
From: Catherine Rose, MCIP, RPP
Chief Planner

Subject: Zoning By-law Amendment Application A 06/21
Unique AT Holding Corporation
1470 Bayly Street

1. Purpose of this Report

The purpose of this report is to provide preliminary information regarding an application for a Zoning By-law Amendment, submitted by Unique AT Holding Corporation, to facilitate the construction of a high-density, mixed-use development. This report contains general information on the applicable Official Plan and other related policies and identifies matters raised to date.

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

2. Property Location and Description

The lands subject to this rezoning application are located north of Bayly Street, west of Sandy Beach Road on the north side of future Celebration Drive (see Location Map, Attachment #1). The site has an area of approximately 0.64 of a hectare with approximately 131 metres of frontage along the north side of future Celebration Drive. The site currently contains a self-storage facility and associated parking lot, which are proposed to be demolished (see Air Photo Map, Attachment #2).

The surrounding land uses include:

North & East: Immediately to the north and east is a surface parking lot owned by Metrolinx, which is currently being used for the Pickering GO Station.

South: Across future Celebration Drive is Phases 1, 2, and 3 of the Universal City mixed-use development, with building heights ranging between 17 and 31-storeys. Site Plan Approval for Phase 1 was granted in December 2020 and construction is now underway. Applications for Site Plan Approval have been submitted for Phases 2 and 3, and final site plan approval are anticipated to be issued in early Fall 2021. A conditional building permit has been issued for Phase 2 to permit the construction of footings, foundation and slab on grade, underslab and garage roof slab, above grade structural walls and floor slabs, including plumbing within, and below the parking garage.

West: Immediately to the west is Krosno Creek, and further west are single-storey multi-tenant industrial buildings.

3. Applicant's Proposal

The applicant has applied for a Zoning By-law Amendment to facilitate the construction of a high-density, mixed-use development consisting of 2 residential towers having heights of 46 and 54-storeys connected by a 4-storey podium (see Submitted Conceptual Site Plan, Attachment #3 and Submitted Conceptual Renderings, Attachments #4, #5, #6 and #7).

The proposal will form Phases 4 and 5 of the Universal City Master Plan Development, which was endorsed by Council in December 2019 (see Universal City Master Plan, Attachment #8). As part of the Master Plan, the applicant is to design and construct a 1,450 square metre public piazza on the north side of future Celebration Drive. In addition, the applicant is working with the City and Toronto and Region Conservation Authority (TRCA) regarding restoration plans for the rehabilitation of the east side of Krosno Creek and associated valley lands.

The table below summarizes the key details of the proposal:

Provision	Proposal
Gross Floor Area (GFA)	85,156 square metres
Net Floor Area (NFA)	73,635 square metres
Commercial/Retail Gross Floor Area	860 square metres
Number of Residential Units	1,064 units
Tower Floor Plate Size	847.1 square metres
Number of Storeys and Building Heights	Phase 4: 46-storey residential tower (144.25 metres) Phase 5: 54-storey residential tower (168.15 metres)
Unit Types	1 Bedroom: 334 units 1 Bedroom plus Den: 330 units 2 Bedroom: 183 units 2 Bedroom plus Den: 181 units 3 Bedroom: 36 units
Vehicular Parking	890 parking spaces (702 residential, 160 visitor, and 28 retail) <ul style="list-style-type: none"> 680 parking spaces within 3-level below grade parking 179 parking spaces within 2-level above grade parking located within the podium 31 retail and visitor parking spaces, including 4 accessible spaces, at grade
Bicycle Parking	536 parking spaces

Provision	Proposal
Amenity Area	Outdoor: 2,128 square metres Indoor: 2,128 square metres

The 4-storey podium includes commercial/retail uses on the ground floor fronting the public piazza, two principal entrances along the west and east sides of the building, lobby areas for both towers, shared amenity areas, a pet spa, and garbage facilities. Also included within the podium is a two-level, above grade indoor parking area. Indoor and outdoor amenity spaces are proposed on the fourth and fifth floors, which will overlook the public piazza.



Figure 1: North facing view of the podium and public piazza

The 1,450 square metre public piazza is a strata parcel located above an underground parking structure. The public piazza will satisfy the minimum parkland dedication requirements for Phases 1 to 6 of the Universal City project. In accordance with the executed Master Development Agreement, Chestnut Hill Developments has agreed to design and construct the piazza, as well as provide a financial contribution towards the construction of the piazza. The applicant is responsible to design and construct the public piazza to the City’s satisfaction.

