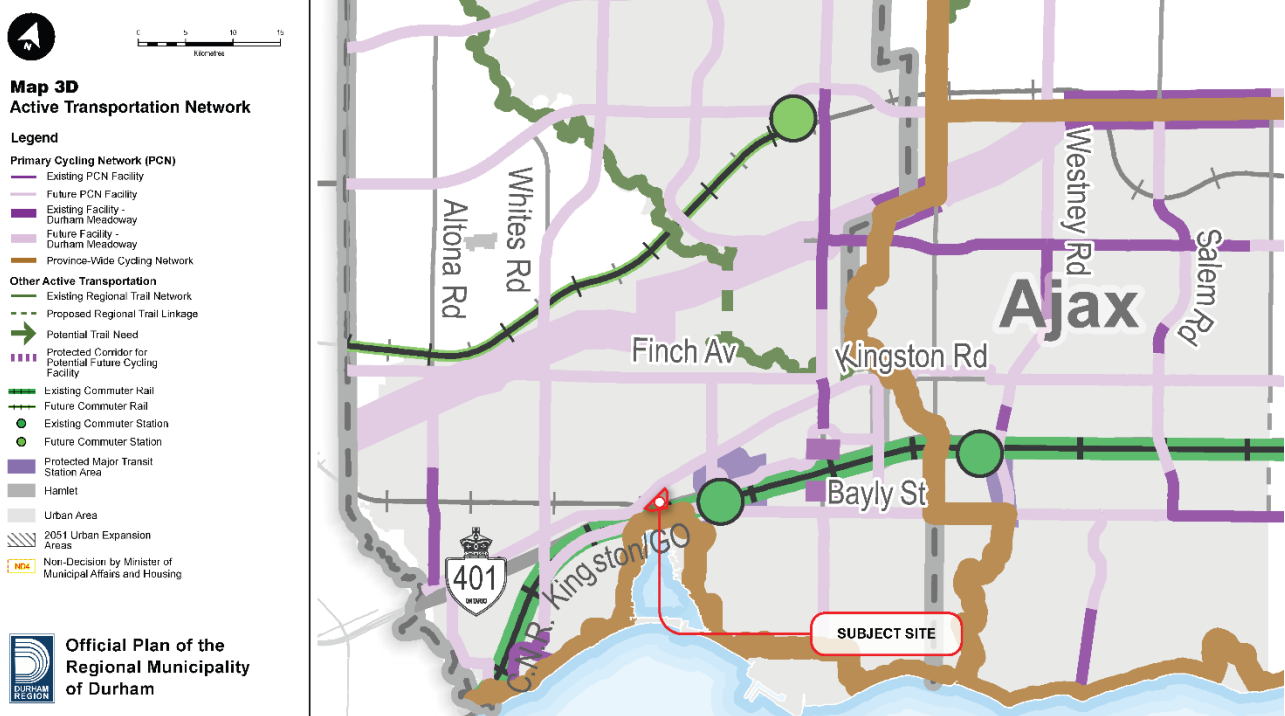
The proposal, as detailed in Section 3 of this report also includes improvements to the active transportation system in the form of sidewalks, mid-block connections and connectivity to a future multi-use path. See Section 3.0 and the attached Architectural Drawing Set for further information.

Figure 5 – Sample Rendering of Active Transportation Options Along BRT Route



Source: Metrolinx

Figure 6 – Map 3d. of the Regional Official Plan, Active Transportation



2.5 Nearby Development Applications and Approvals

As discussed above, the Kingston Road Corridor can be described as a rapidly evolving urban corridor. Various landowners have begun rethinking their sites, in alignment with proposed changes to the planning framework along the corridor. Table 2 below outlines various nearby mixed-use planning applications, along the corridor. Of note is that developments within the Pickering City Centre Area have been omitted, due to the slight difference in planning approaches between the City Centre/MTSA and the Kingston Road corridor.

Table 2 – Nearby Development Applications

375 Kingston Rd	OPA & ZBA	Under appeal	<ul style="list-style-type: none"> • 2-tower, shared podium, mixed-use proposal • 25- & 31-storey towers, 4-storey podium • 1,532 m² commercial at-grade (Kingston frontage) • 580 Residential units • 551 parking spaces (0.95 spaces/unit: 0.8 residents, 0.15 visitor/commercial combines) • FSI: 4.94
603-643, 645 & 699 Kingston Rd	OPA & ZBA	Under appeal	<ul style="list-style-type: none"> • 7-tower, 3 mid-rise, mixed-use proposal • 24- to 36-storey towers, 4- to 6-storey podiums • 2,707 m² commercial at-grade (Kingston frontage) • 3,457 m² office commercial • 3,460 Residential units • 2,768 parking spaces (0.8 spaces/unit: 0.65 residents, 0.15 visitor/commercial combined) • FSI: 5.2
875 Kingston Rd	OPA & ZBA	Under review	<ul style="list-style-type: none"> • 2-tower, mixed-use proposal • 17-storey towers, 5-storey podiums • 629.9 m² commercial at-grade (Kingston frontage) • 400 Residential units • 402 parking spaces (1.0 spaces/unit: 0.8 residents, 0.15 visitor, 0.035 per m² commercial) • FSI: 5.03
1101A, 1105 & 1163 Kingston Rd	OPA & ZBA	Under appeal	<ul style="list-style-type: none"> • 4-phase, 14-tower, mixed-use proposal • 17- to 35-storey towers, • 7,149 m² commercial at-grade (Kingston frontage) • 716 m² daycare • 5,238 Residential units • 4,211 parking spaces (0.80 spaces/unit) • FSI: 5.0
705 Kingston Road	OPA & ZBA	Under Review	<ul style="list-style-type: none"> • 2 phases, 5-tower, mixed-use proposal • 28- to 35- storey towers, 4-storey podiums • 3,922 m² commercial at grade (Kingston Rd and Park dedication frontages) • 1,748 residential units • 1,488 parking spaces (0.85 spaces/unit: 0.65 residential spaces/unit, 0.15 combined visitor & commercial spaces/unit) • 2,193 m² parkland dedication • 815 m² POPS

Figure 7 – Nearby Development Applications



3.0 PROPOSAL

3.1 Description of Proposed Development

The proposed development consists of four high-rise residential towers; each tower is 35 storeys in height. Towers 1A and 1B are located on the western half of the site on a shared 6-8-storey podium, collectively referred to as Building 1. Towers 2A and 2B are located on the eastern half of the site on a shared 6-storey podium, collectively referred to as Building 2. The site organization has been developed with a high regard for existing infrastructure and setback requirements. As such, a 14-metre setback is provided along Highway 401 and associated Regional servicing easement, and a 30-metre sensitive use setback is provided along the rail corridor. While parking uses within the podium are proposed within the sensitive use setback, all residential living space will be beyond the 30-metre setback.

The proposal includes a total of 1,492 residential units and no non-residential uses are proposed. Building 1 will include 131 podium units and 590 tower units, at 295 for Towers 1A and 1B, each. Building 2 will deliver 133 podium units and 638 tower units, at 319 for Tower 2A and 2, each. A range of residential unit types and sizes will welcome various future end users. The unit distribution is proposed as follows: 65% 1-bedroom apartments, 25% 2-bedroom apartments and 10% 3-bedroom apartments. Average unit sizes range from 484 square feet to 972 square feet. The proposal introduces 98,184 square metres of new residential floor area to the community and has a floor index value of 4.71

The proposed development has been configured to create an improved site condition for a range of road users. The development will incorporate three access points. There are two access points along Dixie Road that will provide access to the underground parking ramps within each building, garbage and loading areas, and the internal pick up and drop off areas. Each of these access points will allow full movements. The third access point along Kingston Road will be a right-in, right-out access and will provide direct access to the podium of Building 1. Turning movement analysis has been conducted to ensure that all vehicle routes will avoid conflict.

A total of 1,143 parking spaces are proposed as part of this development, upon full built out. Parking is being provided at a cumulative ratio of 0.77 parking spaces per residential units, including visitor. One level of below grade parking is proposed with 367 parking spaces (resident and visitor combined), 58 visitor spaces are proposed within the podiums on the ground floor. A total of 717 residential parking spaces are proposed within the upper podium levels within both buildings. From the Mezzanine Level to Level 6 in Building 1 and from the Mezzanine Level to Level 4 in Building 2. A total of 895 bicycle parking spaces are proposed: 746 long-term and 149 short-term.

The proposal integrates above-grade podium parking spaces in both buildings. This design approach is intended to elevate the bulk of residential units above the podium levels. In this way, most units will have improved natural views to Frenchman's Bay to the south. Additionally, this design reduces residential views onto nearby transportation corridors including the rail corridor and Highway 401. Podium elements containing parking will be finished to similar design and architectural quality as portions containing residential uses, thus limiting the impact of above-grade parking on the public realm.

Interior and exterior amenities are being provided at a rate of 2 square metres per dwelling unit each, for a combined amenity rate of 4 square metres per dwelling unit; 3,000 square metres of indoor amenities are proposed, and 2,985 square metres of outdoor amenities are proposed. This provision is alignment with Pickering City Centre provision rates. Exterior amenities will include lounges, BBQ terraces and green roofs, concentrated on the podium roofs and accessible to future residents. Interior amenity programming will be determined in a later stage of the planning process.

Various improvements are being proposed to the site with respect to pedestrian and cycling connections. Sidewalks are being proposed along both Kingston Road and Dixie Road. A Gateway Plaza, with an area of 367.6 square metres, on the northeastern corner of the site will provide a programmed space at the prominent intersection and future location of rapid transit stops. A multi-use path along the site's southern perimeter is expected to become part of a future network of local trails. A publicly accessible private space ("POPS"), with an area of 1,053.8 square metres, is also proposed in the southern part of Building 2. Along with internal walkways, this POPS is expected to provide connectivity from Kingston Road through the site and towards the multi-use trail.

Figure 8 – Proposed Site Plan



Table 3 – Proposed Development Statistics

Building	Height	Residential Net Floor Area (m ²)	Total Units
Podium 1	6-8 Storeys	47,042	131
Building 1A	35 Storeys		295
Building 1B	35 Storeys		295
Podium 2	6 Storeys	51,007	133
Building 2A	35 Storeys		319
Building 2B	35 Storeys		319
P1 Level		135	-
Total		98,184	1,492 units

Table 4 – Proposed Unit Type Breakdown

Unit Type	Number	Percentage
Bachelor	0	0%
1 Bed	583	39%
1 Bed + Den	387	26%
2 Bed	258	17%
2 Bed + Den	117	8%
3 Bed	147	10%
Total	1,492	100%

Figure 9 – North Elevation

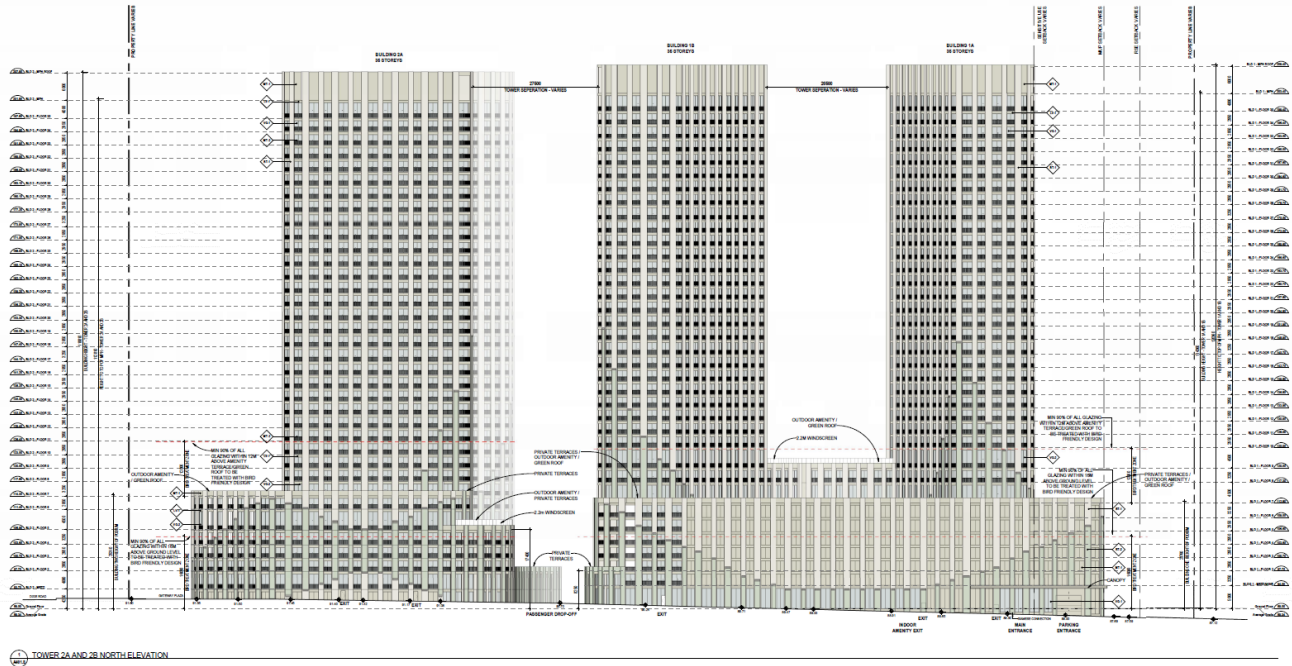


Figure 10 – Coloured West Elevation – Building 2A

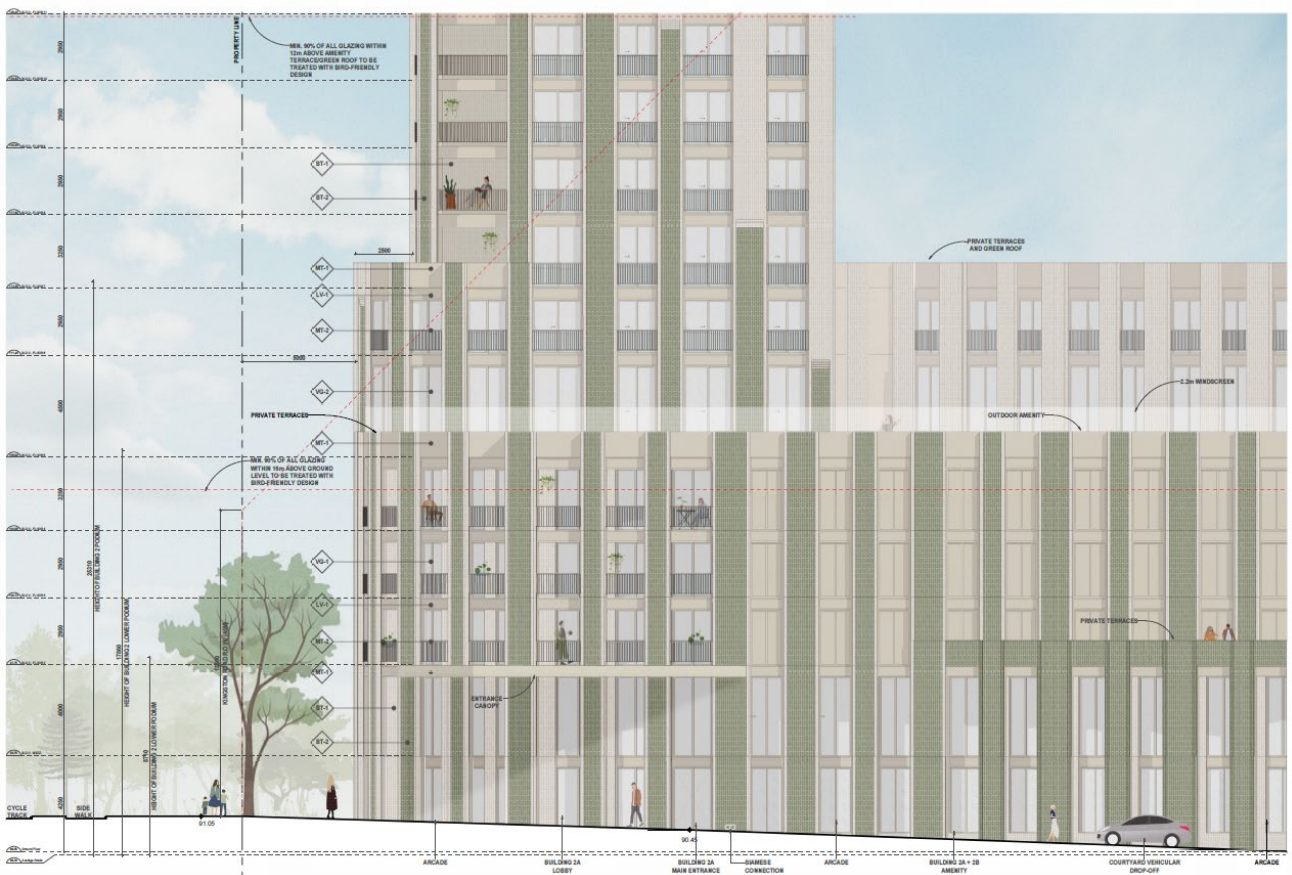


Figure 11 – Rendering – Aerial Perspective Looking South



Figure 12 – Rendering – Looking Southwest Towards the Gateway Plaza



4.0 REQUIRED APPROVAL

4.1 Zoning By-law Amendment

The proposed development would require a Zoning By-law Amendment in order to facilitate the development of the four-tower residential community as detailed in this application. This application proposes to amend the in-effect zoning by-law to better reflect the most recent policy initiatives of the City of Pickering to encourage intensification along the Kingston Road corridor. A site-specific zoning by-law amendment is required to implement site specific zoning for the subject site.

TBG proposes to amend the Zoning By-law and rezone the subject site to a Dunbarton/Liverpool Precinct Multi-Unit "DP-MU-XX" site-specific zoning, using a similar approach than other redevelopment sites along the corridor.

- Rezone the subject lands from M1-SC30 to DP-MU-XX Zone.
- Prescribe site specific building standards as detailed within the enclosed Zoning By-law Amendment, such as definitions, setbacks, height, parking rates, and more.

