

From: Kyle Bentley
Director, City Development & CBO

Subject: Zoning By-law Amendment Application A 01/20
Universal City Six Developments Inc.
Part of Lot 21, Concession 1 South, Now Part 2, 40R-18785
(1010 Sandy Beach Road)

Recommendation:

1. That Zoning By-law Amendment Application A 01/20, submitted by Universal City Six Developments Inc., to permit a high-density residential condominium building, be approved, and that the draft Zoning By-law Amendment as set out in Appendix I to Report PLN 30-20 be forwarded to Council for enactment.
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Executive Summary: Universal City Six Developments Inc. has submitted a Zoning By-law Amendment application to permit the construction of the 26-storey residential condominium building at the northwest corner of Bayly Street and Sandy Beach Road consisting of 302 dwelling units (see Location Map, Attachment #1).

Following the Statutory Public Meeting, the applicant made some minor changes to the proposal to ensure consistency with the City Centre Urban Design Guidelines and address technical comments. These changes included: creating a centralized building lobby at the corner of Bayly Street and Sandy Beach Road and reorienting the main entry towards Bayly Street; incorporating 2-storey apartment units on the ground floor fronting Bayly Street; adjusting the configuration of the balconies to create a more uniform building elevation by focusing the wave articulations towards the prominent corner of the building; increasing indoor and outdoor amenity areas; and, increasing the number of dwelling units by 5 units.

City Development staff are in support of the revised plan. The proposal conforms to the City's Official Plan policies and density requirements. The increase in building height will have minimal shadow impacts on the surrounding lands. The proposed architectural treatment of the building incorporates a wave articulation creating a signature design located at a gateway location in the City Centre. Staff will continue to work with the applicant to address any outstanding technical requirements through the Site Plan Approval process.

Staff recommend that Council approve Zoning By-law Amendment A 01/20 and enact the draft by-law attached as Appendix I.

Financial Implications: No direct costs to the City are anticipated as a result of the proposed development.

1. Background

1.1 Property Description

The subject property is located at the northwest corner of Bayly Street and Sandy Beach Road within the City Centre (see Location Map, Attachment #1). The property has an area of approximately 0.4 of a hectare with approximately 66.0 metres of frontage along Bayly Street and 41.0 metres of frontage along Sandy Beach Road. A detached dwelling, which is proposed to be demolished, currently occupies the subject property.

Surrounding land uses include (see Air Photo Map, Attachment #2):

- North: Immediately to the north is a surface parking lot, owned by Metrolinx that is currently being used for the Pickering GO Station.
- East: Across Sandy Beach Road is an industrial building, occupied by FedEx and further east are multi-tenant industrial buildings.
- South: Across Bayly Street is an established low-density residential neighbourhood. At the southwest corner of Bayly Street and Sandy Beach Road is a multi-tenant commercial plaza.
- West: Immediately to the west is the Universal City mixed-use development, consisting of 5 towers ranging in heights between 17-storeys and 50-storeys, and will introduce approximately 2,057 new residential units and approximately 2,417 square metres of commercial/retail space at grade. Applications for Site Plan Approval have been submitted for Buildings 1, 2 and 3, which are currently under review.

1.2 Applicant's Proposal

The applicant initially proposed a 25-storey residential condominium building consisting of 286 units. Subsequent to the applicant's submission, on June 24, 2020, the applicant amended their rezoning application to permit the construction of a 26-storey residential condominium building consisting of 297 units. Following the Statutory Public Meeting, the applicant made the following refinements to the proposal to address technical comments from the City and the Region (see Submitted Conceptual Plan, Attachment #3, and Submitted Renderings, Attachments #4 to #7):

- increased the total number of apartment units from 297 to 302 units;
- reconfigured the layout of the ground floor to include a centralized building lobby at the corner of Bayly Street and Sandy Beach Road, and adjusted the main entry to orient towards Bayly Street;
- revised the 1-storey ground floor units along Bayly Street into 2-storey units;
- adjusted the configuration of the balconies to create a more uniform building elevation by focusing the wave articulations towards the prominent corner of the building;

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- modified and increased the indoor and outdoor amenity areas on the fifth storey and reoriented the ground floor indoor amenity area towards the Sandy Beach Road frontage;
 - increased the proposed parking by 4 parking spaces;
 - incorporated screening between Sandy Beach Road and the stairwell to the underground parking garage, and associated ventilation shafts; and
 - proposed parkland conveyance as part of an expanded Public Park/Piazza space within the existing Universal City Master Plan.

This proposal will form Phase Six of the Universal City Master Plan Development (see Master Plan for Universal City, Attachment #8). The purpose of the zoning by-law amendment is to permit an increase to the maximum building height from 15-storeys to 26-storeys, and allow other minor exceptions to zoning standards to facilitate the proposal.

Vehicular access to and from the site is from Sandy Beach Road. The main entrance to the residential building is located at the rear of the building, and a secondary entrance, which connects to municipal sidewalks, is located at the southwest corner of Bayly Street and Sandy Beach Road. The site plan identifies a 10.0 metre wide road widening along the entire frontage of Bayly Street and a daylighting triangle, which will be conveyed to the Region of Durham before Site Plan Approval to facilitate the future widening of Bayly Street.