The commercial/retail uses on the ground floor are designed to front onto the piazza in order to create an active street frontage. The concept design for the piazza includes a water feature, play area, public art shade structure, and benches for seating.

Vehicular access to and from the site is proposed through a private driveway from the future Celebration Drive. There is an access point at the southeast corner of the site, which is proposed to extend around the sides and rear of the proposed towers and underneath the rear of the podium. There is a second access point at the southwest corner of the site, which is located off the temporary cul-de-sac at future Celebration Drive. The private driveway provides access to the retail and visitor parking spaces at grade, loading areas, garbage rooms, and the below grade and above grade parking levels.

To facilitate the proposal, the applicant is requesting site-specific exceptions to the City Centre Zoning By-law. The list of requested amendments is outlined in Section 4.4 of this report.

The development will be subject to site plan approval.

4. Policy Framework

4.1 Durham Regional Official Plan

The subject property is designated Urban Growth Centre in the Regional Official Plan. Urban Growth Centres (UGC)s are focal points for intensive urban development and the main concentrations of institutional, public services, major office, commercial, recreational, residential, entertainment and cultural uses. They also serve as major employment centres and shall accommodate a minimum density target of 200 persons and jobs per gross hectare and a floor space index (FSI) of 3.0. The built form in UGCs should be a mix of predominantly high-rise with some mid-rise development.

The subject lands are within a Regional Corridor in the Regional Official Plan. Regional Corridors shall be planned and developed in accordance with the underlying land use designation, as higher-density mixed-use areas, supporting higher-order transit services and pedestrian-oriented design. Regional Corridors are intended to support an overall, long-term density target of at least 60 residential units per gross hectare and an FSI of 2.5, with a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in municipal official plans.

The subject lands are accessed from Bayly Street, which is designated as a Type 'A' Arterial Road in the Regional Official Plan. Type 'A' Arterial Roads are designed to carry large volumes of traffic at moderate to high speeds and connect to freeways and arterial roads. The right-of-way width requirement for Type 'A' arterial roads is 36 to 45 metres. Vehicular access to the site will be provided from a future west-east collector road (Celebration Drive).

The proposal generally conforms to the Durham Regional Official Plan.

4.2 Pickering Official Plan

In July 2014, Council approved Official Plan Amendment 26 (OPA 26), which introduced new designations and policies and changed existing policies to create a framework for the redevelopment and intensification of the City Centre. OPA 26 was approved with modifications by the Ontario Municipal Board (OMB) on March 4, 2015, and has been in full force and effect since then.

Subsequent to the approval of the City Centre Zoning By-law, on June 12, 2017, Council approved Official Plan Amendment 29 (OPA 29) to remove the density cap for the City Centre. The removal of the cap will allow developers within the City Centre greater flexibility to provide a variety of residential unit sizes while having consideration for matters such as housing affordability, tenure, and market demand.

The subject lands are designated “Mixed Use Areas – City Centre” within the Pickering 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 permits a minimum net residential density of 80 units per hectare and no maximum density; a maximum gross leasable floorspace for the retailing of goods and services of up to and including 300,000 square metres; and, a maximum FSI of over 0.75 and up to and including 5.75.

OPA 26 introduced various new policies for the City Centre Neighbourhood with respect to: enhancements to the public realm; active uses at grade; 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 key policies within the City Centre neighbourhood as it relates to the proposal are summarized in Attachment #9 to this report.

Future Celebration Drive is identified as a collector road in the City’s Official Plan, which is intended to provide access to individual properties, to local roads, to other collector roads and to Type C arterial roads, and carry greater volume of traffic than local roads. Celebration Drive will have a right-of-way width of 20 metres and will have 2 travel lanes; a minimum 2.1 metre wide sidewalk and a 1.5 metre wide buffered cycling lane on both sides of the street; limited on-street parking; and boulevards for street trees, landscaping, and utilities.

The applicant’s proposal will be assessed against the policies and provisions of the Official Plan during the further processing of the application.

4.3 Pickering City Centre Urban Design Guidelines

The City Centre Urban Design Guidelines (UDG) provide design direction for intensification, to guide buildings and private development, as well as investments in public infrastructure in the City Centre. Some of the key guiding principles of the UDG include:

- make the City Centre highly walkable, with new streets and pathways, a compact block pattern, traffic calming measures, and visually interesting streetscapes;
- encourage a mix of land uses to create vitality at all times of the day, by enhancing the range of activities, amenities and uses that will attract and serve all ages for all seasons; and
- offer distinct living options, urban in format, and in close proximity to shopping, entertainment, culture, and work.