These standards provide for an urban built form on the subject site which conforms to the intent of the City of Pickering Official Plan, and Urban Design Guidelines (UDG), as discussed in the following sections of this Report. Further, a number of standards are consistent with the Pickering City Centre By-law, as they represent appropriate zoning standards for dedicated Intensification Areas. The following table outlines the general content of the Zoning By-law Amendment. Please see enclosed Amendment for the full text:

Table 5 – Proposed Zoning Definitions

a) Floor Space Index (FSI)	i) the area shown on Schedule I to this By-law, zoned "DP-MU-X" shall be the extent of the lands for the purposes of calculating FSI ii) minimum FSI – 0.75 iii) maximum FSI – 5.0
c) Building Height	i) the maximum height of a building wholly located within the dashed lines, is specified by the number following the HT symbol as shown on Schedule III to this By-law ii) notwithstanding Section 5 (2) c) i) above, mechanical penthouses, balconies, enclosed stairwells providing roof access and architectural features such as parapet walls are permitted to project the maximum height
d) Podium Requirements	i) minimum height of podium – 11.0 metres (3-storesys) ii) maximum height of podium – 33.0 metres (8-storesys)
e) Building Location and Setbacks	i) no building or part of a building, or structure shall be erected outside of a building envelope, as shown on Schedule II to this

	By-law
f) Setback for Below Grade Parking Structures	i) minimum – 0.0 metres
g) Tower Floor Plate	i) maximum tower floor plate for buildings greater than 37.5 metres in height – 750 square metres ii) notwithstanding Section 5 g) i) above, balconies shall be excluded from the calculation of tower floor plate
h) Building Separation	i) minimum – 15.0 metres, which shall be measured from the main wall of each building but shall exclude balconies, steps and other similar encroachments for any portion of a building less than 37.5 metres ii) minimum –18.0 metres for any portion of a building greater than 37.5 metres in height, which shall be measured from the main wall of each building, but shall exclude balconies, steps and other similar encroachments.
i) Main Wall Stepback for Buildings greater than 37.5 metres	i) minimum main wall stepback – 0.0 metres from the main wall of a point tower and the main wall of a podium on any building face abutting a street line ii) despite Section 5 (2) i) above, a main wall stepback shall not be required for any building face located beyond the 6th storey
k) Amenity Space Requirements for Apartment Dwellings	i) minimum – 2.0 square metres of indoor amenity space is required per apartment dwelling unit ii) minimum – 2.0 square metres of outdoor amenity space is required per apartment dwelling unit (a minimum contiguous area of 40.0 square metres must be provided in a common location)
l) Landscaped Area	i) minimum 10 percent of the land area ii) the area shown on Schedule I to this By-law, zoned “DP-MU-X” shall be the extent of the lands for the purposes of calculating landscaped area
Parking Apartment Dwelling	0.62 spaces per dwelling unit and 0.15 spaces per unit for visitors
Bicycle Parking	Short Term i) Residential: 0.1 spaces per dwelling unit Long Term i) Residential: 0.5 spaces per dwelling unit

5.0 POLICY CONTEXT AND ANALYSIS

The sections below analyze the proposal for consistency with the policies of the *Planning Act*, Provincial Planning Statement (2024), and conformity to the policies of the Durham Region and City of Pickering Official Plans. The enclosed Urban Design Brief, prepared also by TBG, addresses how the proposed application conforms to the Kingston Road Corridor and Specialty Retailing Node Intensification Plan Draft Urban Design Guidelines and other urban design related policies from the Official Plan.

5.1 Planning Act

The *Planning Act* is the provincial legislation that outlines land use planning permissions in Ontario. The purposes of the *Planning Act* are outlined in Section 1.1 and include the following:

2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) the co-ordination of planning activities of public bodies;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The above matters of Provincial interest have informed the proposed development and the application materials. The following is a high-level overview of how these considerations apply to the application and have been addressed.

The subject site is not located within a natural heritage system and does not contain any natural heritage features. Therefore, there is no anticipated impacts on natural areas, features or functions.

The proposal includes four residential towers atop two residential podiums, totalling 1,492 units, which will be connected to future Regional infrastructure. The proposed development will efficiently use existing and planned regional and municipal infrastructure, is transit supportive, and will offer a range of housing options to future residents. The proposal constitutes orderly development, as it an example of suitable infill that is based on the emerging character of Kingston Road. The Site is currently serviced by existing Durham

Region Transit and will be serviced by the future Durham-Scarborough Bus Rapid Transit Route. The proposal includes a range of unit types, from one-bedroom apartments to three bedroom apartments.

The built form has been well designed, will encourage a sense of place, and provides welcoming public space. A publicly accessible Gateway Plaza space is located at the northeast corner of the site, at Kingston Road and Dixie Road, and a privately-owned public space (POPS) is located adjacent to the walkway corridor within the southern portion of the site. There is another publicly accessible at-grade outdoor space fronting Kingston Road between the podiums, where the drop-off loop is proposed. This space will provide for mid-block connectivity from Kingston Road, through the centre of the site and towards the proposed POPS and multi-use path. Together the private and public open spaces will create a well-designed sense of place throughout the proposed development. The development has also been designed with a range of sustainability measures which is further detailed within the enclosed Green Standard Checklist.

For the above noted reasons, it is our professional opinion that the proposed development has regard for the above noted matters of provincial interest.

5.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) is a streamlined provincial policy framework that guides land use planning decisions in Ontario. The PPS was issued under Section 3 of the Planning Act and approved by the Lieutenant Governor in Council. It came into effect on October 20th, 2024. As outlined in the introductory section of the PPS, the policy document envisions among other things, that the Province increase its housing supply and offer a full range and mix of housing options. The following policies apply to the proposed development:

Planning for People and Homes (2.1)

6. *Planning authorities should support the achievement of complete communities by:*

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed development will feature a diverse mix of land uses, including park space, publicly accessible private areas, and residential units. A variety of housing options will be available, ranging from one-, two-, and three-bedroom layouts. The site will be well connected by multiple transit options, including a dedicated cycle path, public transit with dedicated BRT lanes, and pedestrian-friendly sidewalks. Additionally, the development is situated in a well-served area with numerous public service facilities, institutional establishments, commercial amenities, and planned park space.

The following housing policies apply to the proposed development:

Housing (2.2)

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously*

developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed project aligns with the outlined policies, transforming an underutilized plaza site into an intensified redevelopment. Consistent with housing policy, it introduces 1,492 new residential units, contributing to Pickering's growing housing stock. A diverse mix of unit types is designed to accommodate various family compositions, ensuring broad appeal. The development is compact and efficient, promoting active transportation through its proximity to future dedicated cycling lanes and sidewalks. Additionally, the proposal supports future transit investments along the Durham-Scarborough BRT, providing residents with seamless, reliable connections throughout Pickering and the Greater Toronto Area.

The following growth-related policies apply to the proposed development:

Settlement Areas and Settlement Area Boundary Expansions (2.3)

2.3.1. General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

d) are transit-supportive, as appropriate; and

e) are freight-supportive.

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

The proposed residential development aligns with general policies for settlement areas, fostering a transit-supportive community within a designated growth area. Additionally, it is our opinion that the proposal qualifies as a more efficient use of land and resources, planned infrastructure and public service facilities, when compared to the existing form, use and intensity on the subject site. The proposal is expected to deliver a complete community on an underutilized site, with residential and amenity uses, in close proximity to multiple transportation options. As such, the project embodies the province's vision for intensification through the development of complete communities within settlement areas.

Strategic Growth Areas (2.4)

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

a) to accommodate significant population and employment growth;

b) as focal areas for education, commercial, recreational, and cultural uses;

- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.*

3. Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

2.4.3 Frequent Transit Corridors

- 1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*

The proposal aligns closely with the relevant policies outlined in Section 2.4, particularly in advancing the development of complete communities within Strategic Growth Areas (SGAs). The site is situated along Kingston Road, a designated Rapid Transit Corridor and SGA. In line with SGA objectives, the proposal accommodates significant population growth and contributes to the development of complete communities. This transformation is occurring on an underutilized site with strong existing transit and road connections, as well as planned inter- and intra-regional rapid transit investments nearby.

By integrating diverse land uses and activating Kingston Road, the development will help stimulate additional complete community projects in the area. The design is also sensitive to the surrounding built environment, incorporating varied building heights to ensure a smooth transition and a 6-8-storey podium that fosters a pedestrian-friendly streetscape.

Regarding transit accessibility, the site is positioned along a future bus rapid transit corridor. The proposed density will help sustain future transit investments, reinforcing their long-term success. The frequent transit service along Kingston Road will offer residents seamless access to employment, goods, and services throughout the Greater Toronto Area.

While the site is designated at a Rapid Transit Corridor, it also meets the PPS's definition of major transit station area (MTSA), as it is located within 500-800 metres of a planned higher order transit station within a settlement area. Areas in proximity to higher order transit stops are priority areas for increasing density to maximize the number of potential transit uses that are within walking distance of a station or stop. The proposed development supports this policy direction, as future residents will be a short walk away from planned station locations.

The proposed development introduces an appropriate level of density to lands adjacent to a planned frequent transit corridor, in accordance with the above policy.

The following climate change policies apply to the proposed development:

Energy Conservation, Air Quality and Climate Change (2.9)

- 1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The proposed development is responsive to policies included in section 2.8 as it represents a compact, transit-supportive residential community on the site. Additionally, the project has been designed to satisfy the requirements of the City of Pickering's updated Integrated Sustainable Design Standards. See the Sustainability Checklist included in this submission for further information.

The following transportation policies apply to the proposed development:

Transportation Systems (3.2)

2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

The enclosed Transportation Impact Study prepared by BA Group incorporates Transportation Demand Management (TDM) strategies which will assist in reducing personal vehicle reliance.

Transportation and Infrastructure Corridors (3.3)

3. Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

The proposed project has been developed in coordination with plans for future rapid transportation along the Kingston Road corridor. The development is not expected to negatively impact the proposed Durham-Scarborough-Durham BRT project.

The following servicing infrastructure policies apply to the proposed development:

Sewage, Water and Stormwater (3.6)

1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible and financially viable over their life cycle;*
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. aligns with comprehensive municipal planning for these services, where applicable.*
- c) promote water and energy conservation and efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process;*
- f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

8. Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*

g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale

The proposed project has been designed to optimize connections to existing stormwater infrastructure, public water and waste water services. Based on the Functional Servicing and Stormwater Management Report ("FSSR") prepared by Counterpoint, sufficient water, sewer and stormwater capacity exists in current networks to accommodate the growth proposed. Stormwater will also be managed on site by means of an on-site network feeding into a stormwater management tank. Outflow from the tank will be managed to ensure quantity and quality. The required 5mm water balance requirement will be captured and retained onsite within the stormwater management tank located in the P1 underground and re-used for onsite irrigation. Green roofs and landscape features will also add water retention capacity on the site.

The following open space policies apply to the proposed development:

Public Spaces, Recreation, Parks, Trails and Open Space (3.9)

1. Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed development supports the development of healthy, active and inclusive communities through the provision of a privately owned public space ("POPS") and private outdoor amenity spaces. The POPS is positioned adjacent to the planned walkway within the south portion of the site, ensuring its accessibility and prominence. Programming of these POPS is expected to include amenities such as signature pavers, seating, landscaping and generous walkways, further contributing to the outdoor space options in the community. A second public outdoor space is located at the northeast corner of the site, in the form of a Gateway Plaza. A Facility Fit Plan has been prepared by MHBC which details how the POPS and amenity spaces will be integrated within the site and how site circulation will enhance over access and permeability.

Summary

The proposed development aligns with the Provincial Planning Statement, as outlined in the above. It supports growth within settlement areas by facilitating the intensification of an underutilized site. The proposal envisions a compact, high-density, residential community in accordance with Provincial priorities. The project team has strategically designed the development to integrate with planned provincial investments in rapid transit, ensuring a transit-oriented community that connects future residents and users to the Durham-Scarborough BRT line. Given its location within a Rapid Transit Corridor and Strategic Growth Area (SGA), the Provincial Planning Statement mandates an appropriate level of intensification along this key transit corridor, consistent with SGA policies. Additionally, the development includes POPS and amenity spaces to enhance the public realm and to create a more accessible and inviting environment for community members and road users alike. In summary, the proposed development and proposed Zoning By-law Amendment is consistent with the PPS.

5.3 Durham Region Official Plan (Envision Durham, 2024)

The Regional Municipality of Durham has released a new Regional Official Plan ('DROP') which is the culmination of work completed through Envision Durham; the Municipal Comprehensive Review (MCR) process. The new Regional Official Plan addresses a wide variety of strategic land use planning and development matters. Envision Durham also represents the Region's provincially mandated exercise to ensure that the DROP conforms with Provincial Plans or does not conflict with them, has regard to matters of Provincial interest.

The Regional Municipality of Durham adopted the new Regional Official Plan with amendments at a Special Meeting of Durham Regional on May 17, 2023. The DROP was submitted to the Minister of Municipal Affairs for approval under Sections 17 and 26 of the 36 Planning Act, RSO 1990. The DROP was approved by the Province on September 3, 2024, with modifications.

Figure 13 – Map 1 of the Regional OP, Regional Structure



Regional Structure (Chapter 1)

1.1.3 Direct population and employment growth to the Urban System with limited growth permitted within the Rural System, including Rural Settlements, where it is appropriate and compatible with surrounding uses, in accordance with Section 6.5.

1.1.4 Plan for a balance of residential growth with increased employment growth to achieve the population and employment forecasts outlined in this Plan, while aspiring to achieve a more balanced job to population ratio of 50% (one job for every two residents).

1.1.5 Ensure that necessary regional services and infrastructure are in place to accommodate the provincial population and employment forecasts within the Regional Structure by 2051:

- a) 1,300,000 people; and
- b) 460,000 jobs.

1.1.6 Plan for and implement services and infrastructure to enable the achievement of a minimum 50% annual rate of intensification regionwide.

The proposed development supports the goals for the Urban System, as the residential development will be compatible with surrounding uses and will introduce context-appropriate intensification to the Kingston Road corridor. The population forecasts and goal of delivering 50% intensification to the Region is supported by the proposal as 1,492 residential units will be directed to the Urban Area.

The following economic development policies apply to the proposed development:

A Prosperous Region (Chapter 2)

2.1.13 Encourage greater diversification of the Region's economic base with a range of high-quality employment opportunities by:

- c) supporting and promoting the rejuvenation, redevelopment and renewal of Strategic Growth Areas and brownfield sites, which may include deep energy retrofits of existing buildings

f) ensuring housing strategies provide for the development of a full range of housing options, sizes and tenure that are attainable and accessible for residents of all ages, ability and stages of life to meet the needs of a diverse labour force;

The proposed development supports the overall economic prosperity of the Region through the provision of a range of unit types that meet the needs of a diverse labour force. The proposed development does not include any commercial space, as it has been determined based on market conditions that the site is better suited to residential use only. The subject site is currently well served by commercial and retail spaces to the east, these spaces are expected to retain a significant proportion of their commercial uses as they redevelop and therefore will continue to serve the needs of future residents on the subject site. In accordance with the policies, the proposal will rejuvenate an underutilized site within a Strategic Growth Area.

The following housing policies apply to the proposed development:

Healthy Communities (Chapter 3)

Housing Supply

3.1.2 Provide a minimum of 15-year supply of land through residential intensification, redevelopment, on lands designated and available within Settlement Areas for residential development and through Urban Area Boundary expansions, in accordance with Section 5.7, if necessary.

3.1.3 Support opportunities to ensure that a wide range of affordable and market-based housing options are provided in Urban Areas. Outside of Urban Areas, housing options shall be locally appropriate and consistent with the character of the area.

3.1.4 Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.

3.1.11 Prioritize transit-supportive development, including potential air rights development, in proximity to transit, including Regional Corridors and Protected Major Transit Station Areas.

The proposed development will add to the region's housing supply with 1,492 units of various sizes and types. This project enhances Pickering and Durham's housing availability by intensifying an underutilized site within the Regional Settlement Areas. While affordable housing units are not currently included in the plan, the project team is open to further discussions with municipal staff. Additionally, by increasing the overall housing stock, the development may contribute to improved housing affordability in the community.

Housing Options

3.1.18 Require an Affordability and Accessibility Analysis as part of a Planning Justification Report for all major residential development applications, which include 100 units or more, that:

- a) justifies how the development application will contribute to achieving affordable housing targets;*
- b) identifies opportunities to include a variety of special needs housing options to accommodate seniors and persons with disabilities; and*
- c) identifies how residents would be able to access health care, social services and other amenities in their community.*

Affordable Housing

3.1.20 Require that at least 25% of all new residential units produced throughout the region to be affordable to low and moderate income households.

3.1.21 Require that at least 35% of all new residential units created in Strategic Growth Areas to be affordable to low and moderate income households.

3.1.22 Encourage affordable housing, including additional residential units, microhomes, and medium and high-density apartments in areas that are well served by local amenities including transit, schools and parks.

As part of this proposal, the project team produced an Affordable Housing Brief (see section 6.0 of this report). No affordable units are currently proposed on-site; the project team remains open to discussing

this further with municipal staff. With regards to suite accessibility, a minimum of 15% of the residential units are planned to be accessible suites of varying sizes. The proposed apartment design, offering a variety of unit sizes, provides a more practical and accessible housing option for first-time buyers.

The following climate change related policies apply to the proposed development:

Climate Change & Sustainability (3.2)

3.2.3 Reduce GHG emissions, improve air quality, encourage sustainability, and adapt and mitigate impacts of a changing climate by encouraging the following measures through development, redevelopment and infrastructure projects:

- a) green infrastructure, including low impact development and stormwater management systems, planting of native species, green roofs, bird-friendly design and other sustainable design practices, in accordance with the policies of this section and Section 4.1;*
- b) increasing the tree canopy by promoting tree planting, naturalizing priority areas and reducing energy use through sheltering and shading, in accordance with Policy 3.2.22;*
- h) community design that promotes intensification, walkable communities and compact built form, and prioritizes active transportation, supports public transit and transportation demand management, reduces single occupancy vehicle use, and supports measures to balance jobs and population growth to reduce long distance single occupancy vehicle trips to reduce GHG emissions caused by vehicles, in accordance with Sections 8.1, 8.2 and 8.3;*

3.2.8 Reduce GHG emissions from vehicle use by:

- a) implementing transportation demand management measures, in accordance with Section 8.3;*
- b) enhancing opportunities for active transportation, including walking, cycling, taking public transit and carpooling through built form, including the co-location of public facilities, amenities and retail uses, in accordance with Section 8.2; and*
- c) ensuring communities are designed for all road users, while prioritizing the safety of pedestrians and cyclists.*

3.2.9 Promote a wide range of sustainable and green design standards and techniques in the natural environment, including

- a) providing drought-tolerant, landscaped open spaces that are designed to maximize infiltration of surface water runoff;*
- b) implementing green infrastructure and other low impact development measures such as permeable surfaces, in accordance with Policies 4.1.15 to 4.1.19;*
- c) planting of native or non-invasive species of trees and plants; and*
- d) incorporating biophilic design concepts, where appropriate.*

3.2.10 Promote the use of sustainable design principles and green building design in the planning and construction of buildings, including:

- a) orienting and designing buildings to maximize solar access and minimize energy loss from prevailing winds;*
- b) passive building design;*
- c) adaptive reuse, and energy efficient building materials and designs;*
- d) bird-friendly building design measures to mitigate bird collisions with buildings;*
- e) green or high albedo (cool) roofing to reduce urban heat island effect; and*
- f) energy conservation measures in the rehabilitation and upgrading of existing buildings and underutilized sites, including building retrofits*

3.2.11 Encourage new development to:

- a) include electric vehicle charging facilities, or at a minimum, preinstall conduits and other infrastructure to support future charging facilities;*
- b) be net-zero or net-zero ready upon construction;*
- c) support alternative, renewable energy sources and energy storage, including district energy and green technology, in accordance with Section 4.3;*
- d) support active transportation by providing safe and sheltered bicycle parking and storage;*
- e) incorporate sustainable and green design principles, identified in Policy 3.2.10; and*

f) include measures which provide for water conservation and reuse through greywater systems, rain barrels, low flow taps and toilets, and drought-tolerant native plantings and trees.

The proposed development integrates sustainable design practices and resilience where possible. On-site stormwater management features have been integrated as part of the proposal; these include below grade stormwater tanks, outflow discharge quality monitoring, and green roofs. The proposed landscaping strategy on the site also represents a significant contribution to the urban tree canopy. New trees will be planted along Kingston Road, the Multi-use Path, the mid-block connection and throughout both the POPS and Gateway Plaza. The project team will meet all Tier 1 requirements as per the City of Pickering. Future sustainability contributions may be discussed during the Site Planning phase.