On different levels of the residential building, the applicant is proposing to include green roofs, as a sustainable development feature. Indoor and outdoor amenity spaces are also proposed on the fifth floor, including an outdoor swimming pool.

Attachment #9 to this report summarizes the key statistical details of the proposal. An application for Site Plan Approval (S 02/20) is currently under review.

2. Comments Received

2.1 Statutory Public Meeting and Written Comments

An electronic Statutory Public Meeting was held on July 13, 2020. No residents spoke at the meeting. Before the Public Meeting, staff received 2 written comments expressing their opposition to the proposed development. Key concerns included: the proposed building is too large for the parcel of land; the development will negatively impact the existing streetscape and views; and the building design does not harmonize with the architectural design of the other Universal City phases of development.

Key comments raised by members of the Planning & Development Committee at the electronic Statutory Public Meeting included:

- ensure sufficient parking spaces, of adequate size, be provided for the future residents;
- requested clarification regarding the proposed amendment to the definition of Floor Space Index;
- requested clarification whether commercial space is to be provided on the ground floor;

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- commented that the proposed building should complement the rest of the Universal City development by incorporating similar design elements;
 - ensure sufficient green space is provided for the future residents; and
 - ensure sufficient commercial space is provided within the Universal City Master Plan.

2.2 City Departments & Agency Comments

2.2.1 Region of Durham

- no objections with the rezoning application subject to the applicant satisfying the Region's noise and site contaminations requirements through the site plan approval process

2.2.2 Engineering Services Department

- no objections to the proposed zoning by-law amendment application; and
- technical matters related to grading, drainage, servicing, and landscaping will be addressed through the site plan approval process.

2.2.3 Durham Catholic District School Board

- no objections to the proposal; and
- students from this development will attend Father Fenelon Catholic Elementary School and St. Mary Catholic Secondary School.

2.2.4 Ministry of Transportation

- no objections to the proposed zoning by-law amendment application; and
- technical matters related to grading, drainage, and traffic will be addressed through the site plan approval process.

3. Planning Analysis

3.1 Proposed development conforms to the City's Official Plan Policies

The subject lands are designated as "Mixed Use Areas – City Centre" within the City's Official Plan. This designation permits high-density residential uses, retailing of goods and services, offices and restaurants, hotels, convention centres, community, cultural and recreational uses, community gardens and farmers' markets. The designation has a minimum net residential density of 80 units per hectare and no maximum density; a maximum gross leasable floor space for the retailing of goods and services of up to and including 300,000 square metres; and a maximum Floor Space Index (FSI) of over 0.75 and up to and including 5.75.

The Official Plan includes policies for the City Centre Neighbourhood with respect to: enhancements to the public realm; performance criteria for tall buildings to minimize adverse impacts concerning shadowing, sky view and privacy; transition to established low-density development; and pedestrian network and mobility. The proposed high-density residential building improves the public realm along Bayly Street and Sandy Beach Road through upgraded landscaping; enhances the pedestrian entrance at Bayly Street and Sandy Beach Road; locates the indoor and associated outdoor amenity area along Sandy Beach Road; and, provides for 2-storey units with associated private amenity areas fronting Bayly Street. Also, the proposal provides adequate setbacks and podium height to help create a human scale at street level and reduce shadow impacts.

The proposal conforms to the policies within the City's Official Plan.

3.2 The requested increase in building height is consistent with the approved City Centre Urban Design Guidelines

The applicant is proposing to increase the maximum building height from 47 metres (15-storeys) to 78 metres (26-storeys). The City Centre Urban Design Guidelines provide design direction for intensification, to guide buildings and private development. The proposed 26-storey residential condominium building maintains the key urban design objectives of the Guidelines by:

- proposing a signature building that provides a gateway condition with increased heights, massing and high-quality architectural design (waved balcony design and modern colour pallet) at the corner of Sandy Beach Road and Bayly Street, which welcomes Pickering residents into a more urbanized City Centre;
- articulating the building at the corner of the property improves the prominence of the site;
- locating the primary building entrance at the intersection of Bayly Street and Sandy Beach Road improves access to the building from the street and creates a pedestrian-friendly and animated entryway;
- creating weather protection for pedestrians along Bayly Street and Sandy Beach Road through architectural design (waved design of balconies and canopies);
- locating the tower portion of the building closer to the corner to provide sufficient separation from adjacent towers and allow greater infiltration of light into the amenity areas and interior site spaces;
- providing adequately screened private amenity space to assure privacy and security;
- providing outdoor bicycle parking at the corner of Bayly Street and Sandy Beach Road and adjacent to surface parking, as well as indoor bicycle parking within the building and underground parking garage;
- locating loading areas in the interior side yard of the building, and waste and recycling facilities within the principal building;
- landscaping a minimum of 10 percent of the lot and providing a sufficient buffer along surface parking areas; and
- including green roof spaces for environmental sustainability and amenity space for residents.

The intersection of Bayly Street and Sandy Beach Road is a key entry gateway into the City Centre. The combination of the proposed building height and the high-quality architectural design of the building will facilitate a bold entry point into the City Centre. Also, the proposed 26-storey building maintains the minimum building separation from Universal City Phase 1, to minimize any privacy concerns. In addition, the increase in building height will have minimal shadow impacts on surrounding properties. For these reasons, staff support the applicant's request to increase the maximum building height. Through the site plan review process, staff will continue to ensure the site design and architectural treatment of the building is consistent with the approved City Centre Urban Design Guidelines.