The key urban design objectives with respect to built form, site design, landscaping, building design, and pedestrian connections as it relates to the proposal are summarized in Attachment #10 to this report.

4.4 City Centre Zoning By-law 7553/17

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 includes a site-specific exception for the Universal City Master Plan (Phases 1 to 5), requiring FSI be calculated for the entire lot area of 2.5 hectares. As part of the City-initiated 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 definition. Council approved the City-initiated Zoning By-law Amendment in September 2019, but the decision was appealed to the Local Planning Appeal Tribunal (LPAT) by CAPREIT. Both the City and CAPREIT reached a settlement and the appeal was withdrawn allowing the by-law to come into effect. Based on the site-specific exception and the revised NFA and FSI definition, the total FSI for Phases 1 to 5 is 5.75, which complies with the maximum permitted FSI of 5.75 in the zoning by-law.

To facilitate the proposed development, the applicant is requesting the following site-specific amendments:

- increase the maximum building height from 122 metres (approximately 38 storeys) to 169 metres (54 storeys) for Phase 5, and 145 metres (46 storeys) for Phase 4;
- reduce the minimum residential parking ratio from 0.80 spaces per dwelling to 0.65 spaces per dwelling;
- remove the main wall stepback requirement, whereas the by-law requires a minimum main wall stepback of 3.0 metres from the main wall of a point tower and the main wall of a podium abutting a street line;
- remove the balcony requirement, whereas the by-law requires a minimum balcony depth of 1.5 metres;
- permit surface parking to be located in the front yard, whereas the by-law requires all surface parking to be located in the rear or interior side yards;
- permit stairs and air vents associated with a parking structure to be permitted in the front yard, whereas the by-law does not permit stairs or air vents in the front yard;
- permit air vents constructed in association with an underground parking structure to project beyond 1.2 metres above established grade, whereas the by-law permits air vents to project to a maximum of 1.2 metres; and
- remove the Natural Heritage System (NHS) Zone setback for a drive aisle, whereas the by-law requires a minimum setback of 4.0 metres from the NHS Zone boundary.

5. Comments Received

5.1 Public comments on the proposal

The notice of the Electronic Statutory Public Meeting regarding this application was provided through a mailing of all properties within 150 metres of the entire Universal City (Phases 1 to 5) development site. Given that the subject lands do not currently have frontage along future Celebration Drive, a copy of the Electronic Statutory Public Meeting was included in the August 19 and September 2, 2021 News Advertiser.

To date, no comments have been received from the public.

5.2 Agency Comments

5.2.1 Toronto and Region Conservation Authority (TRCA)

- TRCA staff do not support the requested permission for a drive aisle within the setback from the NHS Zone boundary. The 4.0 metres between above grade structures and the 6-metre setback from the floodplain was intended for passive uses such as outdoor amenity space and landscaping and was to form part of the required 10-metre above-grade setback. The drive aisle within the setback further minimizes the opportunity to provide a natural buffer and passive amenity space adjacent to the natural heritage system.
- The setback to the underground garage at the northwest corner of the site does not appear to be a minimum of 6.0 metres. Dimension the future 6.0 metre conveyance line so that a minimum 6.0 metre setback from the TRCA Regulatory floodplain using the Ultimate Conditions scenario is achieved. Also confirm that the above grade structure is 10 metres from the floodplain.

5.2.2 Region of Durham

- At the time of writing this report, no comments have been received.

5.2.3 Durham District School Board

- No objections to the proposal.
- Students from this development will be accommodated at existing Board facilities.

5.2.4 Durham Catholic District School Board

- At the time of writing this report, no comments have been received.

5.3 City Department Comments

5.3.1 Engineering Services Department

- At the time of writing this report, no comments have been received.

5.3.2 Fire Services Department

- The radius for the turning circle at the southwest corner of the site is required to be 12 metres. Currently the radius is proposed to be 10 metres.
- The Siamese connection for the towers must be within 45 metres of a fire hydrant. There is a hydrant located at the southwest corner of the site, but it is listed as temporary.
- The fire route is designed to go over an air intake grille. The grille must be designed to support the load of a fire apparatus.

5.3.3 Sustainability

- The proposed development is consistent with the City's Sustainable Development Guidelines. The details provided within the Sustainability Development Report and Matrix will be confirmed during the Site Plan Approval application process.