The following complete communities policies apply to the proposed development:

Complete Communities (3.3)

3.3.1 Support the development of healthy, sustainable and complete communities that incorporate:

- a) a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1;*
- b) employment opportunities in accordance with Policy 2.1.13;*
- c) community hubs that cluster together community uses, services, facilities, and shopping, in accordance with Policies 3.3.26 to 3.3.28;*
- d) active transportation and the use of multi-modal transportation options;*
- f) safe, publicly accessible recreation areas, parks, open spaces, trails and other recreation facilities;*
- g) age-friendly and universally accessible spaces for residents of all ages and abilities through universal accessibility design principles, in accordance with Policies 3.3.14 to 3.3.16;*
- j) vibrant places and spaces, including a public realm characterized by compact built form; and*
- k) climate resilient development, with an emphasis on the reduction of GHG emissions, in accordance with Sections 3.2 and 4.1.*

The proposed development will provide a mix of housing options through a range of unit sizes. The range of unit sizing will result in a diversity of end users that will reside in this community. While the proposed development does not provide commercial space, the site is located in proximity of community resources such as grocery stores, retail, parks and more. The proposal improves upon the existing pedestrian network by reworking circulation along Kingston Road and providing organic connections via the proposed multi-use path and POPS. This connectivity will promote a more walkable built form, compared to the existing uses, allowing future residents to easily efficiently access Kingston Road. Future BRT service along this corridor, with a stop planned adjacent to this proposal, will provide public transit connections throughout the Region and beyond. By locating intensification adjacent to a planned higher order transit route, reliance upon personal vehicles may be discouraged thereby supporting goals related to reduction of greenhouse gas emissions. The proposed development successfully contributes to the development of complete communities.

The following built environment policies apply to the proposed development:

Built Environment

3.3.3 Promote a high-quality public realm with regard for quality urban design, architectural and landscape treatment through the development review process with consideration for:

- b) opportunities for placemaking and public gathering;*
- c) integrating landscaping, beautification and streetscape design measures including green infrastructure and low impact development techniques;*
- d) compatibility and integration with surrounding land uses and built form;*
- e) pedestrian, transit supportive, and transit-oriented development pattern that supports active transportation;*
- f) age-friendly planning and accessibility for residents of all ages and abilities through universal accessibility design principles, strategic placement and orientation of buildings, including street front facing buildings and entrances, in accordance with Policies 3.3.14 to 3.3.16;*
- g) streetscape design that addresses the unique needs of all road users;*

- h) pedestrian scale, safety, comfort and connectivity, including pedestrian-oriented destinations;*
- i) centrally located and accessible public spaces, parks, recreational structures and public buildings;*
- k) energy efficient building design, in accordance with Section 4.3;*
- l) sustainable urban design that incorporates green infrastructure and low impact development, in accordance with Section 4.1;*
- m) light and noise trespass and pollution, in accordance with Policy 3.3.10 and 3.3.11;*
- n) the application of crime prevention through environmental design techniques;*
- o) identifying, protecting and developing gateways as attractive points of entry to the region;*
- q) improving the public realm and pedestrian experience of Regional Roads, where appropriate.*

The project team has focused on delivering high-quality urban design enhancements across the site. By concentrating density at the intersection of Dixie Road and Kingston Road, near the future BRT stop, the proposal exemplifies transit-oriented development and aligns with future transit investments. Along Kingston Road, the streetwall will rise to six stories, forming a low-rise podium that enhances the pedestrian experience. Ground-level active uses will activate the public realm.

A well-integrated sidewalk network will provide connectivity throughout the site, complemented by the Gateway Plaza and POPS areas, ensuring seamless links between landscaped areas, Kingston Road, and the surrounding corridor. Outdoor spaces will not only facilitate movement but also create opportunities for placemaking and community gathering, depending on the site's final programming. These connectivity enhancements recognize the site's strategic gateway location at the intersection of the Dixie Road and Kingston Road. For a more detailed analysis of the urban design approach, please refer to the enclosed Urban Design Brief prepared by The Biglieri Group.

The following age-friendly planning policies apply to the proposed development:

Age-Friendly Planning

3.3.15 Encourage area municipalities to support independent, active and healthy aging of all residents within their communities by implementing the Age-Friendly Durham Strategy and Action Plan and the Durham Community Safety and Well-Being Plan through their official plans. This includes integrating:

- a) a full range of housing options near community hubs that support the clustering of community facilities, programs, services, community facilities, retail and commercial uses and green spaces, in accordance with Policies 3.3.26 to 3.3.28.*

The proposal will support goals related to age-friendly planning, as a range of different types of units are provided which will adhere to the Ontario Building Code and requirements of the Accessibility for Ontarians with Disabilities Act (OADA). Barrier free paths of travel are found throughout the development and a number of local facilities, programs and services are located in proximity of the site. Proposed indoor and outdoor amenity spaces will be programmed to meet the needs of various age and interest groups to allow for an inclusive and age-friendly community.

The following regional infrastructure policies apply to the proposed development:

Supportive Infrastructure & Services (Chapter 4)

Regional Infrastructure & Services

4.1.2 Prioritize the provision of municipal water and sewage services within Urban Areas to development and redevelopment applications which produce an intensive and compact form of development to optimize the use of the services. This includes prioritizing the provision of municipal services and infrastructure to Strategic Growth Areas.

Water & Sewage

4.1.20 Support the development of Urban Areas in accordance with the policies in Section 5.1, based on the principles of sequential development, progressive extension, improvement, rehabilitation and economical

utilization of the regional water supply and sanitary sewage systems and minimization of financial impacts on the Region in accordance with Section 4.4.

Aligning Growth & Infrastructure Planning

4.1.37 Allocate servicing capacity for development addressed in Policy 4.1.36, in consultation with the area municipality, at the time a development agreement is executed with the Region and the appropriate financial securities are in place.

The proposed stormwater management and servicing plan for the proposed development responds to the above policies. The compact built form of the proposal leads to more efficient resource and infrastructure use. The FSSR, prepared by Counterpoint Land Development indicates suitable capacity existing in the existing stormwater, water, and sewer networks. Beyond network connections, no capacity increases would be required to accommodate this proposal.

The following growth management and intensification policies apply to the proposed development:

Vibrant Urban System (Chapter 5)

Growth Management

5.1.6 Plan for a minimum of 50% of all new residential units across the region to be provided through intensification on an annual basis within the delineated built-up area. The boundaries of the delineated built-up area are shown on Map 1.

5.1.7 Plan for intensification based on the forecasts and area municipal intensification targets contained in Figure 9.

5.1.8 Strive to ensure development within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities, by prioritizing and promoting intensification, redevelopment and growth within:

v) Rapid Transit Corridors;

The proposed development supports the Region's goals of directing residential intensification to the built-up area by directing 1,492 units to the site. A compact and efficient built form is proposed which will optimize the existing and planned transit investments and servicing infrastructure. The type and scale of intensification is appropriate given the site's location with a Rapid Transit Corridor.

Table 6 – Intensification Targets

Municipality	Total Housing Unit	Units Allocated to	% of Municipal	% of Regional
Pickering	55,150	21,790	40%	19%

Intensification within the Delineated Built-up Area

5.1.12 Prioritize intensification within the delineated built-up area in accordance with the hierarchy of places, as outlined in Policy 5.1.8.

Development within Urban Areas

5.1.15 Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles:

- a) the achievement of compact, urban and pedestrian-oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;
- b) logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas. The development of larger sites shall occur through detailed planning processes, in accordance with Policies 5.4.9 to 5.4.16;

- c) a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public service facilities;
- d) built form that considers social equity, human health and improves overall quality of life by developing high-quality urban environments that are accessible to people of all ages, abilities and incomes, in accordance with Section 3.3;
- e) commercial uses are provided in appropriate locations, with larger concentrations directed to Strategic Growth Areas as deemed appropriate in area municipal official plans, as well as Rural Regional Centres, Regional Corridors, and Local Centres and Corridors;
- f) existing underutilized shopping centres and plazas are encouraged to redevelop at higher densities with a mix of uses including residential uses, incorporating transit supportive and pedestrian-oriented built form, particularly within Strategic Growth Areas;
- g) providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity, in accordance with Section 8.2;
- i) with consideration of sustainability and the effects of development on the environment in accordance with Section 3.2;
- m) appropriate stormwater management techniques and low impact development measures, as implemented by area municipalities.

The above policies are met as the proposal is an example of transit-supportive intensification which also achieves a pedestrian-oriented built form. The Region's intensification goals are supported by providing 1,492 new residential units in proximity to existing and planned higher order transit. In addition, a proposed parking reduction will facilitate an uptake in transit ridership. The residential development will be complemented by a network of open areas such as a POPS, a Gateway Plaza, and additional outdoor amenity spaces. The site's location in proximity of community services, amenities and other daily destinations is an asset for the development. The development will follow urban design best practices including: active frontages, connectivity, pedestrian scaled podium and appropriate organization of building mass.

Strategic Growth Areas (5.2)

5.2.1 Designate Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Rapid Transit Corridors as Strategic Growth Areas on Map 1.

5.2.2 Direct intensification and higher density, compact forms of residential, commercial and employment generating uses such as office and major office, major institutional uses and mixed-use development to Strategic Growth Areas.

5.2.3 Plan for the achievement of the following long-term transit supportive density targets within Strategic Growth Areas. The targets apply to the entirety of the area within the boundary delineation and when measuring are not netted of undevelopable features and are not applied on the basis of individual parcels:

Table 7 – Regional Official Plan SGA Density Targets

<i>Strategic Growth Area</i>	<i>Minimum Transit Supportive Density Target</i>
Urban Growth Centers	200
Regional Centres (located along the Rapid Transit Corridor)	150
Regional Centres (located off of the Rapid Transit Corridor)	100-150
Protected Major Transit Station Areas	150
Rapid Transit Corridor	150

5.2.8 Plan for development within Strategic Growth Areas that:

- a) incorporates transit-oriented development design principles, in accordance with Policy 8.1.3, and including:
 - i) enhancing mobility to and from transit services through an urban grid system of streets and walkways, and providing for active transportation connections within Strategic Growth Areas and adjacent neighbourhoods;

- ii) orienting development and entrances towards streets and towards transit station and stop locations;*
- iii) incorporating design elements that contribute to complete, active and pedestrian-oriented streets and public places as part of a high-quality public realm through measures such as sidewalks, street furniture, patios, seating areas, street trees, landscaping, wayfinding and gateway features;*
- iv) providing active uses and entrances at grade, and integrating open space, parks and plazas along with public art and community spaces, and other considerations, in accordance with Section 3.3;*
- v) providing a mix of uses including residential uses, retail and commercial uses, compatible employment generating uses such as office and major office, educational and other institutional uses, public service facilities and entertainment and cultural facilities;*
- vi) providing compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit station locations while providing appropriate transition to adjacent neighbourhoods;*
- vii) facilitating the integration of transit stations within the community by optimizing street crossings to stations, reducing walking distances and, providing sheltered connections where appropriate;*
- b) provides a range of housing options, including additional residential units and affordable housing, in accordance with Section 3.1;*
- c) contributes to, and does not detract from, the long-term transit supportive density targets, in accordance with Policy 5.2.3;*
- f) addresses local road and private access spacing and access permissions to Regional arterial roads within Strategic Growth Areas on a case-by-case basis to the satisfaction of the Region. Joint access is encouraged using cross-access easements between properties to reduce the overall number of access points along arterial roads.*

In accordance with the Regional policies, the proposal directs intensification to a Strategic Growth Area on a scale that supports the Minimum Transit Supportive Density Target of 150 people and jobs per gross hectare. While the development is not proposed to be mixed use, active uses are located at grade and the site is located in proximity of community services and facilities. Several transit-oriented design principles are employed such as positioning entrances to provide a direct line of travel to public transit stops and orienting the development towards the street. Features such as street furniture and lighting will be specified at the detailed design stage. Active uses at grade such as indoor amenity spaces and lobbies are provided. Parking levels are located within the podium, however, this will not compromise high quality urban design expression.

In addition, a vehicular access, with right-in, right-out configuration, is located along Kingston Road to supplement the access arrangement. Per policy f) accesses to Regional roads are to be evaluated on a case-by-case basis. The access on Kingston Road is desirable as it is expected to have minimal impact of future operations of eastbound and westbound traffic lanes on Kingston Road.

The following rapid transit policies apply to the proposed development:

Rapid Transit Corridors

5.2.24 Support the planning and development of Rapid Transit Corridors based on a built form that is compact, pedestrian-friendly, and implements transit-oriented development design principles. Rapid Transit 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.

5.2.26 Require area municipal official plans to include detailed policies for Rapid Transit Corridors that:

- b) permit a full range and mix of uses including residential, commercial, compatible employment uses such as offices, and other uses, in a higher density, compact and pedestrian-oriented built form;*
- d) include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development.*

The proposed development has been designed in alignment with transit-oriented development principles as noted above. Site circulation has been optimized to provide residents and site users convenient access to existing and future transportation infrastructure along Kingston Road, meeting the policy direction for Rapid Transit Corridors.

The following environmental feature-related policies apply to the proposed development:

Protected Greenlands System (Chapter 7)

Aquifer Vulnerability

7.5.20 Protect highly vulnerable aquifers and areas of high aquifer vulnerability, when considering new development or site alteration by implementing the relevant requirements of the applicable source water protection plan and by prohibiting uses considered to be high risk to groundwater, as identified in Table 3 outside of designated Urban Areas. A hydrogeological investigation may also be required to assess whether other uses not included in Table 3 will be a potential risk to groundwater within highly vulnerable aquifers and areas of high aquifer vulnerability thereby requiring potential prohibitions, restrictions and/or mitigation.

Portions of the subject site have been identified as being within a Highly Vulnerable Aquifers ("HVA"). The enclosed Hydrogeological Report prepared by Grounded Engineering speaks to this classification in more detail.

The following transportation network policies apply to the proposed development:

Connected Transportation System (Chapter 8)

Transit Priority Network (8.1)

8.1.3 Achieve transit-oriented development within Strategic Growth Areas to support increased transit use and higher levels of service, achieved through the following principles and in accordance with Policy 5.2.8:

- b) enhance mobility to and from transit services including more frequent intersections and pedestrian crossings where feasible;*
- d) provide facilities which support non-auto modes including Commuter Stations, transit terminals with potential drop off facilities and bus loops, bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities;*
- e) encourage provisions for alternative development standards, including reduced minimum parking requirements, potential redevelopment of existing surface parking and the establishment of maximum parking requirements for both privately initiated development applications and area municipal zoning by-laws, which are tailored to the level of transit service proposed.*

8.2.8 Encourage area municipalities to enhance active transportation environments, and to:

- c) ensure that bicycle parking is incorporated into new developments and existing public facilities*

The proposed development has been designed in such a way that leverages future investments in the Transit Priority Network. As discussed, the site layout has been optimized to provide convenient access from the site to the planned transit stop on Kingston Road, where a future BRT station is planned. The proposal includes a comprehensive parking ratio of 0.77 spaces per unit. This ratio recognizes the active and public transportation options that will be accessible to future residents; not all users are expected access the subject site using private vehicles.

The following community impact policies apply to the proposed development:

Environmental & Community Impacts (8.6)

8.6.1 Review development applications abutting or adjacent to arterial roads, with regard to provincial, regional and other area municipal guidelines where applicable.

8.6.2 Promote connectivity and permeability to the arterial road for active transportation in the consideration of development applications abutting arterial roads where access opportunities are limited, including development patterns that:

- a) minimize the amount of reverse lot frontage along the arterial road;
- b) promote alternatives to reverse lot frontage where direct frontage is not feasible, such as window streets, laneways and cul-de-sacs adjacent to the arterial road;
- c) provide noise attenuation walls or fencing, where applicable, along the side yard of lots adjacent to the arterial road; and
- d) establish direct visual and pedestrian connections from proposed land uses and/or local streets and to the arterial road.

The proposal has been designed with a high regard for the connectivity and permeability to the arterial road, being Kingston Road. Site orientation prioritizes connectivity along Kingston Road. Active uses along the Kingston Road frontage also serve to establish direct connections between the proposal and the existing road network.

Summary

The proposed project aligns with the Regional Municipality of Durham Official Plan and supports the Region's planning and growth objectives, as outlined in the previous section. If approved, this residential development will significantly contribute to the Region's housing supply. The diverse mix of unit types and sizes will foster an inclusive community, accommodating individuals and families from various backgrounds. By intensifying an underutilized site along a key regional corridor, the proposal aligns with the Region's growth strategies. Additionally, the increased density represents an efficient use of existing regional infrastructure and is expected to complement future investments in rapid transit along Kingston Road. The development surpasses population and employment density targets for Rapid Transit Corridors, reinforcing its strategic importance. Furthermore, special attention to stormwater management and other sustainability measures will support the Region's goals related to climate change. In summary, the proposed development is in full conformity with the Durham Region Official Plan.

5.4 City of Pickering Official Plan (2022)

The City of Pickering Official Plan (the "City OP") was approved by Durham Region on September 24, 1997. The current office consolidation is the 9th edition, which includes amendments up to March 2022. The City OP establishes the land use pattern and permitted uses for all land in the municipality through a high-level vision of the desired urban structure. The City of Pickering is currently undergoing an Official Plan Review to update the OP and bring it into conformity with the Durham Region Official Plan. The Review has only recently begun and is not planned to be completed until Q2 2026.

On November 4, 2022, Durham Region approved City of Pickering Official Plan Amendment 38 ("OPA 38") with modifications. The City of Pickering adopted a version of OPA 38 in January 2022. Following the Region's approval, the OPA was appealed to the Ontario Land Tribunal (OLT). A decision approving OPA 38 was issued on December 19, 2024. A consolidated version of the Official Plan is not yet available, yet the policies referenced below are extracted from the OLT-approved OPA. The intent of OPA 38 is to add new policies and mapping, and to revise existing policies and mapping to implement the Council-endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan. The Intensification Plan provides the vision and framework for redevelopment and intensification of the Kingston Road corridor, and provides direction regarding the proposed policy framework, urban design guidelines, and future zoning by-law regulations.

The subject site is identified as a Mixed Corridor as per Schedule I of the OP. Schedule XIV identifies the lands as Mixed-Use Type C. Furthermore, the subject lands are located within the Dunbarton/Liverpool Precinct Intensification Area and they include the conceptual location for a POPS at the northwest corner. The lands are also located within the Gateway of the precinct.