3.3 Proposed *Net Floor Area* and revised *Floor Space Index* definitions

As part of the City Centre Zoning By-law Amendment Application A 06/19, to facilitate the joint venture project between the City of Pickering and OPB Realty Inc., the City introduced a new *Net Floor Area* definition (NFA) and a revised *Floor Space Index* (FSI) definition.

The new NFA and revised FSI definitions were minor technical amendments to provide greater clarity concerning how FSI is to be calculated within the zoning by-law. The Official Plan defines FSI as a total floor space of all buildings on a lot divided by the total area of the lot. Based on the current definitions for *Gross Floor Area* (GFA) and FSI within the City Centre Zoning By-law, only some of the ancillary indoor areas servicing the occupants of the building (including areas dedicated for parking, porches, verandas, cellars, mechanical rooms, and penthouses) would be excluded from the calculation of FSI. This requested zoning amendment excludes additional non-residential/saleable areas, including but not limited to, stairwells, ventilation shafts for elevators and garbage; and rooms for storage lockers, washrooms, electrical, and utilities.

Council approved the City Initiated Zoning By-law Amendment (By-law 7713/19) in September 2019, but the decision was appealed to the Local Planning Appeal Tribunal by CAPREIT. CAPREIT owns the rental apartment buildings in the City Centre that front onto Glenanna Road, Pickering Parkway and Valley Farm Road. A Case Management Conference was held on October 20, 2020 about the appeal. Since the City and CAPREIT are engaged in settlement discussions, both parties requested that a second Case Management Conference be scheduled for January 29, 2021. Since the Council approved By-law 7713/19 is not in effect, the applicant has requested that the new NFA and revised FSI definitions be included as a site-specific amendment as part of their rezoning application. Staff have no objection to including the new NFA and revised FSI definitions as part of the applicant's site-specific amendment.

3.4 Requested site-specific zoning exemptions

The subject lands are zoned "City Centre Two – CC2" within the City Centre By-law 7553/17, as amended. Uses permitted include a broad range of residential and non-residential uses, such as apartment dwellings, townhouse dwellings, commercial, office, retail, community, recreational and institutional uses.

The City Centre Zoning By-law also includes various requirements for building setback, podium heights for tall buildings, size of the tower floor plate, building separation, building setbacks, landscaping, indoor and outdoor amenity requirements, and vehicular and bicycle parking.

In addition to the applicant's request to increase the maximum building height and introducing a new NFA definition and a revised FSI definition, the applicant has requested the following technical site-specific exceptions:

- reduce the minimum required stepback between the podium and the tower portions of the building along Sandy Beach Road from 3.0 metres to zero metres;
- replace the minimum balcony depth requirements with a minimum balcony size requirement (see Figure 1 below);