6. Planning & Design Section Comments

The following is a summary of key concerns/issues or matters of importance raised to date. These matters, and others identified through the circulation and detailed review of the proposal, are required to be addressed by the applicant prior to a final recommendation report to Planning & Development Committee:

- ensure conformity with the City of Pickering Official Plan and the City Centre Urban Design Guidelines;
- in consultation with the TRCA, review the request to remove the Natural Heritage System (NHS) Zone setback requirement from a drive aisle to ensure appropriate vegetation buffer is maintained to protect and enhance the Krosno Creek and associated valley lands;
- ensure the traffic generated by the proposal can be accommodated by the proposed road network;
- review the resident and visitor parking standards proposed and ensure that sufficient parking is provided to support the proposal;
- assess the suitability and appropriateness of the site for the proposed increase in height;
- review the requested site-specific exceptions to ensure the proposed design of the building maintains the general intent and purpose of the City Centre Zoning By-law and the City Centre Urban Design Guidelines;
- ensure the architectural treatments of the building are enhanced (e.g., architectural projections, use of high-quality building materials, glazing, transparent windows at street level); and
- evaluate the locations, size and functionality of the proposed private and public amenity space, and review whether the outdoor amenity area is sufficiently screened to mitigate negative impacts caused by wind.

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

7. Information Received

Copies of the plans and studies listed below are available for viewing on the City's website at pickering.ca/devapp or in person at the office of the City of Pickering, City Development Department:

- Planning Justification and Urban Design Report, prepared by Weston Consulting, dated April 2021;
- Sustainable Development Report, prepared by Weston Consulting, dated April 12, 2021;
- Transportation Study Update, prepared by BA Group, dated April 22, 2021;
- Phasing Plan, prepared by BA Group, dated November 3, 2020;
- Shadow Study, prepared by Kirkor Architects + Planners, dated March 17, 2021;
- Environmental Noise and Vibration Feasibility Study, prepared by HGC Engineering, dated April 25, 2021;
- Geotechnical Slope Stability Letter, prepared by Terrapex, dated March 16, 2021;
- Phase One Environmental Site Assessment, prepared by Terrapex, dated August 26, 2016;
- Phase Two Environmental Site Assessment, prepared by Terrapex, dated December 22, 2016;
- Record of Site Condition, prepared by Terrapex, dated April 19, 2021; and
- Land Use Compatibility Addendum, prepared by Theakston Environmental Consulting Engineers, dated February 19, 2021.

8. Procedural Information

8.1 General

- written comments regarding this proposal should be directed to the City Development Department;
- oral comments may be made at the Electronic Statutory Public Meeting;
- all comments received will be noted and used as input to a Recommendation Report prepared by the City Development Department for a subsequent meeting of Council or a Committee of Council;
- any member of the public who wishes to reserve the option to appeal Council's decision must provide comments to the City before Council adopts any by-law for this proposal; and
- any member of the public who wishes to be notified of Council's decision regarding this proposal must request such in writing to the City Clerk.

9. Owner/Applicant Information

The owner of this property Unique AT Holding Corporation and is represented by Weston Consulting.

Attachments

1. Location Map
 2. Air Photo Map
 3. Submitted Conceptual Site Plan
 4. Submitted Conceptual Rendering – Facing North
 5. Submitted Conceptual Rendering – Facing North East
 6. Submitted Conceptual Rendering – Phase 4 Entrance
 7. Submitted Conceptual Rendering – Phase 5 Entrance
 8. Universal City Master Plan
 9. City Centre Neighbourhood Policies Related to the Proposal
 10. City Centre Urban Design Guidelines Related to the Proposal
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Prepared By:

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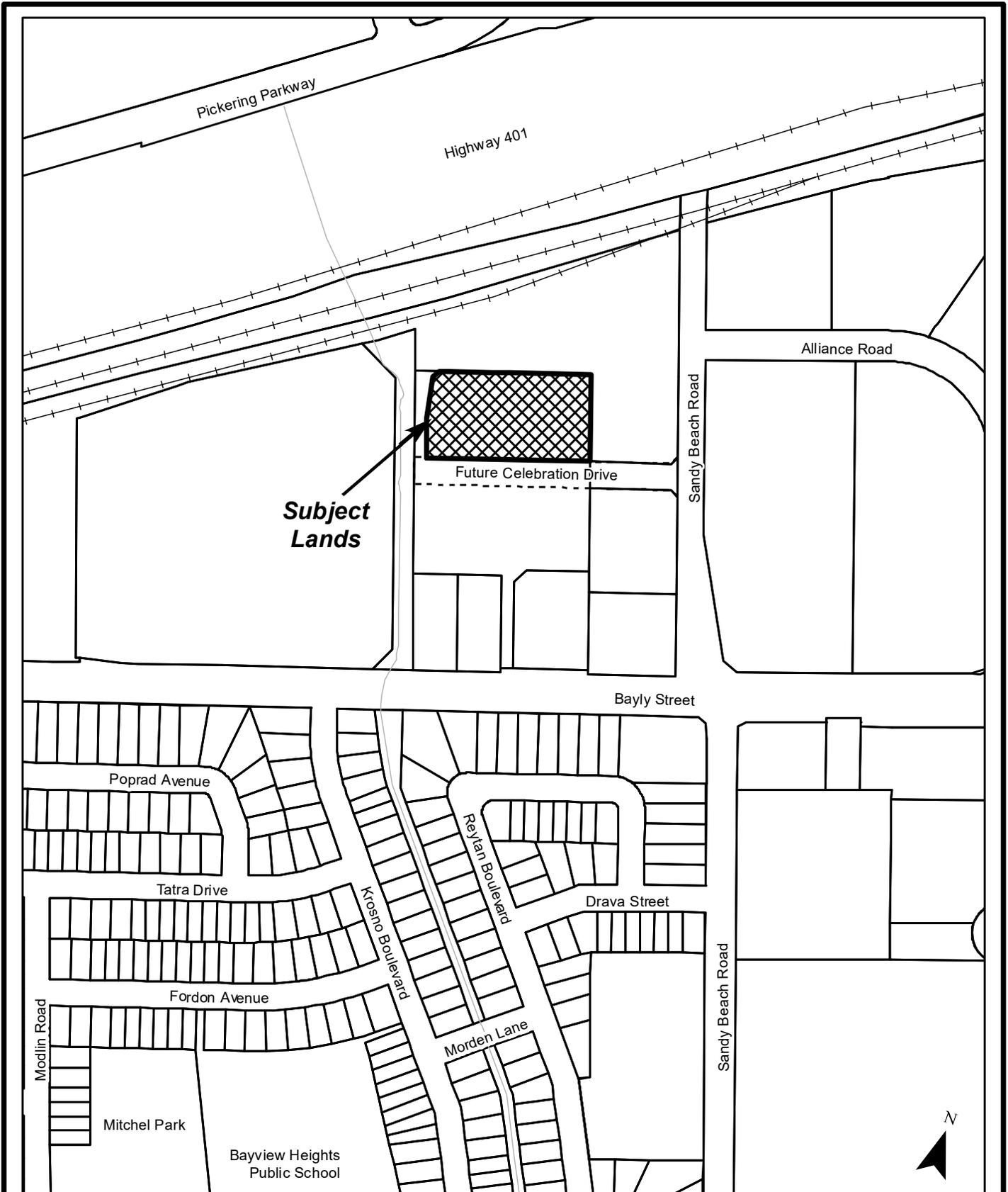
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Date of Report: August 18, 2021

Approved/Endorsed By:

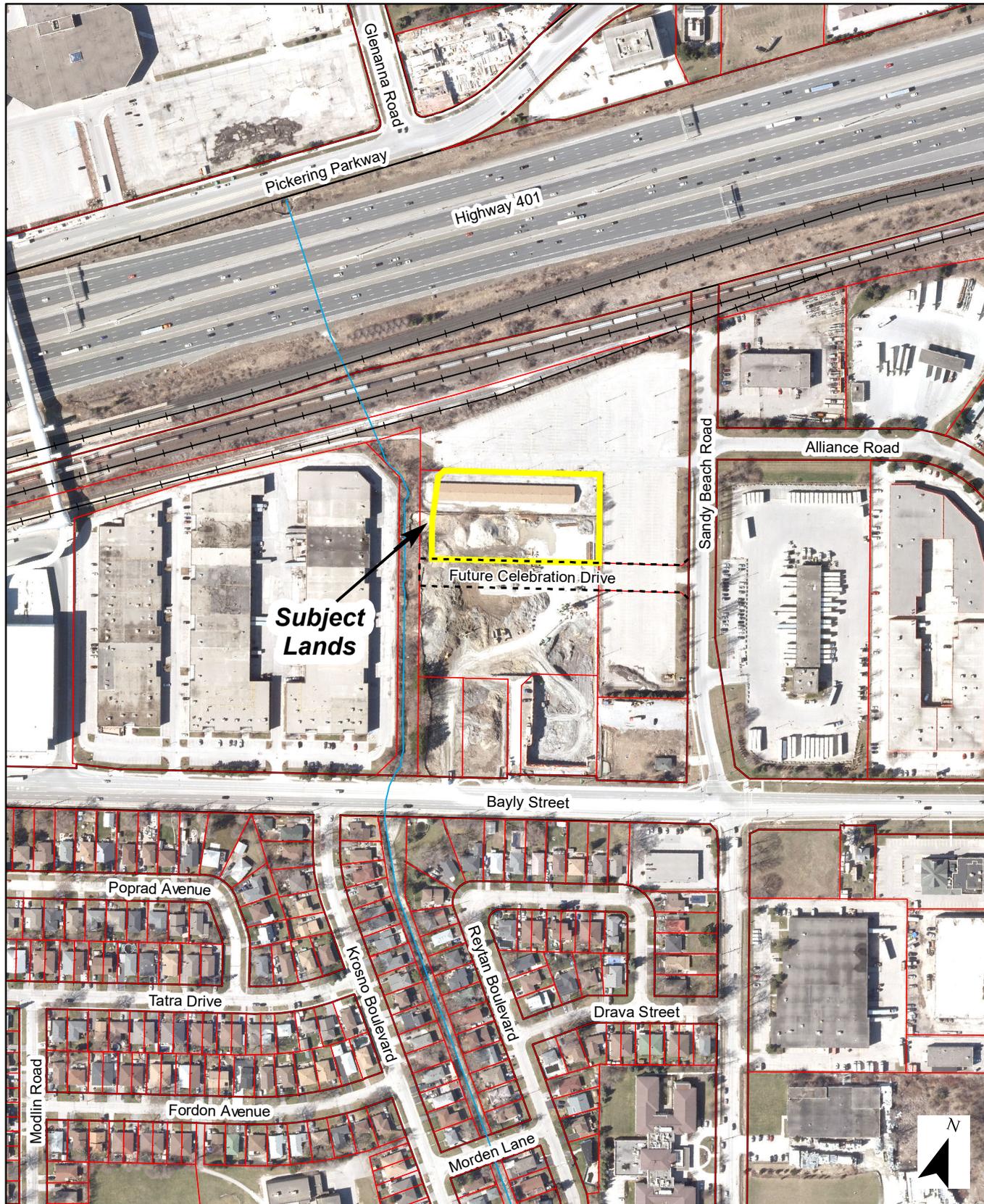
Original Signed By

Catherine Rose, MCIP, RPP
Chief Planner



City of
PICKERING
 City Development
 Department

Location Map	
File: A 06/21	
Applicant: Unique AT Holding Corporation	
Municipal Address: 1470 Bayly Street	
Date: May. 28, 2021	
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Air Photo Map