Figure 14 – Schedule I of the Pickering OP, Land Use Structure

Schedule I
Land Use Structure
City of Pickering Official Plan

- Legend**
- Open Space System
 - Seaton Natural Heritage System
 - Natural Areas
 - Active Recreational Areas
 - Marina Areas
 - Hamlet Heritage Open Space
 - Urban Residential Areas
 - Low Density Areas
 - Medium Density Areas
 - High Density Areas
 - Mixed Use Areas
 - Local Nodes
 - Community Nodes
 - Mixed Corridors
 - Specialty Retailing Node
 - City Centre
 - Freeways and Major Utilities
 - Controlled Access Areas
 - Potential Multi Use Areas

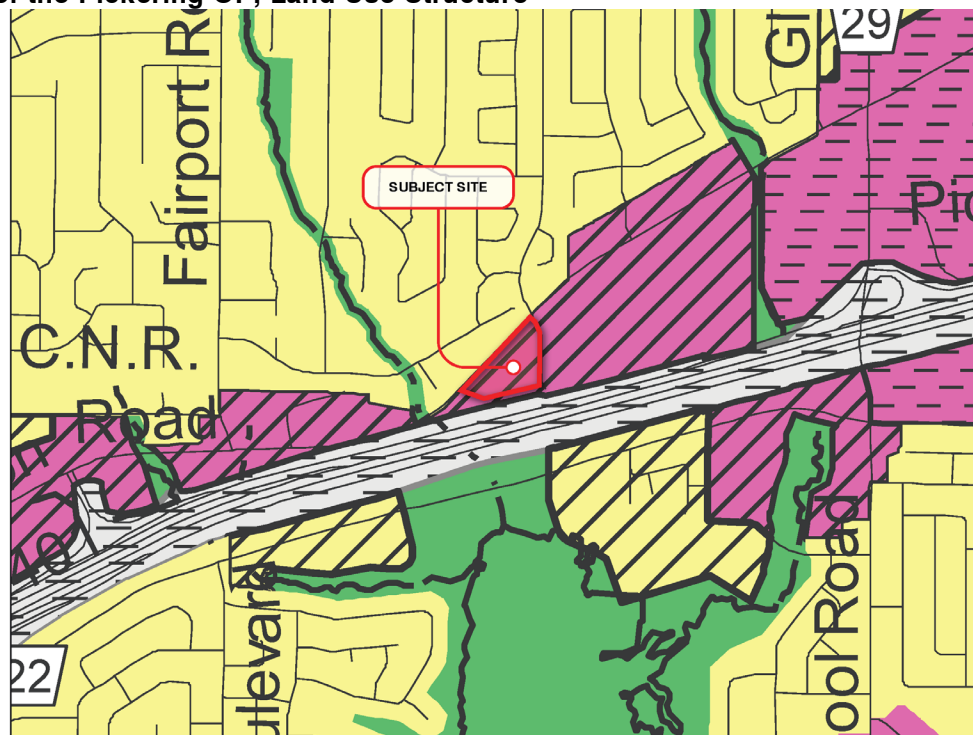
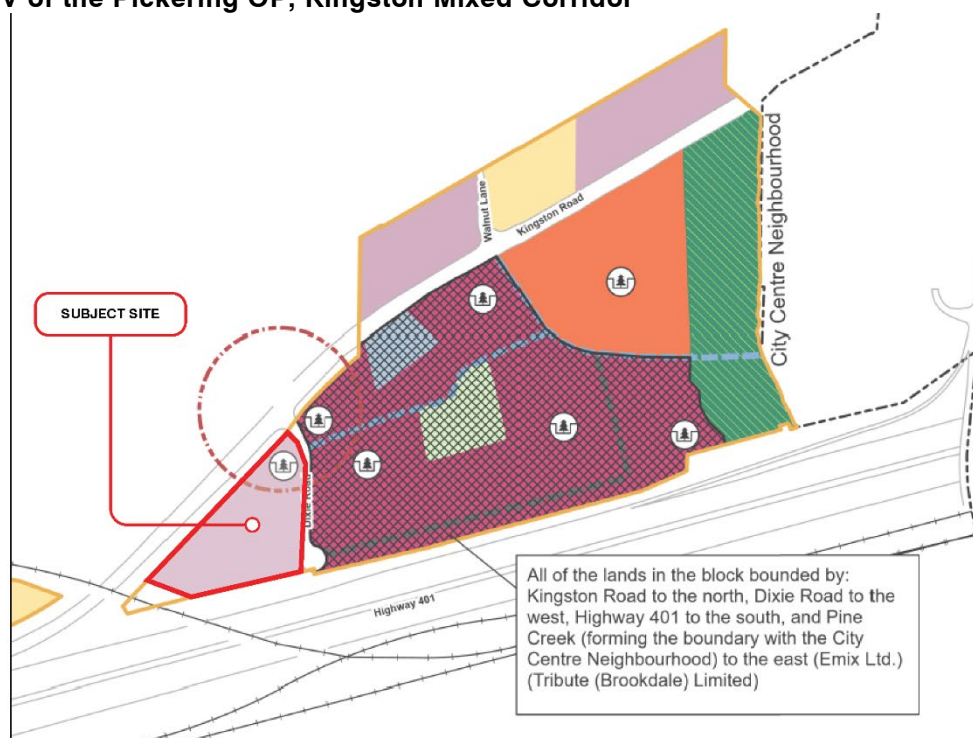


Figure 15 – Schedule XIV of the Pickering OP, Kingston Mixed Corridor

Schedule XIV
Kingston Mixed Corridor & Brock
Mixed Node Intensification Areas
City of Pickering Official Plan

- Legend**
- Mixed Use Type A
 - Mixed Use Type B
 - Mixed Use Type C
 - Residential
 - Community Use
 - Public Park
 - Natural Areas
 - Rail Road
 - Privately Owned Public Spaces (POPS)
 - Future Public Street
 - Future Private Street
 - Gateways
- OLT Legend**
- Lands Subject to Appeal (OLT-22-004770)



Principles and Frameworks (Part 1)

The following planning framework policies apply to the proposed development:

The Planning Framework (Chapter 2)

Urban Goals

2.6 City Council adopts the following as its goals for its urban system:

- (a) to establish and encourage a “complete” urban area with a wide mix and diversity of uses, activities, experiences and opportunities;*
- (b) to recognize and nurture important interrelationships between local culture, local identity and the local economy;*
- (c) to provide an adaptable, durable, safe and accessible urban environment; and*
- (d) to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the urban system.*

The proposed development will support the City of Pickering in achieving the above goals for the urban system. The proposal will bring a range of residential dwelling types to the Kingston Road corridor. Creation of complete communities is encouraged by locating high-density residential development in proximity of future higher order transit infrastructure and community services and amenities. The development is consistent with the vision for the Kingston Road Corridor, to be enacted through Official Plan Amendment 38 and described in Chapter 11A of the OP.

Public engagement on the proposed development will be solicited through an open house and a statutory public meeting and will be incorporated into future submission materials. This will help to further tailor the design of the development to reflect the local identity of the community.

Urban System

2.7 City Council shall:

- (a) encourage a variety of uses in close proximity to one another through a well designed, compact urban form;*
- (b) make efficient use of infrastructure, land and services, and facilitate local economic and social interactions between people;*
- (c) increase overall the number and variety of housing, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area;*
- (d) direct new residents, jobs and activities to areas where adequate amenities, services and facilities either exist or will be provided;*
- (e) encourage the integration of people of varied backgrounds, cultures and lifestyles into the urban system;*
- (f) encourage alternatives to the private automobile for moving around and through the urban area; and*
- (g) improve the physical design of neighbourhoods, streets and the public realm, making them safer, more attractive, more comfortable, more human in scale, and more respectful of cultural and natural heritage.*

The Urban System comprises three adjoining areas in Pickering as shown on Map 2: Pickering’s Urban System, at the end of this Chapter:

- The South Pickering Urban Area, extending from Lake Ontario northerly to the C.P. (Belleville) rail line which cuts diagonally across the City from north of Finch Avenue in the west, to north of Taunton Road in the east*

The subject site is located in the *South Pickering Urban Area*, within the Liverpool neighbourhood. The development has been designed to meet the above outlined objectives for the area through a compact and well-designed urban form. The optimization of the subject lands will make efficient use of infrastructure, land and services and will encourage social interaction through the multi-unit built form. While the proposed

development does not include employment opportunities, the construction of the development will provide employment opportunities on a short-term basis. The development will encourage the uptake of transit use and will contribute to the enhancement of the Kingston Road corridor as an attractive, and vibrant urban landscape. With regard to housing, the proposed development will offer a variety of unit sizes ranging from one-bedrooms to three bedrooms. At present, housing options in the area predominantly consist of single detached dwellings. As such, the proposed development will diversify the housing options that are available in the area, creating smaller and more affordable units compared to the available low-rise residential dwellings.

The subject site is located in Neighbourhood 12 - Liverpool. See the Urban Design Brief, included as part of this submission for a more fulsome discussion of the urban design approach for the proposed development.

Neighbourhoods

2.9 City Council:

- (a) recognizes neighbourhoods as the fundamental building blocks of its urban system; and
- (b) shall endeavour to maintain the different identities and characters of its neighbourhoods as they evolve over time.

The proposed development acknowledges the site's potential to enhance Pickering's diverse neighborhoods. Recognizing the area's rapid growth, the project team has designed a forward-thinking concept that fosters a walkable, mixed-use, and dynamic Dunbarton/Liverpool Precinct.

South Pickering Urban Area

Population Target

2.10 City Council:

- (a) adopts a population target for the South Pickering Urban Area of 100,500 people for the year 2016; and
- (b) shall endeavour to accommodate this population over the time frame of the Plan generally as set out in Table 1;
- (c) despite Sections 2.10(a) and (b), adopts a population target for the City Centre of 13,500 people for the year 2031.
- (d) despite Sections 2.10(a) and (b), adopts a long term population target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 22,000 people.

The proposed development will support the long term population targets of the Kingston Road Mixed Corridor by providing high-quality housing options for existing and future residents of the City of Pickering.

Table 8 – OP Table 1: South Pickering Urban Area Population Targets

<i>South Pickering Urban Area</i>	<i>Population Target by Year</i>				
<i>Neighbourhood</i>	<i>1996</i>	<i>2001</i>	<i>2006</i>	<i>2011</i>	<i>2016</i>
<i>12 - Liverpool</i>	<i>17,500</i>	<i>17,700</i>	<i>17,800</i>	<i>18,200</i>	<i>18,200</i>

Note: The year increments and the population targets for South Pickering Urban Area will be adjusted from 2016 to 2031 and updated through the completion of the City's Growth Plan conformity amendment.

While the population targets for the Neighbourhood areas found within the Official Plan are outdated, the proposed development supports the planned population growth throughout the South Pickering Urban Area.

The following strategic policies apply to the proposed development:

Strategic Policies (Part 2)

Land Use (Chapter 3)

Land Use Goal

3.1 City Council shall promote an efficient and integrated land use strategy that protects and enhances Pickering's rural and ecological systems for existing and future generations, and leads to a more complete, compact and liveable urban system.

Land Use Objectives

3.2 City Council shall:

- (a) establish appropriate land use designations and policies for all lands in the City;*
- (b) promote Kingston Road as the City's "mainstreet";*
- (d) promote the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas as Strategic Growth Areas in the City, secondary to the City Centre, for accommodating intensification and higher-density transit-supportive mixed uses in a more compact built form;*
- (e) promote a land use pattern in urban areas in support of compact urban form, active transportation, placemaking, public transit and energy conservation;*
- (f) while maintaining the character of stable residential neighbourhoods, increase the variety and intensity of land uses and activities in the urban area, particularly on lands designated Mixed Use Areas, and Employment Areas;*

Land Use Categories and Policies

3.3 City Council shall use the land use categories and criteria set out in Table 2 to this Plan for designating land uses and establishing land use policies, and where appropriate may establish additional land use policies for neighbourhoods and settlements in Part 3 of this Plan.

Table 9 – OP Table 2

	<i>Criteria for Determined Subcategories</i>	<i>Land Use Subcategories</i>
<i>Mixed Use Areas</i>	<i>The location, scale and relative number of people served by the Mixed Use Area</i>	<i>Local Nodes ; Community Nodes Mixed Corridors ; Kingston Mixed Corridor Brock Mixed Node City Centre</i>

The proposed development meets the land use policies of the Official Plan. In accordance with the above, the proposed transit-supportive, intensification project will direct growth to the Kingston Mixed Corridor. A compact, urban built form is contemplated which will promote active transportation given its proximity to future cycling lanes and improved sidewalks. In addition, the development does not impact any stable urban areas.

The following mixed-use policies apply to the proposed development:

Mixed Use Areas

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.

3.6 City Council:

- (a) 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;
- (b) may zone lands designated Mixed Use Areas for one or more purposes as set out in Table 5, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 6;
- (c) in establishing performance standards, restrictions and provisions for Mixed Use Areas, shall have particular regard to the following:
- (i) encouraging development in an integrated manner for a wide variety of uses and purposes; and
 - (ii) encouraging intensification over time, up to the maximum net residential densities and maximum floorspace indices;
- (d) despite Section 3.6(c)(ii) and Table 6, may limit net residential densities, floorspace indices, and gross leasable floorspace for the retailing of goods and services below the maximums set out in the Table:
- (i) to address concerns related to such matters as design, compatibility and scale of development; and
 - (ii) in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12);
- (f) despite Section 3.6(c)(ii) and Table 6, for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, may permit, in certain circumstances, floor space indices (FSI) beyond 2.5, up to and including 5.0, where appropriate, through a site-specific zoning by-law amendment and subject to the following criteria:
- (i) that the site is generally located in an appropriate gateway location and/or adjacent to Highway 401;
 - (ii) that the proposal is compatible with adjacent land uses, particularly stable residential neighbourhoods, in terms of massing, height, scale and transition;
 - (iii) that the applicant demonstrate the proposed development would not preclude other properties within the precinct from developing or redeveloping to their planned potential; and,
 - (iv) that the proposal meets the general intent of the policies of Chapter 11A of this Plan.
- (g) shall ensure Mixed Use Areas are designed and developed consistent with:
- (i) the community design provisions of this Plan (Chapters 9 and 14);, and
 - (ii) any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12).; and
 - (iii) the policies of Chapter 11A, for lands within the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas."

Table 10 – OP Table 5: Mixed Use Areas: Permission Uses by Subcategory

<i>Mixed Use Areas Subcategory</i>	<i>Permissible Uses</i>
Kingston Mixed Corridor	Medium density residential High density residential Retailing of goods and services Offices and restaurants Hotels Community, cultural, and recreational uses Community gardens Farmers' markets

Table 11 – OP Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory

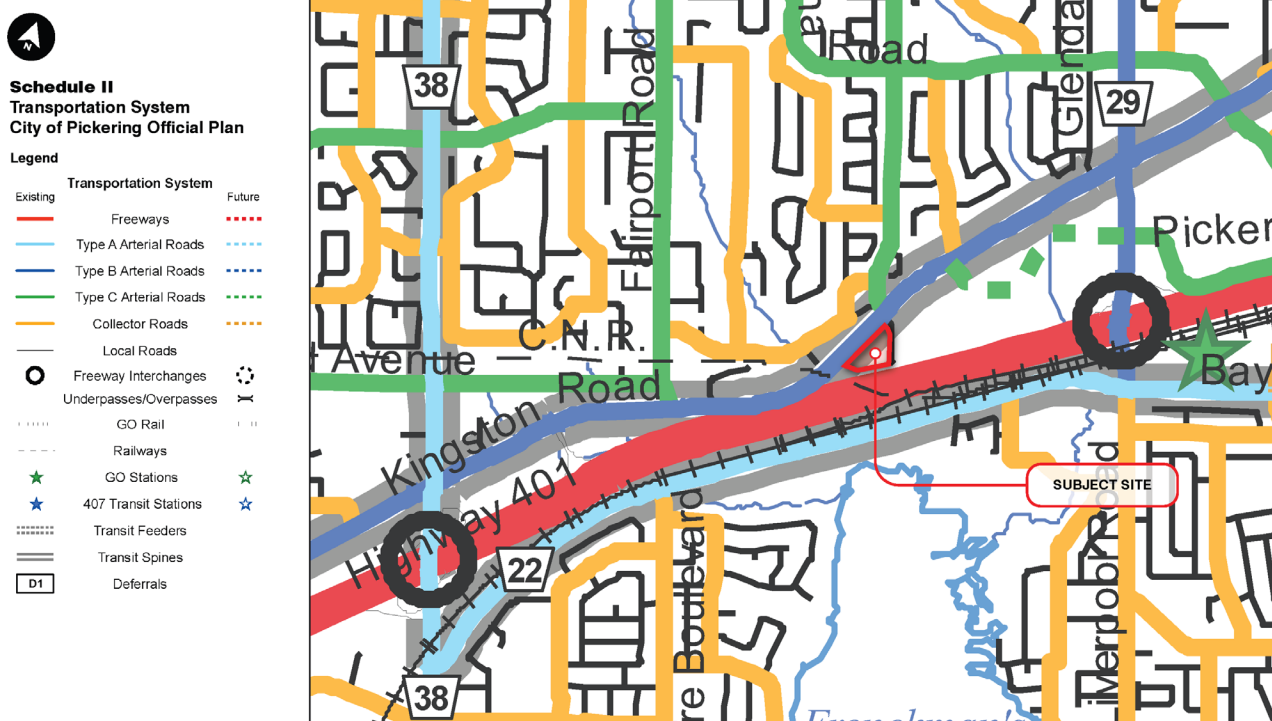
<i>Mixed Use Areas</i>	<i>Maximum and Minimum</i>	<i>Maximum Gross Leasable</i>	<i>Maximum Floorspace</i>
Kingston Mixed Corridor	over 60	determined by site-specific zoning	Over 0.75 and up to and including 2.5

The proposed development conforms to the Mixed Use policies of the Official Plan. Mixed Use Areas are intended to encourage the most diversity of uses and the highest level of activity within the City of Pickering. As outlined in Table 5, residential use is permitted within this designation. As per Table 6, within the Kingston Mixed Corridor, the minimum net residential density is 60 dwellings per hectare and maximum density as measured by floor space index is 2.5.

However, per section 3.6 f) density may be permitted up to 5.0 FSI if a site meets several criteria. To qualify for the maximum density the site is to be located within a Gateway or adjacent to Highway 401; is compatible with stable residential areas; is compatible with adjacent development sites; and meets the intent of the Kingston Mixed Corridor policies. The subject site, located at the intersection of the Kingston Mixed Corridor and Dixie Road and adjacent to Highway 401, is identified as Gateway on Schedule XIV of OPA 38. In response to (ii), the subject site is properly distanced from mature low-rise neighbourhoods to the north, across Kingston Road. The Urban Design Brief ("UDB") prepared by The Biglieri Group Ltd. indicates that a majority of the shadows cast by the proposed development will be on existing commercial parking lots. Additionally, the impacts of shadowing on established residential neighbourhoods to the north are expected to be minor. In response to (iii), the project team has put care into producing a site plan that does not negatively impact the development potential of under-utilized sites to the east. Dixie Road separates the subject site and the site to the east, creating a buffer between the sites that ensures podium and tower separations are met. The site's loading entrance on Dixie Road has been positioned in such a way to avoid any potential conflict with the redevelopment plans to the east. In addition, the proposed development meets the general intent of the policies for the Kingston Mixed Corridor as it proposes a well designed, transit-supportive development with required public spaces and consideration for the Kingston Road Corridor and Specialty Retailing Node Intensification Plan.

In addition, the site is designed in accordance with the design provisions of Chapter 9 and 14 and neighbourhood plan policies of Chapter 12 and 11A. For information on how the policies are met, please refer to the enclosed Urban Design Brief prepared by the Biglieri Group.