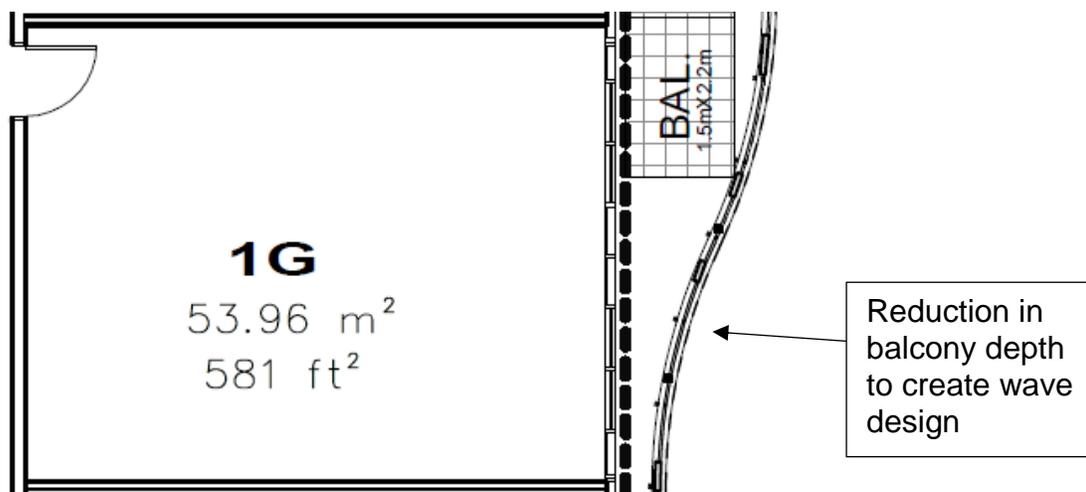


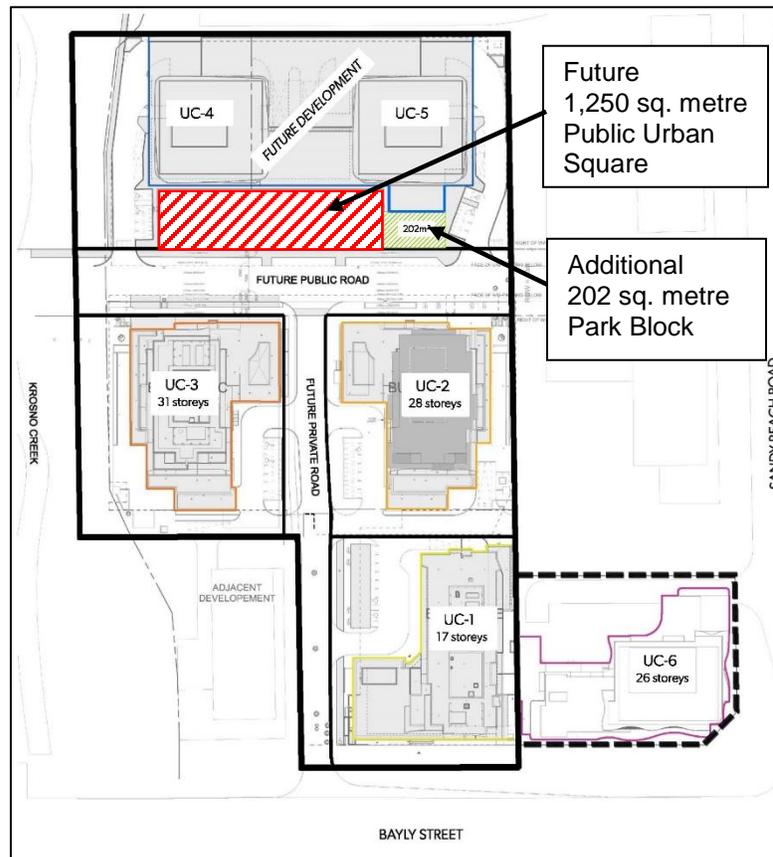
Figure 1: Example of Proposed Dwelling Unit and Waved Balcony

- increase the maximum building setback from Bayly Street from 4.0 metres to 4.5 metres;
- reduce the minimum building setback to a daylighting triangle from 0.6 of a metre to 0.25 of a metre; and
- permit air vents and stairways associated with an underground parking garage to be permitted within the exterior side yard along Sandy Beach Road.

The purpose of these site-specific exceptions is to create a distinctive architecture, maximize the number of parking spaces within the underground parking garage, maximize the outdoor amenity space on the fifth floor, and ensure there are sufficient usable private balcony areas for residents. The air vents and stairways associated with the underground parking garage are located within the exterior side yard along Sandy Beach Road in order to maximize the number of parking spaces within the underground parking garage. The applicant has indicated that relocating the air vents and stairways would cause a reduction in parking. Through the review of the site plan application, staff will ensure the air vents and stairways are appropriately screened through the use of decorative fencing and landscaping. Staff are supportive of the requested exceptions.

3.5 Parkland dedication to be provided off-site

All proposed residential development is required to provide parkland dedication to ensure there is sufficient parkland for future residents. If parkland cannot be provided, the City can request cash-in-lieu of parkland dedication. The Universal City Master Plan includes a 1,250 square metre public urban square to be conveyed to the City for the future residents of the Master Plan development, located north of the future public road (Celebration Drive). To ensure sufficient parkland is provided off-site to all future residents for the Universal City Master Plan, staff requested that the urban square be increased by 202 square metres to satisfy the minimum parkland dedication requirements under the *Planning Act* for Universal City Phase 6. The applicant has agreed to convey an additional 202 square metres of land for park purposes. In addition to the conveyance of the parkland, the applicant will be responsible for the design and construction of the urban square. Staff will secure the conveyance and development of the parkland through the site plan agreement.



3.5 Sufficient amenity space provided for residents of the Universal City Master Plan development

The City Centre Zoning By-law requires apartment dwellings to provide a minimum of 2.0 square metres of indoor amenity space and 2.0 square metres of outdoor amenity space per dwelling unit. Based on these ratios, the applicant is providing 602 square metres of indoor amenity space and 602 square metres of outdoor amenity space, which meets the minimum requirements of the By-law. At grade, indoor and outdoor amenity space is provided along Sandy Beach Road. On the fifth floor, outdoor and indoor amenity space is provided along Bayly Street, as well as outdoor amenity space within the interior of the site. The applicant is also proposing green rooftops on the fifth floor and rooftop of the residential building.

3.6 Adequate parking is provided for the future residents of Universal City Phase 6

The proposal includes a total of 216 residential parking spaces and 46 visitor parking spaces. The City Centre Zoning By-law requires a minimum 0.8 spaces per dwelling unit and an additional 0.15 of a space per dwelling unit for visitors. The applicant is requesting to amend the parking rate from 0.8 spaces to 0.71 spaces (a reduction in required parking by 27 spaces). The proposal also includes 151 indoor and outdoor bicycle parking spaces and is close to the Pickering GO Station (approximately 9-minute walk).