File: A 06/21

Applicant: Unique AT Holding Corporation

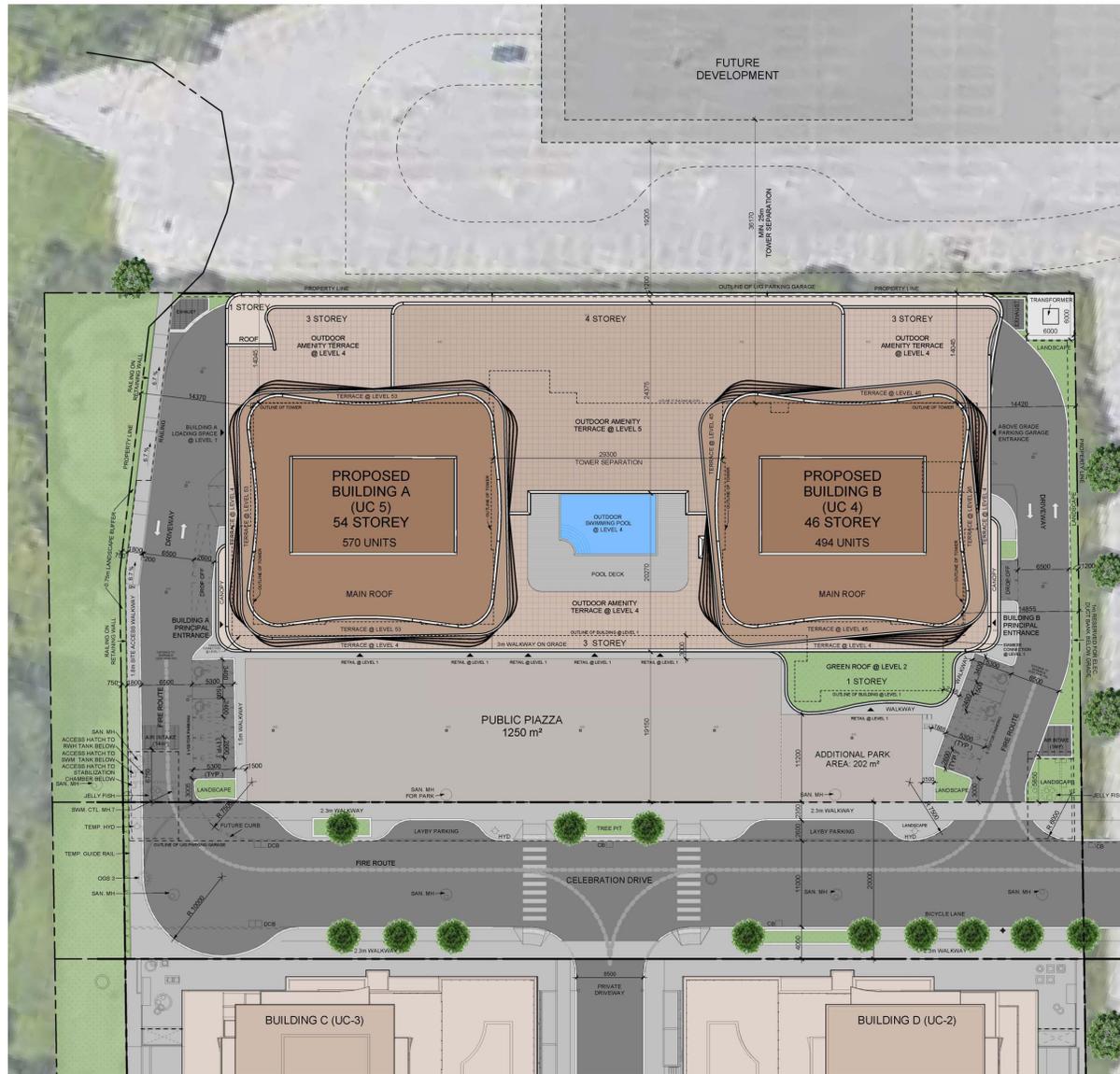
Municipal Address: 1470 Bayly Street

City of
PICKERING
City Development
Department

Date: Jul. 20, 2021

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Conceptual Site Plan

File No: A 06/21

Applicant: Unique AT Holding Corporation

Municipal Address: 1470 Bayly Street

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

DATE: May 3, 2021



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Department

Conceptual Rendering - Facing North

File No: A 06/21

Applicant: Unique AT Holding Corporation

Municipal Address: 1470 Bayly Street

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CITY DEVELOPMENT DEPARTMENT.

DATE: May 3, 2021



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Conceptual Rendering - Facing Northeast

File No: A 06/21

Applicant: Unique AT Holding Corporation

Municipal Address: 1470 Bayly Street

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CITY DEVELOPMENT DEPARTMENT.

DATE: July 28, 2021



Conceptual Rendering - Phase 4 Entrance

File No: A 06/21

Applicant: Unique AT Holding Corporation

Municipal Address: 1470 Bayly Street

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 City Development
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DATE: July 28, 2021



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Conceptual Rendering - Phase 5 Entrance

File No: A 06/21

Applicant: Unique AT Holding Corporation

Municipal Address: 1470 Bayly Street

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CITY DEVELOPMENT DEPARTMENT.

DATE: July 28, 2021



City of
PICKERING
 City Development
 Department

Universal City Master Plan

File No: A 06/21

Applicant: Unique AT Holding Corporation

Municipal Address: 1470 Bayly Street

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

DATE: July 20, 2021

City Centre Neighbourhood Policies Related to the Proposal

- Encourage the highest mix and intensity of uses and activates in the City to be in this neighbourhood.
- Encourage the transformation of the City Centre into a more liveable, walkable and human-scaled neighbourhood with inviting public spaces such as parks, squares and streets.
- Encourage the development of streetscapes, public spaces and pedestrian routes that are safe and comfortable for all genders and ages, accessible and easy to navigate regardless of physical ability.
- Encourage street-facing façades to have adequate entrances and windows facing the street.
- Encourage publicly accessible outdoor and indoor spaces where people can gather.
- Encourage new development to be designed, located and massed in such a way that it limits any shadowing on the public realm, parks and public spaces in order to achieve adequate sunlight and conform in the public realm through all four seasons.
- Implement street standards that balance the needs of vehicles and pedestrians and support adjacent land uses through their design.
- Shall strive to locate either a park or square, within a 5 minute walk of all residences and places to work located within the City Centre.
- Encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure.
- In consultation with the Toronto and Region Conservation Authority, shall require the proponents of new development to prepare a plan to rehabilitate Krosno Creek by enhancing the natural heritage features and incorporating passive recreational uses such as walking paths and seating areas.
- May accept privately constructed squares and publicly accessible open spaces as part of a development as fulfilling in whole or in part, the parkland conveyance requirements if all of the following conditions are met:
 - the square or publicly accessible open space is designed and maintained to the standards of the City;
 - the square or publicly accessible open space is visible, open and accessible to the public at all times; and
 - the owner enters into an agreement with the City to ensure that the previous conditions are met, to the satisfaction of the City.
- Encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life.
- Promote the highest buildings to locate on sites along or in proximity to Highway 401 or in proximity to higher order transit stations.