Figure 16 – Schedule II of the Pickering OP, Transportation System



The following transportation policies apply to the proposed development:

Transportation (Chapter 4)

Transportation Objectives

4.2 City Council shall:

- (a) participate in the design and operation of a transportation system that enables the year-round movement of people, goods, and services, within and through the City, in a manner that is safe, convenient, reliable, efficient, aesthetically pleasing, and recognizes the local context;*
- (b) use existing and future transportation infrastructure efficiently;*
- (c) balance the need to accommodate private automobiles with the need to accommodate pedestrians, cyclists, the disabled, public transit, taxis, and the movement of goods and services;*
- (d) find ways of reducing the amount of commuting from and through the City, while maintaining an appropriate grid of roads and transit connections to adjacent municipalities;*
- (e) gradually shift the City's transportation focus to an increased north south orientation while recognizing a strong east west orientation will continue;*
- (f) establish a logical network of roads that, where warranted, facilitate connections within and between neighbourhoods, using Kingston Road as the City's mainstreet;*

Transportation Involvement and Coordination

4.5 City Council shall optimize the use of its transportation infrastructure by:

- (a) promoting the design of road corridors and the road system as multi-use public facilities that respond to the sometimes conflicting needs of pedestrians, cyclists, transit, taxis, high occupancy vehicles, automobiles, and trucks;*
- (b) promoting ways to reduce traffic peaks and shift modes away from single occupancy vehicles, where appropriate through travel demand management initiatives including ride sharing, telecommuting, trip chaining, and bus priority or high occupancy vehicle lanes.*

Sidewalks, Walkways, Trails and Bikeways

4.7 City Council shall endeavour to:

- (a) maintain an interconnected system of sidewalks and walkways within the urban area; and*

The proposed development supports the above transportation objectives by providing a range of transportation options to future residents. A total of 1,150 vehicular parking spaces will serve residents and visitors, providing convenient connectivity from both Kingston and Dixie Road into the existing road network. A total of 924 bicycle spaces (746 long-term and 149 short-term) will be provided, allowing for active transportation options for residents and visitors. This provision is in alignment with the City's vision for separated bike lanes along the Kingston Road corridor. Additionally, the proposal supports higher-order transit investments along Kingston Road, by locating higher-density uses adjacent to a proposed BRT stop along the Durham-Scarborough BRT route.

The proposal's site design is responsive to proposed road improvements along Kingston Road which are envisioned to include dedicated cycling and rapid transit lanes. Future residents will benefit from a broader range of transportation options and may choose to leverage distinct modes of transportation for their trips.

Lastly, the proposal is supportive of an interconnected system of sidewalks and walkways, both along Kingston and Dixie Road and through the site. Pedestrian road users will benefit from walkways cutting the site along the centre, providing connectivity through the drop-off loop, into the proposed POPS space and through to the proposed Multi-use Path. This network will enhance connectivity for future users along thoroughfares and allow for future connections to future mixed-use developments to the immediate east of the subject site.

The following housing policies apply to the proposed development:

Housing (Chapter 6)

Housing Goal

6.1 City Council shall encourage a broad diversity of housing by form, location, size, tenure, and cost within the neighbourhoods and villages of the City, so that the housing needs of existing and future residents can be met as they evolve over time.

Housing Objectives

6.2 City Council shall:

- (a) encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*
- (c) encourage the provision of an adequate range of housing and tenure types to be available and integrated within the City's neighbourhoods and villages to meet the needs of existing and future populations; and*
- (d) encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing.*

Housing Mix and Supply

6.3 City Council shall promote an adequate supply and mix of housing by:

- (c) encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location, as established in Appendix I - Quality of Life Indicators and Performance Targets; and*
- (d) obtaining the following distribution of housing forms throughout the municipality during the timeframe of this Plan:*
 - (i) 57 percent single detached homes;*
 - (ii) 12 percent semi-detached homes;*
 - (iii) 19 percent attached homes; and*
 - (iv) 12 percent apartments.*

6.4 City Council shall:

- (a) require that a minimum 25 percent of new residential construction, on a City-wide basis, be of forms that would be affordable to households of low or moderate income, reflecting affordable housing forms identified in Appendix I - Quality of Life Indicators and Performance Targets;*
- (b) encourage the affordable component of new residential construction to be in the early phases of a development;*
- (c) encourage the provision of housing for people with special needs, including assisted housing for low income people, seniors, emergency accommodation, and other forms of supportive housing.*

Infill, Intensification and Redevelopment

6.5 City Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging:

- (a) major intensification in Mixed Use Areas as designated on Schedule I;*
- (b) infill development of vacant or under utilized blocks of land;*
- (c) in Mixed Use Areas and Residential Areas, redevelopment and conversion of non-residential uses to residential uses, including the addition of residential uses in mixed use forms; and*
- (d) methods for the provision of compact housing form, with regard to housing type, architectural design and cost-effective development standards, where technically feasible.*

The proposed development is supportive of the City of Pickering housing goals and policies. Firstly, the proposal makes a significant contribution to the apartment housing stock of the City, supporting the long

term goal of 12% of homes delivered as apartment units. The proposed unit mix supports the City in delivering a broad range of housing types and introduces a diverse range of unit types into an area that is largely dominated by single-family housing; thus allowing the community to grow and welcome a wider range of residents.

As discussed herein, the tenure of the residential units has yet to be determined; tenure decisions will be made later in the process and are expected to be responsive to market conditions. No affordable units are currently included in the proposal, but the influx of 1,492 new units to the neighbourhood may impact affordability in the area by increasing housing supply. The project team is committed to delivering housing suitable for users with special needs; no less that 15% of suites are planned as barrier-free.

The proposed development is aligned with municipal policy on infill and intensification. The site in its current form is under-utilized and does not reflect the evolving policy context and future investments in transportation infrastructure along the Kingston Road corridor. The proposal represents an improvement of the current condition through the delivery of a compact residential community, in alignment with the City's desire to see major intensification in Mixed Use Areas.

The following community service policies apply to the proposed development:

Community Services (Chapter 7)

Trails and Greenspaces

7.7 Recognizing the importance that parks and green space have in providing healthy settings and opportunity for healthy lifestyles for residents, employees and visitors, City Council shall promote the establishment of an accessible, publicly-owned, connected system of parks, trails and greenspaces, providing within that system activities for people of different ages and different abilities.

The proposal recognizes the importance that trails and publicly accessible greenspaces play in creating healthy communities. As such, the project team has integrated a multi-use trail running along the southern edge of the site. This trail will be complemented by the Multi-use Path proposed by Tribute Communities to the immediate east of the site. Comprehensively this trail network will connect through new communities along the Kingston Corridor, connecting to the proposed Walnut Lane extension and towards the City Centre. The Gateway Plaza and POPS contributions from this project will also expand the greenspace offerings of the neighbourhood with playground, seating and dog-run installations for a wide range of users.

Infrastructure

7.10 City Council shall:

- (a) encourage appropriate intensification and use of existing municipal infrastructure, including roads and storm sewers;*
- (b) encourage appropriate intensification and use of existing regional infrastructure, including roads, piped water and sanitary sewers;*
- (c) provide required municipal infrastructure in a manner that is ecologically-sensitive and respectful of the cultural and natural heritage of the area, and encourage other jurisdictions to do the same;*

The proposed development aligns with above policies relating to intensification and use of existing regional infrastructure, by delivering a compact residential community where sewer, water, stormwater and transportation infrastructure is readily available to accommodate growth. The integration of green-roofs throughout the project and on-site stormwater management, represents an ecologically-sensitive approach to development on the site by minimizing run-off and associated negative effects on local infrastructure and environmental systems.

Community Design (Chapter 9)

Community Design Policies as per Chapter 9 of the City of Pickering's Official Plan are addressed within the Urban Design Brief, prepared by TBG and included as part of this submission. Please refer to this document for a detailed analysis of how the proposal responds to municipal design related policies.

The following resource management policies apply to the proposed development:

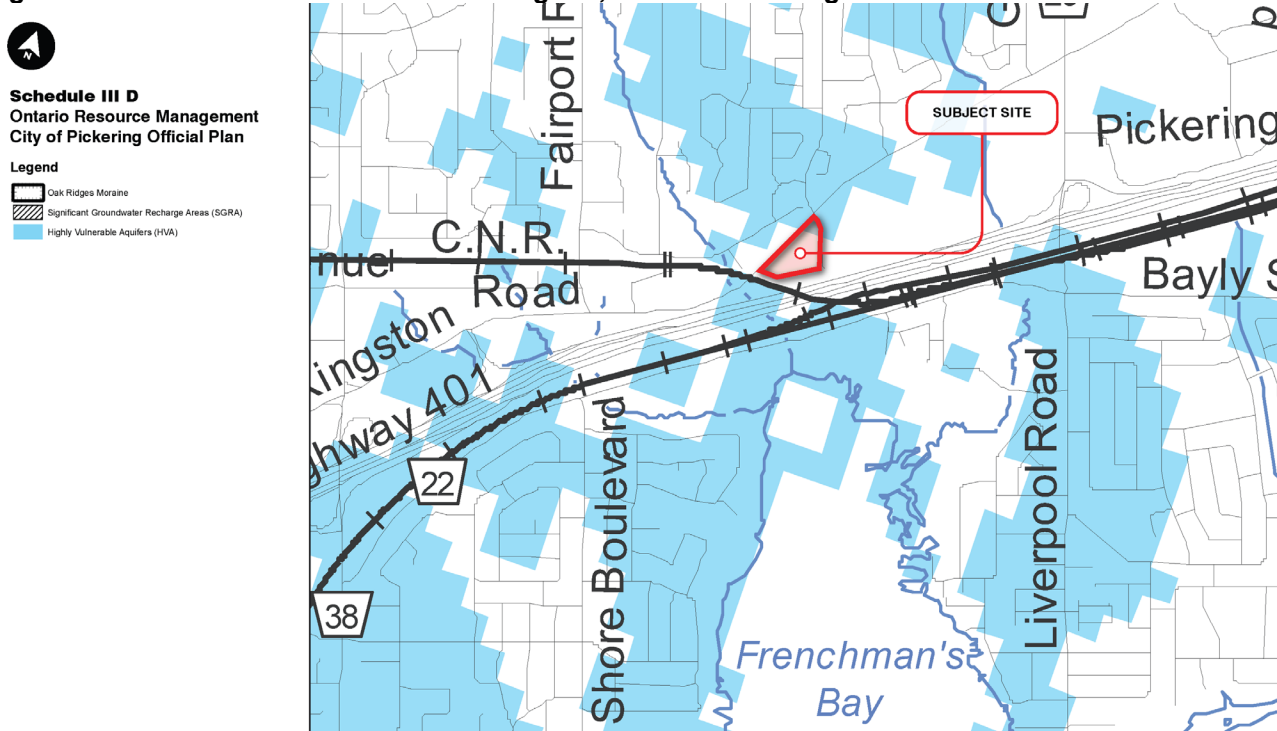
Resource Management (Chapter 10)

10.1 City Policy City Council shall, in partnership with other agencies and individuals, ensure the protection, conservation and enhancement of the City's natural heritage features and functions, water, air, energy and other resources, as well as ensure the protection of people and property from environmental hazards.

The subject site is in proximity to lands identified as significant woodlands, shorelines, significant valley lands and stream corridors, as per the City's Official Plan. None of these features have been identified on the subject site. The on-site landscaping and servicing approach represents an improved condition from the current form/use. The POPS, Gateway Plaza and on-site landscaping will serve to passively absorb stormwater. These features, combined with green roof installations and on-site stormwater retention tanks will serve to minimize run-off into the nearby natural features.

Schedule IIID identifies a small portion of the site adjacent to the intersection of Dixie Road and Kingston Road as a Highly Vulnerable Aquifer. The enclosed Hydrogeological Report prepared by Grounded Engineering speaks to this classification in more detail. The proposed development has been designed to limit impact on the groundwater condition of the subject site.

Figure 17 – Schedule III D of the Pickering OP, Resource Management



The following servicing policies apply to the proposed development:

Stormwater Management

10.8 City Council recognizes the importance of stormwater management in addressing water quality, quantity, temperature, erosion control and water balance for groundwater and key natural heritage and key hydrologic features; accordingly, Council shall, in coordination with the relevant conservation authority:

- (a) manage the quality and quantity of stormwater runoff being released, as well as erosion control and water balance for groundwater recharge and natural features in the City by:*
 - (i) preparing and updating, as required, subwatershed plans, master drainage plans and stormwater management guidelines that include natural features and fisheries*

preservation and enhancement strategies, in consultation with relevant authorities and agencies;

(ii) requiring a stormwater management plan that implements a management concept endorsed by a watershed, subwatershed or master drainage plan, where applicable, prior to the approval of any site-specific development proposal;

(iii) require that designated areas for snow storage are located where melting snow cannot carry contaminants and salt loads directly into Significant Groundwater Recharge Areas and/or Highly Vulnerable Aquifers; and

As discussed above, the proposal integrates various stormwater runoff mitigation measures as discussed in the FSSR, prepared by Counterpoint Land Development. Mitigation measures include green roofs on the podium levels and underground stormwater storage tank. These measures have been integrated in support of the above policies, to minimize negative impact of runoff on nearby hydrological features.

Waste Management

10.9 City Council recognizes that industrial and post-consumer waste is a resource to be managed; accordingly, Council shall:

(e) review development proposals to ensure waste management and waste reduction is accommodated.

In an effort to more effectively manage waste produced by future residents, a tri-sorter is expected to be deployed, allowing various waste products to be managed appropriately. Internal garbage rooms integrated in the ground level of each building will allow for internal waste management, minimizing the impact of waste on the local environment.

Areas of Groundwater Protection

10.13 City Council recognizes that areas of groundwater recharge and Highly Vulnerable Aquifer make significant contributions to the quality and quantity of groundwater and surface water, and acknowledges that land uses and activities hold implications for this quality and quantity, both in the short-term and cumulatively over time; accordingly, Council shall:

(a) identify known areas of groundwater recharge and Highly Vulnerable Aquifer to increase awareness of these areas (see Schedule IIID);

(b) require, where development is proposed within or adjacent to a sensitive Significant Groundwater Recharge Area, the preparation of a hydrogeology and water budget study to the satisfaction of the City, the relevant conservation authority and the relevant Provincial Ministry, and a mitigation strategy to ensure no loss of water recharge quantity or quality;

(e) require, where appropriate, the recommendations of a hydrogeology and water budget/balance study, groundwater impact study, environmental report (see Sections 16.8 and 16.10), and any evaluation reports referenced in Section 16.14, as applicable, to be implemented;

(g) where development is proposed within a Significant Groundwater Recharge Area and/ or a Highly Vulnerable Aquifer where the application of road salt would be a moderate or low drinking water threat, require the submission of a salt management plan as part of a complete development application to address the:

(i) design of roads, sidewalks and parking lots in order to minimize the need for repeat applications of road salt, while maintaining public safety; and

(ii) location of snow storage so that contaminants and salt loads from snow melt are not carried into Significant Groundwater Recharge Areas and/or Highly Vulnerable Aquifers.

As discussed above, Schedule IIID of the OP identifies a small portion of the subject site as a Highly Vulnerable Aquifer. The enclosed Hydrogeological Report prepared by Grounded Engineering speaks to this classification in more detail. This report finds that the upper native soils within the site are of low permeability and as such do not behave as a Highly Vulnerable Aquifer.

The following environmental impact policies apply to the proposed development:

Noise, Vibration, Dust, Light, Safety and Odour

10.25 City Council recognizes that people's normal use and enjoyment of property may be affected by unacceptable levels of noise, vibration, dust, light spillage, odours or safety concerns in proximity to railway lines; accordingly, Council shall require proponents of affected developments to adequately address noise, vibration, dust, light, odour or safety concerns, and where necessary, to incorporate into such developments, appropriate mitigation measures as may be specified in a required analysis (see Section 16.12).

As per the above policy, and following discussions with municipal staff, the project team undertook a noise and vibration study to better understand the impacts of the adjacent rail line on the proposed development. The Noise Study, prepared by Dillon Consulting found that the vibration impacts of the adjacent rail corridor are within the acceptable criteria. With respect to noise, the report found that static sources were within acceptable criteria. Building 1 experienced noise values which exceed the acceptable criteria. The report proposed mitigation measures including targeted façade treatments, central air conditioning and appropriate warning clauses. See the Noise Assessment included as part of this package for a greater discussion on noise impact and potential mitigation.

The following climate change policies apply to the proposed development:

Climate Change

10.26 City Council recognizes that energy conservation and efficiency efforts, the adaptation of buildings, infrastructure and site development to be more resilient to severe weather, and the reduction of greenhouse gas emissions will assist in addressing potential adverse environmental impacts of climate change; accordingly, Council shall identify, evaluate and introduce appropriate mitigation and adaptation strategies to reduce the environmental, social and economic effects of predicted climate change and severe weather events on the community, which may include the preparation of a Climate Change Management Plan. Such strategies will be established in consultation with the public, business people, landowners, relevant public agencies and other interested groups.

As discussed throughout this section, the project has been developed with a thorough understanding of the local environment, with various studies touching on the potential impacts of the proposal and any planned mitigation measures. The project team recognizes the role that the private sector may play in reducing risk and managing the impacts of development and intensification in the face of climate change.

The following Kingston Road Corridor policies apply to the proposed development:

Kingston Mixed Corridor and Brock Mixed Node Intensification Areas (Chapter 11A)

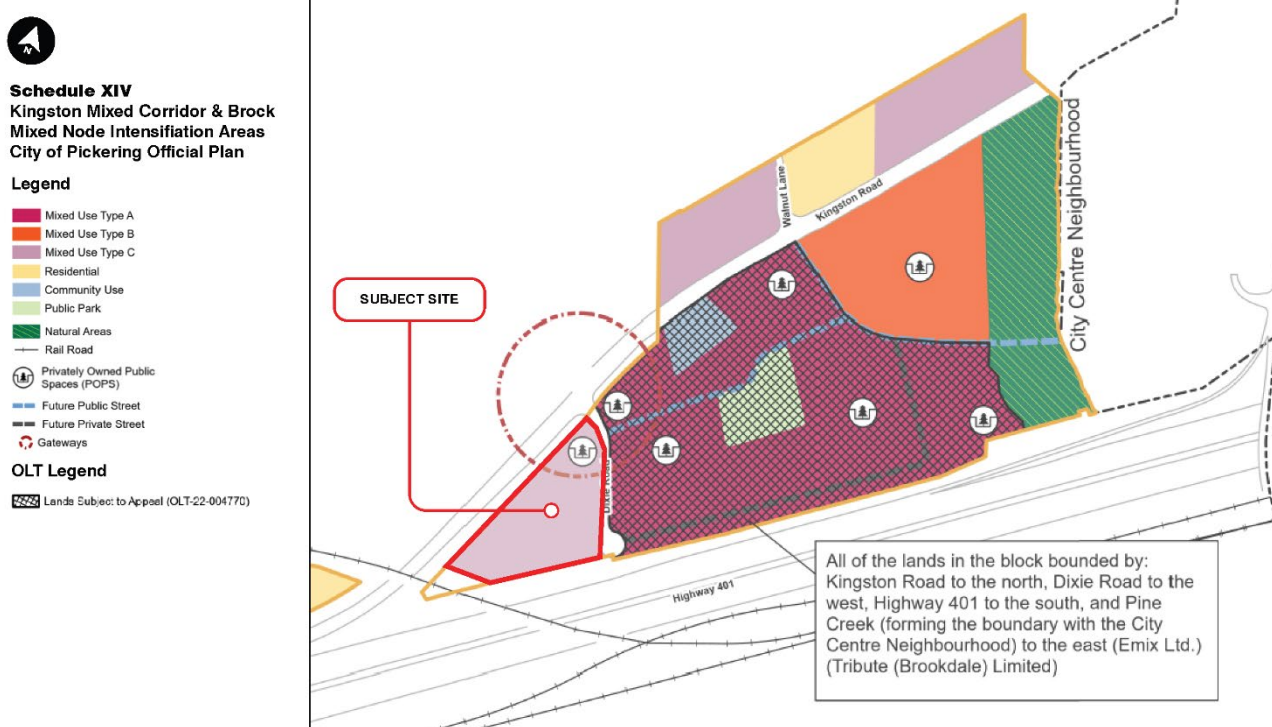
11A.1 The design of compatible and attractive built forms, streetscapes and sites will be promoted within the intensification areas identified on Schedule XIV. Accordingly, City Council shall require development to have regard to the following:

- (a) creation of a distinct character for the Corridor and Node while also providing for variation based on the unique conditions within each precinct in accordance with the specific precinct policies outlined in Sections 11A.3 – 11A.6, as well as, a strong sense of community, a context for healthy lifestyles, and a high quality of life;*
- (b) encourage the transformation of the areas into more liveable, walkable and human-scaled neighbourhoods with inviting public spaces such as parks, squares and streets;*
- (d) development of streetscapes, public spaces and pedestrian routes that are inclusive, safe and comfortable for all, and accessible and easy to navigate regardless of physical ability;*
- (e) encourage the transformation of existing strip-commercial development and lots with single-detached dwellings into higher-density transit-supportive mixed use transit-supportive areas;*
- (g) the Detailed Design Considerations of this Plan and the applicable urban design guidelines.*

The proposed development is responsive to policy 11A.1 as it represents the conversion of an existing strip-plaza into a dense, transit-supportive residential community. The site has been organized in such a way as

to promote active transportation (walking and cycle) as a viable mode choice for future residents as they seek to access jobs, goods and services along the Kingston Road corridor and beyond. The proposed Gateway Plaza and POPS spaces support the livability of the proposed development by introducing opportunities for recreation and socialization. These spaces have been programmed with inclusivity and connectivity in mind, providing publicly accessible installations for a range of community members. Podiums have been designed at a human-scale with a four to six storey streetwall along Kingston Road and Dixie Road and through the centre of the site. This is reinforced by the generous setbacks between podium and tower volumes.