To support the proposed reduction in parking, a Traffic Impact Study and Parking Justification were prepared by the BA Group. The Study identified that the proposed reduction in residential parking is appropriate, for the following reasons:

- the reduction is based on the parking sales trend observed at the Universal City Phases 1, 2 and 3 buildings which have a parking demand of 0.71 parking spaces per unit;
- recent resident buildings within the GTA have received parking reduction approvals when located within close proximity to an existing transit hub;
- the reduction is consistent with Ontario's New Five Year Climate Change Action Plan which supports reduced parking and supports cycling, walking and use of transit;
- the proposed development is located close to a major transit station (Pickering GO Station), located along a future east-west road which will be part of the pedestrian network, and situated along a future cycling corridor;
- the implementation of sustainable Transportation Demand Management (TDM) measures for all Universal City phases, to reduce overall reliance on single-occupancy vehicles while promoting more active modes of transportation, by:
 - allowing purchasers to only pay for the amount of parking they require;
 - advertising the different modes of transportation available (i.e., GO Transit, indoor bicycle lockers); and
 - providing sidewalks on all new public and private streets within the project area.

Staff are supportive of the proposed reduction in residential parking based on the sale trends observed with Universal City Phase 1, 2 and 3 and the proposed TDM strategies and initiatives.

3.7 Proposed road network will adequately accommodate the traffic generated by the Universal City Master Plan

In 2019, the applicant completed a comprehensive Transportation Master Plan (TMP) for the entire Universal City development in support of the Universal City Precinct Plan. This Plan was approved by City Council in December 2019. Since the TMP used details about the previous application for this site, the applicant has submitted a scoped Traffic Impact Study prepared by the BA Group, to revise the findings of the TMP and ensure the proposed development will have no negative traffic impacts to Bayly Street and Sandy Beach Road.

The Study concludes that, for the shorter term (2022) horizon year, the intersection of Bayly Street and Sandy Beach Road will function below capacity, and site-generated traffic volumes will require modest signal timing improvements in the future (increase signal timing during peak hours from 100 seconds to 120 seconds). The study has assumed that by 2037, Universal City Phases 1 to 6 are fully built, along with Durham Live. To accommodate the anticipated traffic volumes, Bayly Street will need to be widened to 6 or 7 lanes. Staff are supportive of the recommended improvements and have no concerns with the projected traffic generated by the proposed development.

3.8 Sufficient commercial space will be provided for the residents within the Universal City Master Plan

At the Statutory Public Meeting, Committee members requested clarification whether the proposal includes any commercial space and if there is sufficient commercial space provided within the Universal City Master Plan.

The proposed development does not include any commercial space. Buildings 1, 2 and 3 within the Universal City Master Plan includes a total of 983 square metres of grade related commercial space. It is anticipated that approximately 865 square metres of grade related commercial space will be provided in Buildings 4 and 5, resulting in a total of approximately 1,848 square metres of commercial/retail space at grade. Staff are satisfied that sufficient commercial space will be provided within the overall Universal City Master Plan, to provide convenient services to future residents such as convenience stores, restaurants, and personal services (such as hair and nail salons).

3.9 Technical matters will be addressed through site plan approval

Detailed design issues will be dealt with through the site plan approval process. These requirements will address matters such as, but not limited to:

- refining building design and materials;
- finalizing landscaping;
- reviewing illumination plan to reduce impacts to the residential units to the north;

- concluding environmental site assessments;
- requiring construction management/erosion and sediment controls;
- controlling drainage and grading; and
- detailing site servicing.

3.10 Zoning By-law be finalized and forwarded to Council for enactment

The applicant is requesting a site-specific exception to facilitate the development of a high-density residential condominium building. Staff support the rezoning application and recommend that By-law 7553/17 be amended to permit a site-specific exception. It is recommended that the Draft Zoning By-law as set out in Appendix I to Report PLN 30-20 be forwarded to Council for enactment.

4 Applicant's Comments

The applicant has been advised of and concurs with the recommendations of this report.

Appendix

Appendix I Draft Zoning By-law Amendment A 01/20

Attachments:

1. Location Map
2. Air Photo Map
3. Submitted Conceptual Plan
4. Submitted Rendering – Looking Northwest
5. Submitted Rendering – Looking North (South Elevation)
6. Submitted Rendering – Looking Northeast
7. Submitted Rendering – Submitted Rendering - Looking Southeast, into the courtyard
8. Master Plan for Universal City
9. Summary of Key Details of Proposal

Prepared By:



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Planner II



Nilesh Surti, MCIP, RPP
Manager, Development Review
& Urban Design

TB:ld

Approved/Endorsed By:



Catherine Rose, MCIP, RPP
Chief Planner



Kyle Bentley, P. Eng.
Director, City Development & CBO

Recommended for the consideration
of Pickering City Council



Marisa Carpino, M.A.
Interim Chief Administrative Officer

**Draft Zoning By-law
for Zoning By-law Amendment Application A 01/20**

Draft

The Corporation of the City of Pickering

By-law No. XXXX/20

Being a By-law to amend Zoning By-law 7553/17, as amended, to implement the Official of the City of Pickering, Region of Durham, Part of Lot 21, Concession 1 South, Now Part 2, 40R-18785 in the City of Pickering (A 01/20)

Whereas the Council of The Corporation of the City of Pickering deems it desirable to permit a high-density residential condominium building on lands being Part of Lot 21, Concession 1 South, Now Part 2, 40R-18785, City of Pickering;

And whereas an amendment to By-law 7553/17, as amended, is therefore deemed necessary;

Now therefore the Council of The Corporation of the City of Pickering hereby enacts as follows:

1. Section 6, Exceptions, and Schedule 7 of Zoning By-law 7553/17, as amended, is further amended by adding a new Exception E14 as follows:

| | |
|----------------------------------|--|
| 6.14.1 Definitions | |
| a) | <p>“Floor Area, Net” means the total area of all floors of a <i>building</i> measured from the interior faces of the exterior walls or demising walls, but does not include the following areas:</p> <ul style="list-style-type: none">(a) <i>Motor vehicle</i> parking and bicycle parking below <i>established grade</i>;(b) <i>Motor vehicle</i> parking and bicycle parking at or above <i>established grade</i>;(c) <i>Loading spaces</i> and related corridors used for loading purposes;(d) Rooms for storage, storage lockers, washrooms, electrical, utility, mechanical and ventilation;(e) Indoor <i>amenity space</i> required by this By-law;(f) Elevator, garbage and ventilating shafts;(g) Mechanical penthouse; and(h) Stairwells in the <i>building</i>. |
| b) | <p>“Floor Space Index” means the total <i>net floor area</i> of all <i>buildings</i> on a <i>lot</i> divided by the total area of the <i>lot</i>.</p> |
| 6.14.2 Zone Provisions | |
| The following regulations apply: | |
| a) | Notwithstanding Section 4.2 b) ii) and Schedule 5, related to Maximum <i>Building Height</i> , the height of a <i>building</i> or <i>structure</i> shall not exceed a <i>building height</i> of 78 metres (26-storeys). |
| b) | Notwithstanding Section 3.1, Table 1, related to <i>Parking Space</i> Requirements, the minimum parking ratio shall be 0.71 parking spaces per <i>apartment dwelling</i> unit for residents and 0.15 parking spaces per <i>apartment dwelling</i> unit for visitors. |

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|---|--|
| c) | Notwithstanding Section 4.2 j) i) related to Minimum <i>Main Wall</i> Stepback for <i>Buildings</i> greater than 37.5 metres, the minimum <i>main wall</i> stepback from the <i>main wall</i> of a <i>point tower</i> and the <i>main wall</i> of a <i>podium</i> on the <i>building</i> face abutting Sandy Beach Road shall not apply. |
| d) | Notwithstanding Section 2.4 c) related to permitted encroachments, a <i>balcony</i> , <i>porch</i> or <i>uncovered platform</i> may encroach into any required <i>setback</i> to a maximum of 2.2 metres. |
| e) | Notwithstanding Section 2.4 d) related to <i>Building Setback</i> from <i>Street Line</i> , the residential <i>building</i> along Bayly Street may be setback to a maximum of 4.5 metres. |
| f) | Notwithstanding Section 4.2 k) i) related to <i>Balcony</i> Requirements, the minimum area of a <i>balcony</i> is 4 square metres. |
| g) | Notwithstanding Section 3.8 c) related to parking structures, stairs associated with a <i>parking structure</i> are permitted to project to a maximum of 1.2 metres above <i>establishes grade</i> no closer than 0.3 of a metre to a <i>street line</i> . |
| h) | Notwithstanding Section 3.8 d) related to parking structures, air vents constructed in association with an underground <i>parking structure</i> , are permitted to project to a maximum of 1.2 metres above <i>established grade</i> no closer than 2.8 metres to a <i>street line</i> . |
| i) | Notwithstanding Section 4.2 k) ii) related to <i>Balcony</i> Requirements, <i>balconies</i> are permitted to project beyond the <i>main wall</i> at any <i>height</i> . |
| j) | Notwithstanding Section 2.13 related to Yards Abutting Daylight Triangles, the minimum <i>setback</i> of <i>buildings</i> from the <i>daylight triangle</i> shall be 0.25 of a metre. |
| 6.14.3 Special Site Provisions | |
| The following additional provision applies: | |
| a) | Notwithstanding Section 4.2 a) and Schedule 3, the total land area of the <i>lot</i> , including lands conveyed to public ownership for a road widening as shown in the figure below, shall be deemed to be a <i>lot</i> for the purposes of calculating <i>Floor Space Index</i> (FSI), as shown on Figure 6.14.4 (a). |

6.14.4 Special Site Figures

Figure 6.14.2 (a)