Figure 18 – Schedule XIV of the Pickering OP, Kingston Mixed Corridor



11A.2 City Council recognizes key intersections throughout the areas as Gateways as shown on Schedule XIV. Accordingly, City Council:

- requires building articulation, including vertical projections, recessions and other distinctive architectural details, at gateway locations to create an enhanced visual interest and a human-scaled environment;
- encourages the establishment of privately-owned publically accessible spaces (POPS) within Gateways including features such as urban squares, green spaces, transit stop waiting areas, and public art;
- promotes the development of Gateway locations in accordance with the applicable urban design guidelines.

The subject site is identified as a Gateway location as per Schedule XIV of the Pickering Official Plan. As such, the proposal integrates a publicly accessible Gateway Plaza on the southwestern corner of Kingston Road and Dixie Road. Landscape plans, prepared by MHBC, for the Gateway Plaza include seating, public art, landscaping (inclusive of trees) and patterned pavers. This Plaza will be adjacent to the planned Dixie Road stop on the Durham Scarborough BRT route and would serve to improve the existing intersection's conditions for future users. As per the policies above, architectural expression of Building 2 will be designed to contribute to the visual appeal of this Gateway location. The proposed density (FSI of 4.67) and building heights (35 storeys) are in alignment with policies that permit for greater intensification on Gateway sites.

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:

- 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:

- (c) development of the Dunbarton-Liverpool 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;*
- (d) the establishment of multi-modal connections to the City Centre will be encouraged;*
- (e) encourage the design of new buildings to establish primary frontages at grade with enhanced boulevards onto the new proposed Public Street as shown on Schedule XIV;*
- (f) development of a pedestrian and cycling connection utilizing the existing rail bridge. as shown on Schedule XIV. will be supported. in collaboration with Canadian National Railway. To provide a north-south connection, with an eventual connection to the Waterfront Trail;*

The proposed development responds to policy 11A.5 by locating highest densities south of Kingston Road and parallel to Highway 401. Additionally, the proposed Multi-use Path will support multi-modal connections eastward, complements by a similar trail proposed through the Tribute lands to the immediate east, and towards the City Centre. Primary frontages as identified on Schedule XIV will be designed with improved landscaping to promote the boulevard experience for road users, the final design of these frontages is expected to be of high design and architectural quality.

11A.8 City Council shall,

- (a) encourage sustainable and Low Impact Development (LID) for all development within the intensification areas to minimize energy consumption, greenhouse gas emissions and water consumption in accordance with the relevant policies of this Plan;*
- (c) require development to consider energy conservation, peak demand reduction, resilience to power disruptions, small local integrated energy solutions that incorporate renewable, district energy, combined heat and power or energy storage, as appropriate, or protect for future systems;*
- (d) encourage adaptive and resilient urban design in accordance with the applicable urban design guidelines; and*
- (e) encourage development proposals to, at a minimum, meet the City's mandatory sustainable development standards, and also encourage developers to strive to implement additional optional sustainability measures.*

The proposal meets the minimum sustainable development standards; please refer to the Sustainable Development Report and Checklist, prepared by the project team, included as part of this submission for detailed responses to municipal sustainability metrics. The project team notes the integration of green roofs, on-site stormwater management tanks and improved landscaping as some of the low impact development techniques that have been introduced as part of this proposal.

11A.9 The following policies are intended to apply to all development within the intensification areas. Accordingly, City Council shall:

- (a) promote the integration of residential and office uses in conjunction with retail, commercial and institutional uses in support of developing complete communities;*
- (b) ensure the function of the intensification areas as key retail shopping destinations within the City, supporting various sizes and types of retail uses, is maintained and that expansion and establishment of new office and commercial uses is encouraged;*
- (c) further to 11A.9 (b), where redevelopment of properties with existing businesses is proposed:*
 - (i) encourage early and on-going communication between the proponent and existing tenants;*
 - (ii) seek on-site retention of existing businesses, wherever possible, as part of the redevelopment through measures including provision of similar unit sizes and phasing, where feasible and appropriate, to allow the opportunity for businesses to relocate on-site; and*
 - (iii) seek to assist affected business owners in finding opportunities for relocation within the community where retention on-site is not possible or desired.*
- (d) promote higher intensity employment and residential uses, within close proximity to higher order transit stops;*
- (e) where multi-residential development is proposed, support the inclusion of on-site community gardens;*
- (f) promote and encourage the establishment of community services and facilities including educational, cultural, recreational, health and emergency services, in preferred locations as identified*

conceptually on Schedule XIV, as well as other locations throughout the intensification areas to serve community needs. Accordingly:

- (i) establish and secure locations for community facilities through detailed block planning in accordance with Policy 11A.14(a);*
 - (ii) where appropriate, encourage community facilities to be integrated into multi-storey, mixed use developments;*
 - (iii) where a need has been determined, require new community facilities or enhancements to existing facilities, be delivered in a timely manner, concurrent with development, to support growth; and*
 - (iv) encourage development to accommodate temporary community facilities until such time as permanent community facilities are constructed and/or outfitted.*
- (g) in accordance with the policies of Sections 7.11 and 7.12 of this Plan, require all development to be designed to provide, where feasible, for the implementation of leading edge technologies and robust Information and Communication Technology infrastructure;*
- (h) support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate;*
- (j) ensure through development and re-development that the overall arrangement of streets, blocks, open spaces and buildings is achieved and that sites are designed and developed in a manner that anticipates change over time.*

The proposal does not integrate commercial or retail spaces. Developments to the east of this site incorporate significant non-residential gross floor area and are expected to continue providing services and goods to the neighbourhood, beyond their redevelopment. Additionally, no community services/facilities have been identified on the subject site, as per Schedule XIV of the Official Plan; no such uses are included as part of this proposal.

The landowner has begun engaging with existing commercial tenants who have been informed of the proposed redevelopment of the subject site. Given that no non-residential space is proposed within the redevelopment, the landlord will work to assist all affected business in finding relocation opportunities within or in proximity to the local community.

The proposal is adjacent to the future Dixie Road stop along the Durham-Scarborough BRT route. As such, the site may be appropriate for highest residential densities along the Kingston Corridor, in order to be supportive of future rapid transit investments.

The proposed POPS, Gateway Plaza and Multi-use Path represent significant contributions to the greenspace and open space network in the local community. Future residents and visitors will benefit from access to these naturalized and landscaped spaces.

The block structure is in alignment with Schedule XIV of the Official Plan. The site layout has been coordinated to maximize connectivity with future developments to the east of the site, anticipating how the neighbourhood may change over time. Servicing access to Building 1 is made the internal driveway network and accessible at the site southeastern edge. Servicing access to Building 2 is made via a loading door entrance along Dixie Road

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

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

As per policy 11A9.4, the subject site, designated as Mixed Use Type C, is being developed in such a way that prioritizes residential uses, understanding that other Mixed Use areas are planned to integrate non-residential uses as serve as the primary commercial area within the neighbourhood. The proposal does not

include and commercial or retail spaces as future developments to the east, on lands designated as Mixed-Use Type A, are planned to include various commercial uses, serving the community as it continues to intensify. Additionally the Dunbarton/Liverpool Precinct is immediately to the west of Pickering City Centre. Future residents will benefit from this proximity to the City Centre commercial and community service cluster and will be able to access these community amenities using a range of transportation options. The Pickering Town Centre is also approximately 1.3 kilometres to the east.

- 11A.10 City Council shall require built form within the intensification areas to reflect the following principles:
- (a) promote higher-density residential and mixed use development which respects the character and scale of established neighbourhoods through proper transitioning, which may include, limiting building heights, implementing angular planes, applying appropriate building setbacks, landscaping, and other design elements, as appropriate, to ensure compatibility with adjacent development;*
 - (b) through the design of buildings, enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility*
 - (c) taller buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where mid-rise or high-rise development is directly adjacent or in close proximity to existing low-rise neighbourhoods;*
 - (d) new development shall be designed, located and massed in such a way that it limits shadowing on adjacent residential land uses, the public realm, parks and public spaces, and protects and buffers the pedestrian realm from prevailing winds, in order to achieve adequate sunlight and comfort in the public realm through all four seasons; and*
 - (e) all urban design matters regarding built form should have regard for the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the applicable urban design guidelines.*

The proposal has been designed to minimize impact on the proximal low-density neighbourhoods in a variety of ways. First, tower volumes are stepped back from podium volumes to minimize shadowing, and for a more human-scaled experience at-grade. Road users will experience a 6 storey streetwall along both Kingston and Dixie Roads, with stepbacks of at least 2.5 metres reinforcing the streetwall. Building 2 tower stepbacks in proximity to the Gateway Plaza are more generous, allowing for a pleasant at-grade experience at the Plaza. Towers have been placed with either a north-south or a skewed orientation, tower floor plates have been limited to 750 square metres, and towers are separated by a minimum of 25 metres. While all high-density developments have a certain degree of shadow impact, the aforementioned design elements serve to minimize the shadow impacts of this proposal. The Urban Design Brief, prepared by TBG and included as part of this proposal responds directly to Chapters 9 and 14 of the OP.

- 11A.10.1 City Council shall,
- (a) direct high-rise buildings, consisting of buildings 13 storeys to a maximum of 35 storeys in height, to generally be located within appropriate major gateway locations at the intersection of transit spines and major arterials, along Highway 401, and proximate to highway interchanges;*
 - (c) consider in the review of development applications for mid-rise and high-rise development, the following performance criteria:*
 - (i) that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;*
 - (ii) that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level;*
 - (iii) that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized;*
 - (iv) that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces;*
 - (v) that buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining public open spaces and sidewalks;*
 - (vi) that living areas, windows and private open spaces be located to minimize the potential for overlooking adjoining residential properties;*
 - (vii) that informal or passive surveillance of streets and other public open spaces be maximized by providing windows to overlook street and public spaces and using level*

changes, floor and balcony spaces elevated above the street level to allow views from residential units into adjacent public spaces whilst controlling views into these units; and (viii) that protection be provided for pedestrians in public and private spaces from wind down drafts;

(e) despite Sections 3.6(d) and 3.6(e) and Table 6. require all new buildings in the Intensification Area to be at least 3 functional storeys except for community facilities and in the Open Space System - Natural Areas designation:

(g) consider, where appropriate, flexibility in massing and height, if it can be demonstrated to the City's satisfaction that the general intent of the Plan is met.

In alignment with the above policy, the proposal directs high-density growth, (four 35-storey towers) to the intersection of two major thoroughfares, Kingston and Dixie Roads. As discussed above, the proposal has been drafted to create a human scaled, 6-storey podium along the public realm, exceeding the minimum functional storey requirements. Various design elements have been integrated in order to maximize access to sunlight and minimize intrusions of privacy including: the 5.0 metre building setback from the property line, minimum 25 metre tower separation, 2.5 metre tower stepbacks (on average), north south and skewed building orientation and articulated and varied massing. Additionally, residential units and interior amenities will provide informal surveillance and visibility to public streets and to the internal portion of the site, in support of the security and safety of the proposal.

11A.10.2 City Council shall,

(a) encourage front yard setbacks to be kept to a minimum, in accordance with the applicable urban design guidelines, so that an urban streetwall condition can be achieved along all streets; and

(b) despite 10A.10.2(a), encourage the accommodation of patios, displays, waiting areas, public landscape elements or elements that provide screening and privacy for grade-related residential units, within setback areas as appropriate. On larger development or infill sites, phasing plans should indicate how infill development can be accommodated over time to achieve this policy.

The proposal includes a setback of 5.0 metres from the Kingston Road property line. This space will be landscaped to include benches, planters and unit pavers, all contributing to the boulevard-like feel of the proposal at-grade.

11A.10.3 City Council shall,

(a) encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life;

(b) require development to have regard for the relevant guidelines pertaining to active frontages contained within the applicable urban design guidelines;

(c) encourage primary frontages to be developed with the highest levels of active uses such as retail that generates pedestrian activity; and

(d) encourage secondary frontages, to be developed to support high levels of public realm animation and pedestrian activity, but with less of a focus on retail activity.

As discussed above and given that the subject site designation as Mixed Use Type C, no retail/commercial uses are being proposed at grade. Instead, frontages will be activated by building lobbies and through the interfaces between indoor amenities and the public realm. The Tower 1A lobby, located along Kingston Road, will serve to animate the westernmost edge of the site. Lobbies for towers 1B and 2A, located just internal to the site from Kingston Road along the drop-off loop, will support animation from Kingston Road and into the centre of the subject site. Tower 2B's lobby is located along Dixie Road and will serve to activate the southern portion of the site. Indoor amenities on the Ground and Mezzanine levels may not always have direct outdoor access, but their direct interface with the public realm will provide passive surveillance and indirect connections between future residents and other community members.

11A.11 City Council shall,

(a) recognize parks, green spaces, privately-owned publically accessible spaces (POPS), boulevards, and connections as interconnected components of the public realm in the intensification areas;

- (b) encourage all residences and places of employment to be within a 5 minute walk (400 metres) of existing and planned public parks and privately-owned publically accessible spaces such as an urban square, courtyard, parkette, green space, or community garden;*
- (c) prioritize connectivity between public spaces within the intensification areas as well as improved access to and enhancement of existing public spaces, including Public Parks, within a 10 minute walk (800 metres);*
- (d) require the provision of high quality indoor and outdoor amenity spaces as a component of all development within the intensification areas with a prioritization of spaces which are accessible to the public;*
- (e) further to Policy 11A.11(d), encourage the provision of green roofs as a component of private outdoor amenity space for all high density residential development;*
- (f) encourage the provision of public access points to the Internet and infrastructure that supports this access in public spaces throughout the intensification areas and at Transit Stop locations, where possible;*
- (g) encourage the provision of amenities for pedestrians such as seating areas, digital kiosks, play structures, fountains or feature benches in the public realm, as appropriate;*
- (h) in accordance with the public art policies of Section 14.13, encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure;*
- (i) in addition to the complete application requirements in Section 16 of this Plan, the submission of a facility fit plan may be required for proposals within the intensification areas to support the provision of suitable amenity spaces.*

The proposal makes significant contributions to the public realm by means of the Gateway Plaza, POPS arcade, and Multi-use Path. These publicly accessible elements have been organized to form an interconnected network allowing for improved pedestrian circulation both along the periphery and internal to the site. The 6.0 metres wide Multi-use Path supports connectivity to and from the subject site allowing for greater connectivity and access to more of the City's greenspace network. The at grade, public experience will benefit from landscaping improvements including seatings, planters, water features, public art installations, contributions to the urban tree canopy and patterned pavers. The proposal includes green roof installations across both buildings installed atop podium levels. Interior and exterior amenities are being provided at the rate of 2 square metres each, per residential dwelling unit. This is in alignment with Pickering's City Centre Zoning By-law and is consistent with approved amenity provisions for other high-density developments along the Kingston Road corridor. Amenities are expected to be actively programmed to be responsive to future residents needs; the programming of interior amenities is expected to occur at a later stage in the planning process. The enclosed Facility Fit Plan, prepared by MHBC, details the outdoor amenity, POPS and Gateway Plaza facilities being proposed. These spaces are expected to be programmed with a range of installation including seating, planting, public art, water features and diverse recreational installations.

11A.11.2 City Council supports the development of Privately-Owned Publicly Accessible Spaces (POPS) throughout the intensification areas, including spaces such as urban squares, gateway plazas, parkettes, linear parks, and green spaces. These spaces are privately owned and maintained, however, are accessible to the general public. Accordingly,

- (a) the preferred location of POPS have been identified conceptually on Schedule XIV. However, POPS are encouraged as a component of all new development within the intensification areas, particularly in Gateways and near Transit Stops;*
 - (b) the exact size, location and design of POPS, including appropriate amenities, will be addressed through detailed block planning in accordance with Section 11A.14(a), the facility fit plan in accordance with Section 11A.11(k), and in accordance with the applicable urban design guidelines;*
- and*

Schedule XIV of the Pickering OP identifies a POPS on the northeastern corner of the site, in closest proximity to the intersection of Kingston Road and Dixie Road. In response to this, the project team is proposing a Gateway Plaza (367.6 square metres), in proximity to where the POPS is identified on Schedule XIV. This Plaza space will be landscaped to include seating, public art plantings, adding to the visual appeal of the proposed project. To supplement the open space contribution, a POPS space (1,053.8 square metres) is being proposed along the site's southern edge, running parallel to a portion of the proposed Multi-use Path. This POPS has been programmed to include a dog run, bench seating, a playground, a water feature

and contributions to the urban tree canopy. This POPS space has been positioned to allow for convenient access to future residents both on-site and to the east in future development blocks, complimenting the Multi-use Path and future path connections to the east of the site.

11A.12 City Council supports the following key mobility principles for the intensification areas:

- (a) higher density, transit-supportive development with a mix of uses and activities;*
- (b) the design of all streets as complete streets;*
- (c) improved access management and connectivity for all transportation modes that connect to places where people live, learn, play and work;*
- (d) prioritization of measures to improve pedestrian safety, reduce traffic collisions, and reduce traffic-related impacts to adjacent neighbourhoods;*
- (e) promotion of transportation demand management measures in accordance with Policy 4.5(b) of this Plan, including mobility-as-a-service, where appropriate; and*
- (f) prioritization of minimizing surface parking, and the development of active transportation networks.*

The proposed development exemplifies a higher-density, transit supportive approach to development along the future BRT route. Care has been provided to creating a complete street design along Kingston Road by means of the wide boulevard-like design, the proposed active lobby uses, and landscaping improvements such as planters and public seating. Pedestrian safety has been considered as part of the design process; this is reflected in the limiter number of curb cuts along public streets, servicing to minimize interactions and potential conflict between active transportation and motor vehicle routes. The inclusion of bicycle parking, and the proximity of planned bike network improvements, along with the proximity to the planned BRT route is supporting of transportation demand management, as future users will be able to leverage diverse transportation options for their trips. Parking for this proposal is concentrated below grade as well as within podium volumes. In this way, impact to the public realm is mitigated, while elevating residential units in the towers to maximize views of Frenchman's Bay. All at grade and above grade parking will be designed to be of high architectural quality, to minimize their visual impact on the public realm.

11A.12.1 City Council shall,

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

Pickering's Integrated Transportation Master Plan ("ITMP") Identifies a cycling route running the length of Kingston Road, along the subject site's frontage. The proposal is supportive of the ultimate built conditions of Kingston Road; no road widening has been required from the landowner to allow for this future road condition. The provision of 895 bicycle parking spaces as part of the proposal may lead to future residents selecting active transportation options for some of their trips. The proposed Multi-use Path goes above and beyond the routes identified in the City's ITMP allowing for future connectivity east through the mixed-use community being planned for the Tribute Lands, and further east to the City Centre along a future Walnut Lane extension.

11A.12.2 City Council,

- (a) will cooperate with Durham Region Transit and Metrolinx to ensure the alignment and location of future transit routes consider access to the greatest concentration of people and jobs, and minimizes the distance between transit connections within the intensification areas;*
- (b) shall seek to coordinate the location and design of proposed future public spaces fronting Kingston Road and the other streets with transit routes and transit stops;*
- (c) will ensure the provision of appropriate amenities, including street furniture, trees for shade, digital kiosks, and access to pedestrian and cycling networks are provided to support transit ridership and promote an integrated and connected active transportation network;*

The proposed development is transit-supportive in that it centralizes density adjacent to a planned stop along the Durham-Scarborough BRT route. As necessary, the project team will be coordinating with

Metrolinx and Durham Transit to ensure no conflict between this proposal and the planned transit route. The proposed Gateway Plaza will be in close proximity to the planned BRT stop at Dixie Road and the planned cycling infrastructure along Kingston Road. As such, the Plaza may be supportive of public and active users by providing shade and seating opportunities as they leave or enter the community.

11A.12.3 City Council shall,

- (b) require all new or re-designed streets, as appropriate, to be complete streets with public amenities including sidewalks, enhanced paving in busy pedestrian areas, cycle paths or multiuse paths, and landscape and furniture zones;*
- (e) require the provision of trees along streets to enhance the urban forest canopy and provide shade for pedestrians, particularly along Kingston Road, Whites Road, and Brock Road;*
- (f) encourage all streets to be designed in accordance with the applicable urban design guidelines, with consideration given to integration and continuity of street design elements where streets intersect, and construction of public streets to public street design standards; and*

The proposal will engage with both Dixie and Kingston Road frontages via an improved at-grade experience for road users. Pedestrians will enjoy landscaping and seating on the subject site. Sidewalks and bicycle lanes are planned in the right-of-way. The Multi-use Path will contribute to the public realm of the site. See the attached Urban Design Brief for a comprehensive analysis of all relevant urban design policies.

11A.12.4 City Council shall,

- (a) require development proponents to demonstrate the provision of an adequate supply of parking to meet site requirements while balancing broader mobility objectives to decrease reliance on private vehicle use;*
- (b) consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles,*
 - (i) that the primary parking format be structured or below grade parking to facilitate connectivity and minimize the heat island effect created by large surface parking;*
 - (ii) in phased development, that surface parking may be permitted if the proponent has demonstrated how parking will be accommodated in structures at full build out; and*
 - (iii) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;*
- (c) consider a reduction in the number of required car parking spaces and/or other means of providing for parking such as cash-in-lieu, where bicycle parking facilities or transportation demand management measures are provided to reflect the compact, high-density urban form of the intensification areas and shift toward an increase of active modes of transportation and transit; and*
- (d) consider shared on-site parking areas for two or more uses where the maximum demand of such parking areas by the individual uses occurs at different periods of the day.*

The proposed development contemplates 1,143 total vehicular parking spaces, across 8 levels of parking. One underground parking level will accommodate 164 visitor spaces and 203 residential spaces. Ground floor parking, encompassed within the podiums, includes 59 parking spaces dedicated for visitors. Above grade parking is planned within the podiums of both buildings; a total of 717 residential spaces on floors Mezzanine to 6 of Building 1 and Mezzanine to 4 of Building 2 are included as part of this proposal. Parking is being provided at a rate of 0.15 visitor parking stalls/dwelling unit and 0.62 residential parking stalls/dwelling unit; for a combined total rate of 0.77 parking stalls/dwelling unit. The reduced rate is in alignment with other approvals along urbanized and intensified parts of the City of Pickering. Reduced parking rates are also being proposed due to the excellent future connectivity of the site. Residents will be able to leverage multi-modal transportation options at their doorstep including connections to the Regional rapid transit network, and the proposed on-site multi-use path system which is expected to connect eastwards in the future.

The site layout minimizes the impact of parking on the public realm and on other road users, as all parking is hidden from view at-grade. Above grade parking has been integrated, allowing for most residential units to be pushed higher, granting unmatched views of Frenchman's Bay. Where possible, residential uses have been integrated between podium parking and the street to minimize visual impact. The design team is committed to delivering high quality above-grade parking structures with façade treatments that will shield

vehicular uses from view and deliver an aesthetic quality that is on par to that of the residential portions of the building face.

11A.13 City Council supports the optimization of infrastructure and a coordinated and integrated approach to the provision of infrastructure and services. Accordingly, the following principles shall apply, in addition to the provisions of Section 7.10 of this Plan, with regard to servicing the intensification areas:

- (a) development should be sequenced to ensure that appropriate transportation, municipal servicing and community infrastructure are available;*
- (b) planned investment and expansion of infrastructure shall, wherever possible, be concurrent with and support growth*
- (c) strategies shall be implemented for energy and water conservation, including energy and water demand management;*
- (d) the City will work with the Region of Durham, utility providers, and other appropriate stakeholders to prioritize infrastructure and servicing improvements, including burying of utilities, where feasible, and to ensure sufficient infrastructure capacity within the area to support growth;*
- (e) the City will work with landowners and the Region of Durham to develop a plan for the phasing of extensions to existing services within the area to allow development to proceed as expeditiously as possible; and*
- (f) consideration shall be given to the impacts associated with climate change, including an increase in the frequency and severity of extreme weather events, in the design and longevity of infrastructure services.*

The Functional FSSR, prepared by Counterpoint Land Development, details the capacity of existing servicing infrastructure. The report indicates that sufficient water, sewer and wastewater capacity exists in municipal and regional networks to adequately serve the proposal. Stormwater management on the subject site will serve to retain rainfall and minimize negative impacts of storm outflow on local environments. The proposal represents a dense approach to development, allowing for more efficient use of existing infrastructure, without the need for major water and sewer line extensions.

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

- (a) is informed by a subwatershed plan or equivalent for the area, where applicable;*
- (b) aligns with the stormwater master plan or equivalent for the area, where applicable; and,*
- (c) incorporates an integrated treatment approach to minimize stormwater flows including appropriate low impact development and green infrastructure*

The Functional Servicing and Stormwater Management Report, prepared by Counterpoint Land Development, details the approaches taken by the project team to limit the impact of stormwater on the local watershed. The project includes mitigation measures such as the on-site stormwater management system, which will manage both the quality and quantity of stormwater released in the storm sewer network. Some stormwater will also be retained on-site for irrigation use. Lastly landscaping on green roofs, boulevard, POPS and the Multi-use Path may support with on-site rainfall retention. Collectively, these measures will serve to capture some runoff and mitigate the negative impacts on nearby water features and naturalized area.

11A.14.3 City Council shall implement the policies of Chapter 11A through prescribing, in an implementing zoning by-law, matters including maximum building heights, maximum floor space indices, and other appropriate development standards.

As per the above policies, this application includes a proposed Draft Zoning By-law which is in alignment with the official plan and enables the development of the proposed compact urban-format development.

The following neighbourhood policies apply to the proposed development:

Neighbourhoods and Settlements (Part 3)

Urban Neighbourhoods (Chapter 12)

Liverpool Neighbourhood Policies

12.14 City Council shall:

- (b) promote the reduction of traffic speeds along Dixie Road and the improvement of pedestrian safety by considering where appropriate “traffic calming” techniques, pavement markings and signalization;*
- (d) support improvements to the level crossings of the C.P. rail line at Fairport Road and Dixie Road, such as the installation of appropriate safety measures including automatic safety gates; and*
- (f) require new development within the Detailed Review Area boundary that encompasses Kingston Mixed Corridor to be in accordance with Chapter 11A of this Plan.*

The proposed development will concentrate vehicular and loading/servicing traffic along Dixie Road. The proposed development is supportive of a future road condition in which traffic calming measures including marked pedestrian crossings can be installed. No such crossings are currently proposed and may eventually be coordinated with landowners to the east. No rail crossing is proposed south of the site. Please see the attached Urban Design Brief for a detailed discussion on how the proposal responds to the Kingston Road Corridor Urban Design Guidelines

Detailed Design Considerations (Chapter 14)

Please see the Urban Design Brief, prepared by TBG, and included as part of this submission for a fulsome analysis of Detailed Design policies from Chapter 14 as they relate to the proposed development.

Summary

As demonstrated through the above section, the proposed development has been designed to be in alignment with the City of Pickering Official Plan. The proposal delivers an intensification approach to redeveloping an under-utilized urban plaza. In this way, the proposal is supportive of municipal housing goals related to infill development, housing supply mix and accessibility. The proposal contributes to the urban open space network by means of the proposed boulevard landscaping along Kingston Road, the Gateway Plaza, the POPS and the Multi-use Path, providing a refined experience for all road users.

The proposed residential development is in alignment with Mixed Use Type C policies that direct residential focused developments to these lands. Furthermore, the site has been identified as a Gateway, a designation which includes provisions for greater density (FSI from 2.5 to 5.0), should certain conditions be met. The project team believes that the conditions for increasing density at Gateways are met by the proposal; as such, the proposed FSI 4.67 is in alignment with the Official Plan's intent. The policy metrics have been met as follows:

- The proposal is in proximity to Highway 401 and has been identified as a Gateway site,
- The increase in density on this site is expected to have minimal impact on stable residential neighbourhoods; future developments north of Kingston Road may serve as buffers between low- and high-density forms,
- The development is not expected to negatively impact the development potential of nearby sites to the east or north; and,
- The development meets the general intent of Chapter 11A of the Official Plan

FSI permissions up to 5.0 would allow the project team to maximize the potential of the subject site, unlocking more homes along a corridor that is expected to be well served by public and active transportation options.

5.5 Kingston Road Corridor Design Guidelines

The subject site falls within the Dunbarton/Liverpool Precinct. Please refer to the Urban Design Brief, prepared by The Biglieri Group, submitted as part of this application package, for a comprehensive analysis of all relevant Design Guidelines against the proposed development.

5.6 City of Pickering Zoning By-law (Parent by-law 3036)

The subject site is designated as M1-SC30 under the City of Pickering's Zoning By-law 3036. The existing permissions are exclusive to light industrial uses and do not permit mixed-use high-density development. As such, a zoning amendment is being sought for the subject site.

M1-SC30 - Storage and Light Manufacturing Zone

14.1 USES PERMITTED

14.1.1 RECREATIONAL

Uses permitted in "O1" and "O2" and in compliance with the provisions thereof and only when planned and constructed as integrated parts of an industrial subdivision and not intended to be a commercial establishment.

14.1.2 COMMERCIAL

A business office, a professional office.

14.1.3 STORAGE AND LIGHT MANUFACTURING

The following uses shall be permitted only when carried on within enclosed structures: A service or repair shop, a warehouse or distributing depot, a garage, a dry cleaning, pressing, laundry establishment, a creamery, a printing or duplicating shop, a bakery or a dairy.

Light Manufacturing or assembly of manufactured products such as:

- (a) apparel and finished textile or fabric product;*
- (b) paper and allied products;*
- (c) furniture and finished lumber products;*
- (d) light metal products such as precision instruments, watches and radios.*

14.1.4 RAILWAY

Railway trackage and loading facilities.

14.2 AREA REQUIREMENTS

14.2.1 YARD REQUIREMENTS

Front Yard

- Minimum 12 metres*
- Minimum 30 metres when fronting a King's Highway or when on the opposite side of the street is a Residential Zone.*

Rear Yard

- Minimum 7.5 metres*
- Minimum 30 metres when contiguous to a Residential Zone.*

Side Yard

- Minimum 4.5 metres*
- Minimum 30 metres when contiguous to a Residential Zone or when flanking a King's Highway or when on the opposite side of the street to the flank lot line is a Residential Zone. No parking shall be permitted closer than 7.5 metres to any side lot line.*

Site Specific By-law 4138/92

(1) Uses Permitted

No person shall within the lands designated "M1-SC 30" on Schedule I attached hereto, use any lot or erect, alter or use any building or structure for any purpose except the following:

- a) commercial-recreational establishment*

- b) *duplicating shop*
- c) *furniture or major appliance store*
- d) *home improvement centre*
- e) *light manufacturing plant*
- f) *place of amusement/entertainment*
- g) *restaurant - type B*
- h) *retail warehouse*
- i) *warehouse*

(2) *Special regulations ("M1-SC 30" Zone)*

- a) *The gross leasable floor area of each furniture or major appliance store and of each home improvement centre shall be not less than 278 square metres;*
- b) *(i) No more than one restaurant - type B shall be permitted;*
(ii) The gross leasable floor area of the restaurant - type B shall not exceed 350 square metres;
- c) *The aggregate of the gross leasable floor areas of all warehouses (except retail-warehouses) shall be not less than 2,025 square metres;*
- d) *The aggregate of the gross leasable floor areas of all commercial-recreational establishments shall be not greater than 2,400 square metres;*
- e) *The gross floor area of all buildings on the lot shall not exceed 8,500 square metres;*
- f) *A sales outlet may be permitted as accessory to a light manufacturing plant, or a warehouse (except a retail-warehouse) provided the gross floor area of the sales outlet does not exceed 20 percent of the gross floor area of the light manufacturing plant or warehouse.*

(3) *Zoning Requirements ("M1-SC 30" Zone)*

No person shall within the lands designated "M1-SC 30" on Schedule I attached hereto use any lot or erect, alter or use any building except in accordance with the following provisions:

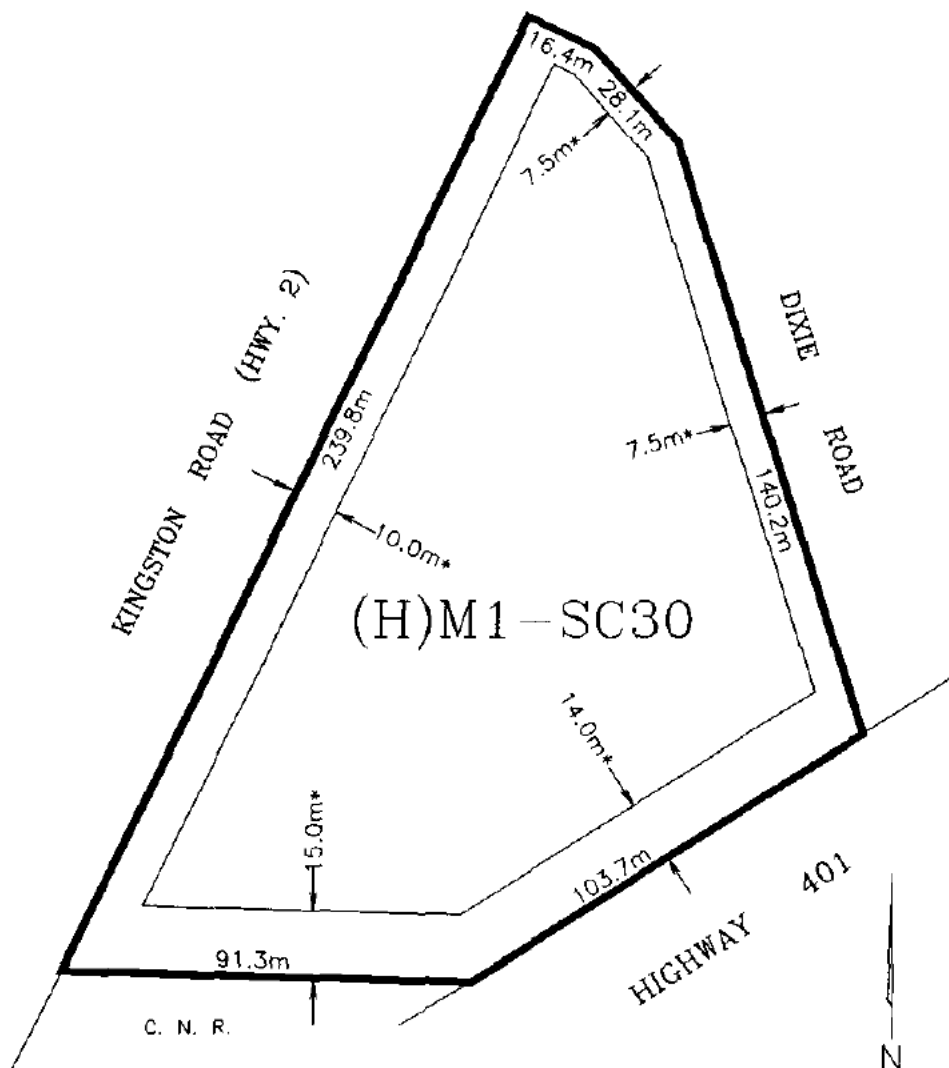
- a) *BUILDING SETBACKS (minimum): as illustrated on Schedule I*
- b) *BUILDING HEIGHT (maximum): 12.0 metres*
- c) *OPEN STORAGE: no open storage shall be permitted*
- d) *PARKING:*
 - (i) For the purpose of this clause "parking space" shall mean a usable and accessible area of not less than 2.6 metres in width and not less than 5.3 metres in length, for the temporary parking of a vehicle, but shall not include any portion of a parking aisle or driveway;*
 - (ii) There shall be provided and maintained on the lands designated "M1-SC 30" on Schedule I hereto, a minimum of 300 parking spaces;*
 - (iii) Notwithstanding Section 52.21 (g) of By-law 3036, as amended, all parking areas shall be surfaced with brick, asphalt or concrete, or any combination thereof;*
 - (iv) Sections 5.21.2 (a), 5.21.2 (b) and 5.21.2 (d) of By-law 3036, as amended, shall not apply to the lands designated "M1-SC 30" on Schedule I hereto.*

Site Specific By-law 4361/93

Serves to remove the holding provision as implemented by By-law 4138/92

The above zoning designations, their permitted uses and provisions are not permissive of high-density developments such as the proposed. Additionally, it is not in alignment with Official Plan policies for the Kingston Road corridor, as implemented through OPA 38. The proposed Draft Zoning By-law Amendment included as part of this application package includes an overhaul to the zoning context for the subject site, which will allow for the development of the high-density residential development, as proposed.