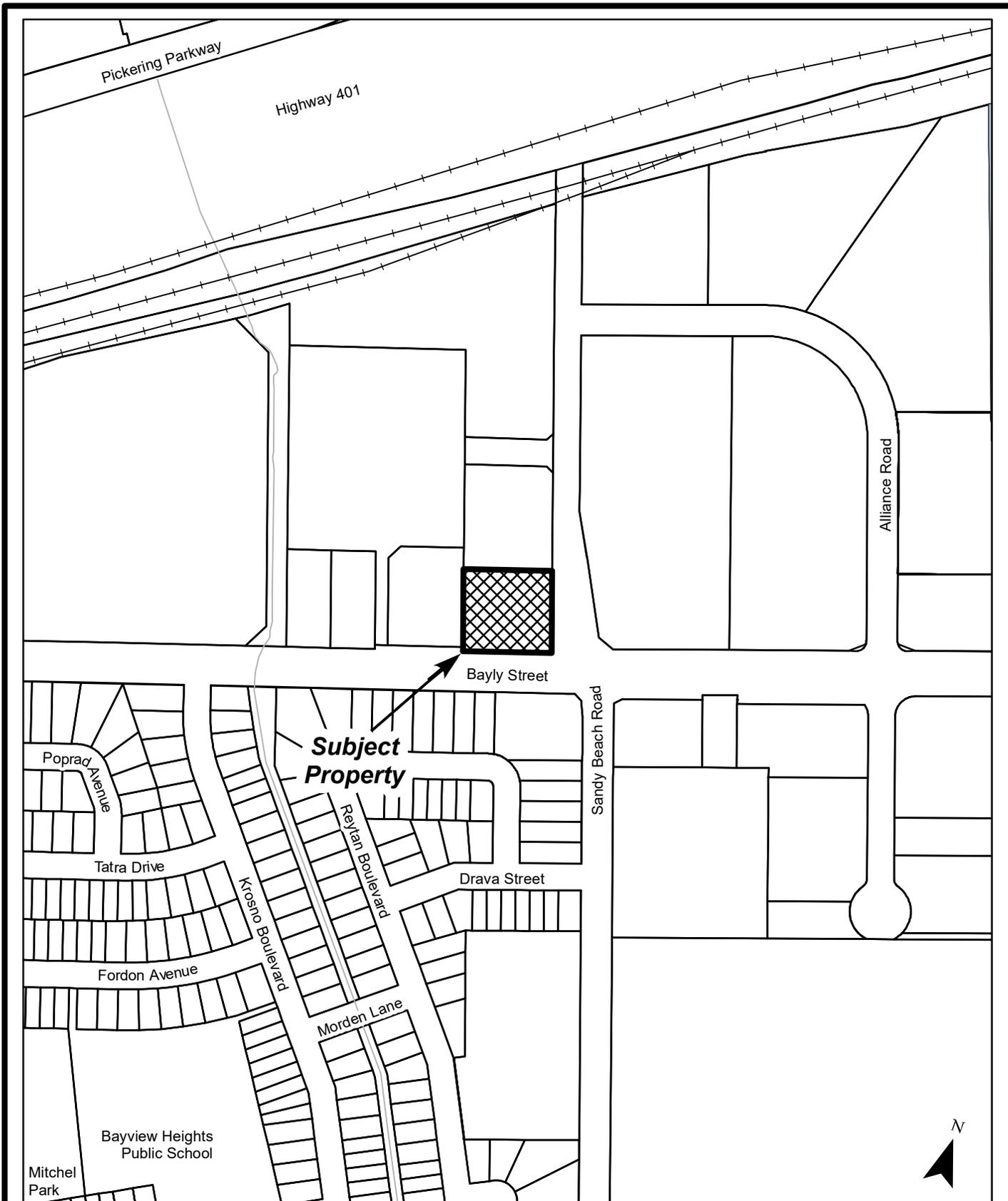
2. Schedule 7, Exceptions, of Zoning By-law 7553/17, as amended, is further amended by adding an E14 notation as depicted on Schedule II to this By-law.
3. That By-law 7553/17, as amended, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provisions of By-law 7553/17, as amended.
4. That this By-law shall come into force in accordance with the provisions of the *Planning Act*.

By-law passed this XX day of XXXX, 2020.

Draft

 David Ryan, Mayor
Draft

 Susan Cassel, City Clerk



City of
PICKERING
 City Development
 Department

| | |
|---|--------------------------------------|
| Location Map | |
| File No: A 01/20 | |
| Applicant: Universal City Six Developments Inc. | |
| Property Description: Part of Lot 21, Concession 1 South, Now Part 2 | |
| 40R-18785 (1010 Sandy Beach Road) | Date: Jun. 16, 2020 |
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| SCALE: 1:4,000 | THIS IS NOT A PLAN OF SURVEY. |



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|---|---|---|
| <p><i>City of</i> PICKERING City Development Department</p> | Air Photo Map | |
| | File No: A 01/20 | |
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City of
PICKERING

City Development
Department

Submitted Rendering - Looking Northwest

File No: A 01/20

Applicant: Universal City Six Developments Inc.

Property Description: Part of Lot 21, Concession 1 South, Now Part 2, 40R-18785

(1010 Sandy Beach Road)

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

DATE: Sep 29, 2020



City of
PICKERING

City Development
Department

Submitted Rendering - Looking North (South Elevation)

File No: A 01/20

Applicant: Universal City Six Developments Inc.

Property Description: Part Lot 21, Concession 1 South, Now Part 2, 40R-18785

(1010 Sandy Beach Road)

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

DATE: Sep 29, 2020



City of
PICKERING

City Development
Department

Submitted Rendering - Looking Northeast

File No: A 01/20

Applicant: Universal City Six Developments Inc.

Property Description: Part Lot 21, Concession 1 South, Now Part 2, 40R-18785

(1010 Sandy Beach Road)

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

DATE: Sep 29, 2020



City of
PICKERING

City Development
Department

Submitted Rendering - Looking Southeast, into the courtyard

File No: A 01/20

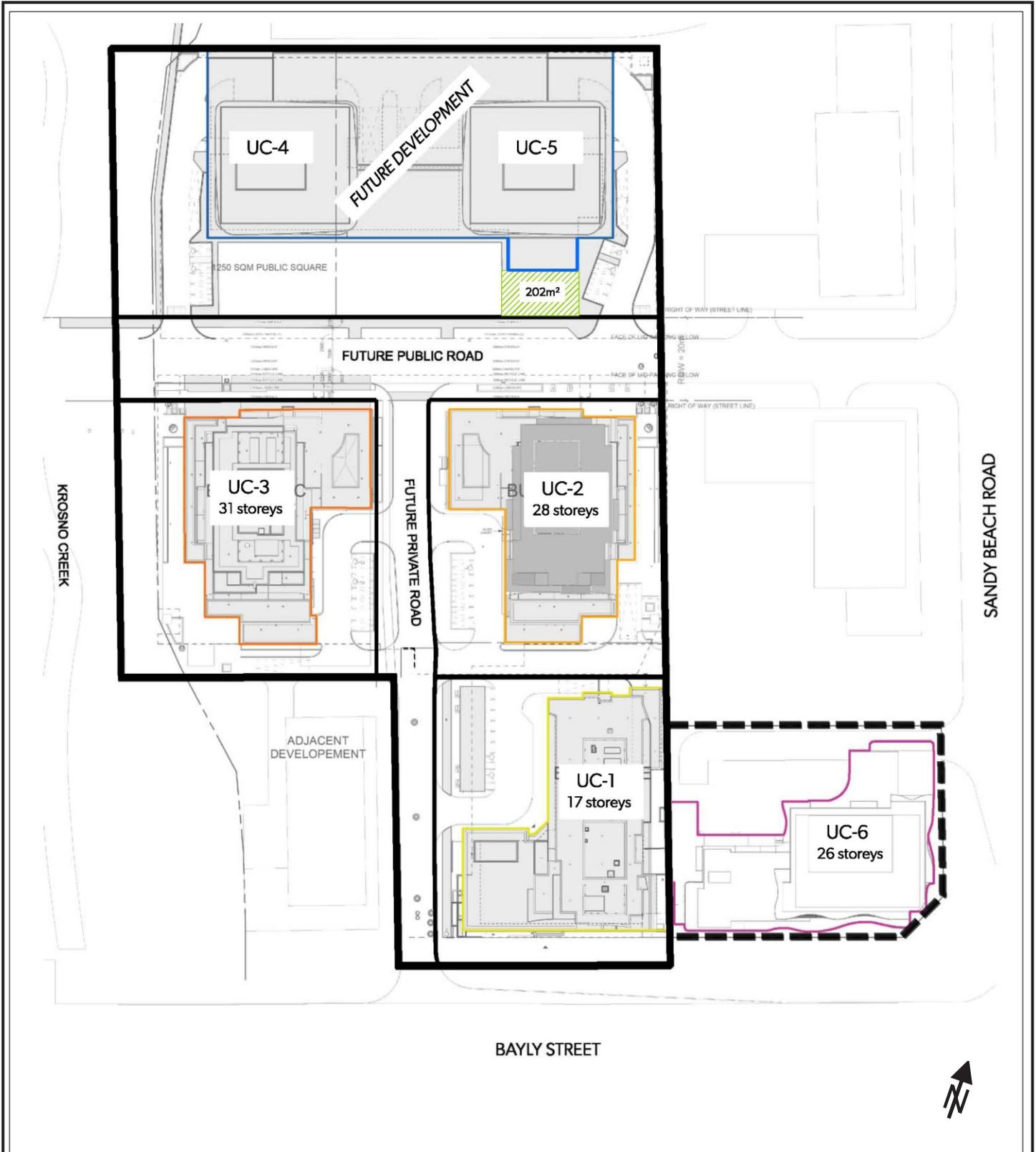
Applicant: Universal City Six Developments Inc.

Property Description: Part Lot 21, Concession 1 South, Now Part 2, 40R-18785

(1010 Sandy Beach Road)

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

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Master Plan for Universal City

File No: A 01/20

Applicant: Universal City Six Developments Inc.

Property Description: Part Lot 21, Concession 1 South, Now Part 2 40R-18785
(1010 Sandy Beach Road)

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DATE: Nov. 02, 2020

Summary of Key Details of the Proposal

| | Universal City Six Developments Inc. Proposal |
|---|--|
| Total Areas | 0.4 of a hectare |
| Gross Floor Area (GFA) | 25,097 square metres |
| Net Floor Area (NFA) | 22,765 square metres |
| Number of Residential Units | 302 residential units, including 1 guest suite |
| Residential Density | 892 units per net hectare |
| Floor Space Index (FSI) | 5.63 (based on proposed amendments to definitions for NFA and FSI) |
| Tower Floor Plate Size | 850 square metres |
| Number of Storeys and Building Heights | 26 storeys (78 metres) |
| Unit Types | 1 bedroom: 178 units 2 bedroom: 117 units 2 Storey: 6 units Guest suite: 1 unit |
| Vehicular Parking | Resident – 216 spaces at a ratio of 0.71 parking spaces per unit Visitor – 46 spaces at a ratio of 0.15 parking spaces per unit |
| Bicycle Parking | 151 spaces |
| Amenity Area | Indoor – 602 square metres Outdoor – 602 square metres Total – 1,204 square metres |