Figure 19 – Schedule I of Zoning By-law 4138/92



6.0 AFFORDABLE HOUSING BRIEF

The City of Pickering has requested that an Affordable Housing Brief be included in the Planning Rationale Report to assist the City of Pickering in review of the application as it relates to the City OP requirement for affordable housing for low to moderate incomes and the Pickering Housing Strategy & Action Plan, 2021-2031. The following is in response to requested information from staff:

- **Total number of rental units:**
At this time, the tenure model for the proposed has yet to be determined. No rental units are currently being proposed as part of the development at 1095 Kingston Road. Should a condominium tenure be selected by the landowner, there is potential that future owners may rent out their individual units. The current application represents a high-level zoning amendment for a large site which will include two individual buildings, with two towers each. The tenure of the buildings will be determined later in the project development.
- **Breakdown in the type of units:**
See above. In terms of the breakdown of unit sizes, the development is proposed to be comprised of a range of bachelor to three-bedroom units, with the following breakdown:
 - 0% Bachelor (0 units);
 - 65% 1-Bedroom (970 units);
 - 25% 2-Bedroom (375 units); and
 - 10% 3-Bedroom (147 units).
- **Estimated proposed monthly rent per type of unit:**
See above. Also note that the sale or rental costs of each of the unit types has also not been estimated at this time as it is too early in the process.
- **Total number and type of barrier-free accessible units:**
Not less than 15% of residential suites will be made barrier-free as per the Ontario Building Code (OBC) requirements, with bedroom types in proportion to the total number of suites provided and will be distributed among buildings and storeys requiring barrier-free access.
- **Current CMHC vacancy rate for the associated market area:**
Data from CMHC from October 2024 indicates a rental vacancy rate of 1% in the Pickering/Ajax/Uxbridge area (CMHC, 2024).
- **Average Market Rents in the Primary Market Compared to Affordable Rents Based on Renter Income Deciles (most recent year available):**
Data from CMHC indicates from October 2024 indicates an average monthly rent of \$1,677 for the Pickering/Ajax/Uxbridge area (CMHC, 2024).
- **Information on any grants or funding agreements entered with the Province and/or Region of Durham:**
There are no grants or funding agreements at this time.

7.0 SUPPORTING DOCUMENTATION

7.1 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Counterpoint Land Development (Dillon Consulting) in support of the proposed development. The report indicates that the proposed development can be serviced in accordance with Regional criteria. Water flow testing indicated that the existing watermain on Dixie Road can support the proposed development. A new watermain is proposed along Kingston Road, in accordance with fire service requirements for new buildings exceeding 84 metres in height.

The site currently drains into a Regional sanitary trunk sewer which runs along the southern edge of the site within a municipal servicing easement. The proposed development includes new connections to this sewer main. Based on discussions with Regional works staff, the Regional trunk sewer has sufficient capacity to accept the additional flows brought on by the proposed development.

Stormwater is planned to be managed on-site, via a network of local storm sewers, drains and catch basins before draining into the two existing storm outlets along Kingston Road and Dixie Road. Each stormwater connections will provide quality control by means of a treatment unit. A stormwater management tank in the underground parking level will store on-site stormwater flows and serve to control the quantity of flows that enter the public stormwater infrastructure. The required 5m water balance will be capture and retained on-site for irrigation use.

Short-term construction dewatering is proposed for groundwater management, with flows being directed to the Region's sewer system. The sampled groundwater currently meets the allowable concentration for discharge into the sanitary sewer. For the long-term dewatering due to the foundation, discharge will be directed to the Region's storm system, a sampling port will be installed to ensure quality and quantity control is maintained.

For more information, please see the enclosed Functional Servicing and Stormwater Management Report.

7.2 Transportation Impact Study

A Transportation Impact Study was prepared by BA Group in support of the proposed development. The Study evaluates the merits and impacts of the proposed development as it relates to transportation policy, area transportation context, parking rates and supply, bicycle parking, loading, transportation demand management, functional road plan, travel volume and demand forecasting and traffic operations analysis. The Terms of References for the Study were prepared by BA Group, based on pre-consultation comments, and were circulated to the City, the Region and MTO for review.

In the report, BA Group demonstrates how the proposed development responds to provincial, regional and municipal policies, plans and goals. The proposed Durham-Scarborough BRT, along with complimentary policies relating to transit supportive development are discussed thoroughly.

The report includes a discussion on existing and planned transportation networks including the road, transit, pedestrian and cycling networks. Improvements to the vehicular network include a new east west street running from Dixie Road to Walnut Lane, the extension of Walnut Lane towards Liverpool Road. The transit network currently consists of various local and regional service routes along Kingston road with frequencies of approximately every 10 minutes to every hour. The Study demonstrates how planned transit improvements will increase the reach of residents and visitors of the site within 45 minutes on public transportation. Improvements to the active transportation network are also discussed in the Study.

The report includes a thorough section on the proposed parking supply. The proposed parking rate is 0.62 for residential units, and the shared visitor/commercial rate is 0.15, for a total rate of 0.77 which equates to 1,143 total spaces. An evaluation of existing parking policies is provided and resident proxy sites, where reduced parking rates have been approved, have been analyzed in support of the proposed parking rate. Transportation Demand Management (TDM) strategies are outlined, and how they will support reduction in vehicle reliance. The proposed development contemplated a total of 4 loading spaces to support residential waste collection/commercial use and residential moving activities. In addition, pick-up/drop-off spaces are accommodated in proximity of Tower 1B and Tower 2A entrances, for safe short-term parking for day-to-day activities.

The future background traffic volumes are detailed, and traffic operations are analyzed. While the study area road network is expected to operate with increasingly busy conditions, most of the intersections and their movements operate and will continue to operate with acceptable delays. As the transportation context changes, with the completion of the Kingston Road BRT, visitors and residents will be afforded with alternatives to single occupancy travel. As such, it is reasonable to suggest that no mitigation measures, nor improvements are required, apart from signal timing changes at intersections along Kingston Road to better serve travel along the future BRT.

For more information, please see enclosed Transportation Impact Study.

7.3 Noise and Vibration Study

A Noise and Vibration Study was prepared by Dillon Consulting in support of the proposed development application. The Study was prepared in alignment with the guidelines and requirements of the Region of Durham and the Ontario Ministry of Environment, Conservation and Parks ("MECP"). An assessment of stationary noise found that impacts were within the acceptable range. Transportation noise impacts from rail users and nearby vehicular thoroughfares, were found to exceed applicable limits on certain parts of the building 1 envelope. As such, the Study makes minimum recommendations for the Sound Transmission Class rating for façade and glazing treatments. Further, the Study recommends the installation of noise control measures surrounding some outdoor amenity areas. Certain warning clauses are recommended for inclusion in purchase/tenancy agreements to speak on the above-mentioned mitigation measures and potential noise impacts. Vibration impacts from the nearby rail corridor were studied but were found to be within the acceptable criteria.

Please see enclosed Noise and Vibration Study for more information.

7.4 Wind Study

A Pedestrian Level Wind CFD Assessment was prepared by Gnobi Consulting Inc. in support of the proposed development. A modelling of the proposed development concept was performed to assess the wind conditions around the proposed project site. Based on the simulation results, at-grade wind speeds appear to be least comfortable near the southwest corner of the site, near lobby entrances for Towers 1B and 2A and in the Gateway Plaza (from November to April). Strategic placement of large canopies or trellises would mitigate some of the predicted wind impact. Additional landscape strategies, such as coniferous landscaping, are discussed as well. Impacts of wind on the proposed amenity terraces were also calculated. Broadly, the outdoor amenity areas are expected to remain comfortable May through October, with more discomfort expected from November to April. The report points to certain mitigation measures such as trellises, canopies or wind screens along areas which are most impacted. The wind study informed updates

to the landscape plans allowing for some degree of mitigation of predicted wind impacts. Full wind mitigation as required, will be implemented at the detailed design stage.

For more information, please see the enclosed report.

7.5 Hydrogeological Review Report

Grounded Engineering Inc. was retained to prepare a Hydrogeological Assessment in support of the proposed development. The assessment provides descriptions of various testing methods including groundwater level monitoring, aquifer testing, hydraulic conductivity, water quality analysis, water balance analysis and a review of background information regarding the property. The assessment find that the groundwater table is largely uniform across the site with a slight slope from $82.2 \pm$ m at the west end of the Property to Elev. $82.1 \pm$ m in the east. For construction purposes the groundwater table has been assumed to be at $82.5 \pm$ m which was the highest recorded groundwater table value. The report demonstrates an improved post-development water balance condition, when compared to the pre-development condition; run-off is expected to be reduced by 4,982 cubic metres, due to improvements in infiltration and evapotranspiration.

The site is underlain by deposits of fill, cohesionless till and sands. Regional mapping indicates that the site is within a Highly Vulnerable Aquifer, however, underlying soils observed at the site are not consistent with those typically found in HVA areas.

Bulk excavation and foundation excavations will not extend below the prevailing groundwater table majority of the lowest (P1) FFE is at about Elev. 84.5 m, with a relatively small portion lowered down to Elev. 83.7 m. Due to the low permeability nature of the soils, a minimal zone of influence with respect to groundwater will be generated during construction/dewatering. No permanent zone of impact is projected. The analysis also finds that impacts to land stability are within acceptable limits over the short- and long-term periods. The report details how, during the dewatering and construction stage, groundwater runoff will be directed towards the Regional Sanitary and Combined Sewer network. The anticipated quality of the discharge is not expected to meet quality criteria for the Storm Sewer Discharge. The report speaks to the importance of proper installation of both the temporary dewatering system and permanent building drainage system to ensure sediments will not be removed.

For more information, please see the Hydrogeological Review Report included as part of this application.

7.6 Geotechnical Engineering Report

Grounded Engineering Inc. was retained to prepare a Preliminary Geotechnical Report to provide geotechnical engineering advice for the proposed development. Borehole and laboratory testing were conducted to determine the stratigraphy of the subject site. Surficial fill, upper clayey silt, glacial till (sands and silts), sands, and lower clayey silt still were encountered. The groundwater depth was evaluated, the design groundwater table for engineering purposes was determined to be at Elev. 82.5 m. The groundwater table is in soil and rock units. Glacial till and sand units have moderate to high permeability and will yield free-flowing water below the groundwater table. Three soil samples were tested and were found to have negligible sulphate concentrations and protective measures are not recommended for cast iron alloys. Low to moderate susceptibility to Frost Heaving was determined on the subject site. Recommendations regarding foundation design are detailed in the report, along with earth pressure parameters. Additional considerations regarding the construction process are described, such as site servicing, excavation, ground water control and shoring systems.

For more information, please see enclosed Geotechnical Engineering Report.

7.7 Environmental Site Assessment

Grounded Engineering Inc. was retained to prepare a Phase One Environmental Site Assessment (ESA) in support of the proposed development application. The investigation included a review of historical records,

interviews, and site reconnaissance. Two Areas of Potential Environmental Concern were identified on and off-site. Based on the results of the Phase One ESA a Phase Two ESA is required.

A Phase Two Environmental Site Assessment was prepared in order to further investigate the Areas of Potential Concern. Soil and groundwater testing was conducted as part of the required work for the Phase Two assessment. It was concluded that no exceedances of the applicable site condition standards were identified in the soil or groundwater on the property, and that a Record of Site Condition can be filed for the subject site. As such, a Record of Site Condition was filed with the Ministry of the Environmental, Conservation and Parks on May 15, 2024.

For more information, please see enclosed Phase 1 and Phase 2 Environmental Site Assessments and the Record of Site Conditions.

7.8 Facility Fit Plan

A Facility Fit Plan was prepared by MHBC Planning, Urban Design & Landscape Architecture in support of the proposed development. This document details the principles of design for the Multi-use Path, the POPS, the Gateway Plaza, and the podium level outdoor amenity areas. The Multi-use Path is being designed with accessibility in mind, following all relevant AODA regulations. Canopy trees and buffer plantings will provide shade and greenery along the length of the Path. The POPS is being designed to complement the Multi-use Path by providing opportunities for rest and recreation along the Path's eastern limit. Potential features of the POPS include: seating options, water feature(s), recreational elements, pet-friendly zones, generous plantings and contributions to the tree canopy. The Gateway Plaza is designed as a welcoming space at the Gateway to the Dunbarton/Liverpool Precinct. It is expected to feature distinctive paving, seating and planting features allowing for memorable and comfortable experiences for visitors and future residents alike.

For greater detail, please see the enclosed Facility Fit Plan.

7.9 Arborist Report

An Arborist Report was prepared by MHBC Planning, Urban Design & Landscape Architecture in support of the proposed development. The report includes a comprehensive tree inventory, detailing which tree will be removed due to construction and which will be retained. In total, 7 trees are proposed to be retained on the subject site. Tree protection recommendations are also included in the report.

For further information, please see the enclosed Arborist Report and Tree Protection Plan.

7.10 Rail Safety and Risk Mitigation Study

A Rail Safety and Mitigation Study was prepared by Dillon Consulting in support of the proposed development, given the proximity of the site to the active rail corridor along its southern edge. The report conceptualizes seven potential risk scenarios, analyzing them against the proposed development. Of the seven identified, only two scenarios, risk of fatality due to train derailment and risk of public evacuation of due to the release of dangerous good, were identified as requiring assessment. These risks are assessed and described in the Study. The report concludes that, in the event of a derailment, it is highly improbable that the physical footprint of the derailment extent beyond the rail proximity envelope. Given that all residential uses are outside of the rail proximity envelope and that the physical risks of a derailment do not extend beyond the envelope, additional mitigation measures are not needed to address this risk. Additionally, the report concludes that the risk criteria for a public evacuation is not exceeded, and no evacuation plan is needed. Ultimately this study recommends no additional mitigation for either of the two identified risks.

For further information, please consult the Rail Safety and Risk Mitigation Study.

8.0 PLANNING ANALYSIS

8.1 Chapter 11A – Gateways and Mixed Use Type C

Chapter 11A of Pickering's Official Plan and the associated schedule XIV, as introduced through Official Plan Amendment 38, serve to deliver a policy framework that plans for the intensification of existing urban land along the Kingston Road corridor. The subject site has been designated as Mixed Use Type C Areas, which are planned to be mostly residential in character, with some commercial uses. Mixed Use Type A and B Areas, to the immediate east of the subject site are expected to be developed with a greater focus on commercial and service retail. The Tribute lands to the east, subject to ongoing planning applications, include 6,585 square metres of commercial gross floor area. Mixed Use Type A and B Areas are expected to continue serving as the commercial centre of the evolving neighbourhood. As such, no commercial or retail spaces have been included in the proposal.

Schedule XIV identifies the subject site as a Gateway site. Policies introduced via Official Plan Amendment 38 direct additional density permissions to Gateway sites. As demonstrated in this Planning Rationale Report, the proposal meets the four policy tests for additional density as follows:

- The site is located in an appropriate Gateway location and is adjacent to Highway 401;
- The proposal is not in close proximity to established neighbourhoods, as such, it is expected to have minimal impacts on these neighbourhoods;
- The site has been organized in such a way as to not preclude any adjacent properties to be developed to their fullest potential; and,
- The proposal meets the general intent of Chapter 11A of the Official Plan.

Additional density permissions, in the form of an FSI value of up to 5.0, would allow the property to be developed to its highest potential, given its Gateway location and its proximity to future investments in public and active transportation infrastructure.

8.2 Transit Supportive Designations

As described in previous sections of this Planning Rationale Report, the proposal has been developed using a transit-supportive intensification approach. As demonstrated throughout this report, the proposed development would result in a redevelopment of an existing commercial plaza along with associated surface parking areas. Metrolinx, in collaboration with Regional transportation authorities is planning for the delivery of the Durham-Scarborough Bus Rapid Transit line running along Kingston Road from eastern Toronto to Oshawa. A BRT station is planned adjacent to the subject site at the intersection of Kingston Road and Dixie Road. The planned BRT line will provide convenient access to destinations across the Region to future residents of the proposed development. The proposed 1,492 residential units are expected to house individuals from various population groups, many of which may choose to leverage rapid transportation options for their mode of choice, supporting the viability of the future BRT route.

8.3 Compatibility

The Kingston Road corridor is experiencing a significant degree of change, due largely to the updated planning framework, introduced via Official Plan Amendment 38. The intent of the updated planning framework has the impact of permitting denser, complete communities along the corridor. Over the course of time, it is expected that the corridor will shift from a car-oriented streetscape dominated by drive-in plazas to a multi-modal, walkable built environment. While concerns with compatibility between uses of varying intensities exist, the proposal is expected to have minimal impact on nearby low-density residential

neighbourhoods. The subject site is surrounded by other suburban style plazas to the east and west. Impact on established, low density neighbourhoods to the north of the subject site will be mitigated through site design including: increased setbacks, stepbacks, and tower separation, as well as the prioritization of north-south or skewed tower orientations.

8.4 Public Spaces and Design

Vibrant and interconnected public space networks are key to delivering high-quality, urban communities. With this in mind the project team has worked to integrate a robust publicly accessible network on the subject site, as part of this proposal, in order to yield an improve at-grade condition for future site users. A Gateway Plaza with an area of 368 square metres on the northeastern edge of the site, adjacent to the Kingston Road and Dixie Road intersection, will provide landscaping, public art and seating opportunities to road users as they enter and exit the Dunbarton-Liverpool Precinct. Pedestrian walkways through the centre of the site will provide connectivity to the proposed POPS with an area of 1,069 on the southeastern portion of the site. This POPS has been programmed to welcome a range of users and will accommodate both active and passive recreation. Amenities in the POPS are expected to include generous plantings and seating, a playground and a dog run. The POPS will be complemented by the Multi-use Path running east to west along the southern boundary of the site. The Multi-use Path will support active transportation across the site to the east where another planned Path will provide connectivity through to an extended Walnut Lane and towards Pickering City Centre.

In addition to the public space network being delivered as part of the project, the project team has curated a design of high quality, which is expected to reanimate and urbanize the subject site. By locating active lobby uses and interior amenities that interface with the public realm along Kingston Road and Dixie Road, pedestrian activity will be centred on the major streets, contributing to an avenue-like ambiance along Kingston Road. The at-grade experience along Kingston Road will also benefit from a consistent and human scaled six-storey podium, with towers being generously stepped-back from the podium. When compared to the current site condition, the proposal seeks to deliver a more pleasant experience for road users. Additionally, the site's urban design serves to allow light penetration to street level and the regulation of wind to ensure comfort at-grade. Lastly, podiums areas in proximity to the Gateway Plaza and areas containing above-grading parking will be developed with a high regard for design and materiality. In this way, above-grade podiums will make aesthetic contributions to the pedestrian experience along public realm elements.

9.0 CONCLUSION

The Biglieri Group Ltd. (“TBG”) has been retained by 1095 Kingston Road Ltd. To prepare planning applications and obtain the municipal approval required to facilitate a proposed high-density residential development for the lands municipally known as 1095 Kingston Road, located in the City of Pickering. The subject site is designated as Mixed-Use Areas – Mixed Corridors and Mixed Use Type C in the City of Pickering Official Plan (2022). Per the City of Pickering Zoning By-law No. 3036, the subject site is zoned Storage and Light Manufacturing Zone (M1-SC30) with site specific zoning provisions.

This Planning Rationale Report has been prepared in support of a Zoning By-law Amendment application. To facilitate the ultimate development of the lands. The following applications will be submitted at a later date and as needed: Site Plan, and Draft Plan of Condominium.

This Planning Rationale Report has evaluated the merits of the proposed development in the context of all applicable Provincial, Regional, and City policies. It is our opinion that the proposed development complies with the relevant criteria of the Planning Act, is consistent with the policies as set out in the Provincial Planning Statement and conforms to both the Durham Region Official Plan and the City of Pickering Official Plan.

The proposed density is in line with changes introduced to the municipal Official Plan, by means of Official Plan Amendment 38, which is indicative of the long-term planning direction for the subject site and the Kingston Road corridor. Accordingly, it is TBG’s professional opinion that the amendment to the Zoning By-law, as proposed, represent good planning and is appropriate for approval.



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