- Consider in review of development applications for buildings taller than 5-storeys, the following performance criteria:
 - that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;
 - 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;
 - that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized to the extent feasible;
 - 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;
 - that buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining open spaces and sidewalks;
 - that living areas, windows and private open spaces be located to minimize the potential for overshadowing adjoining residential properties;
 - 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
 - that protection be provided for pedestrians in public and private spaces from wind down drafts.
- Require the design of new streets and the design and extension of streets to have regard for the following
 - be connected to existing streets, and have block lengths generally no longer than 150 metres and block depths generally not less than 60 metres to provide for full urban development potential over time; and
 - be public or publicly accessible and constructed to public street design standards.
- Require all new or re-designed streets to include a pedestrian zone generally no less than 2.0 metres on both sides.
- Select transit junctions and related pedestrian connections as priority areas for design excellence and capital improvements including landscaping, public seating, weather protection and public art.
- Require new development adjacent to the transit junction to be designed to frame the junctions with active uses at grade and entrances oriented towards them.
- Consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles:
 - that parking be situated either in parking areas located at the rear or side of the building or on-street, where the development fronts on a collector or local road;
 - that the parking format be structured or below grade parking;
 - that shared parking be encouraged in mixed use areas to minimize land devoted to parking;

- that the implementing zoning by-law may permit a reduction of customer parking for ground floor commercial uses through the provision of on-street parking;
- that surface parking areas be well landscaped and lit to provide a safe and comfortable pedestrian environment; and
- that access driveways to side and rear parking areas be consolidated where practical, and be accessible by a public laneway or drive aisle.

City Centre Urban Design Guidelines Related to the Proposal

Site Design

- The design of sites and buildings shall seek to create and enhance view portals and vistas of parks and signature buildings within the City Centre.
- Site grades shall be matched to the street grade and surrounding properties, where possible.
- The placement and orientation of buildings should define and augment the public realm (streets and open spaces) and places on properties where routes and people congregate, such as private squares. The coordination of building location along a street edge and the placement of buildings on prominent corners help create an active and attractive streetscape.
- Buildings shall be aligned to contribute to a consistent street wall with minimal gaps or courts between buildings, except to allow for pedestrian access to internal lanes, walkways.
- Throughout the City Centre, the building face shall be articulated through recessions, projections and change of materials.
- The installation of awnings or canopies is encouraged to provide weather protection and to animate storefronts. These elements may project over the sidewalk subject to the following criteria:
 - that safe unobstructed clearance be provided for pedestrians;
 - retractable awnings are encouraged because they provide greater flexibility and control for business over sun and shadow impacts and during storm events or heavy snow falls; and
 - that encroachment agreements be entered into with the Region of Durham or the City of Pickering where canopies or awnings extend over the sidewalk or public right-of-way.
- Building setbacks may vary between 1.0 metre and 4.0 metres to maintain a visually consistent streets edge. Building setbacks could be increased to create public accessible open spaces such as court yards or plazas along a streetline.
- Setback areas with retail or commercial uses at grade should be designed to accommodate patios, seating, and other at grade animating uses over time. Where buildings are setback more than one metre, the area between the buildings and front property line may feature hard and soft landscaping, lighting, signage and seating that enhance the sense of place, amenity and way-finding to the building and within the City Centre.
- For buildings 8 storeys in height or greater, a minimum building separation of 18.0 metres is required, but it may be reduced if there are no primary windows in the wall facing an abutting building.
- Tower portions of a building (those over 12 storeys) are subject to a minimum tower separation distance of 25.0 metres, to provide outlook, daylight access and privacy for residents.
- The design of pedestrian walkways on-site shall seek direct connectivity to adjacent public spaces, transit stops and amenities.

- Primary entrances of buildings along the street edge shall be encouraged to face the streets. Entrances at grade should be highly visible, accentuated through design, and of appropriate scale to their function and frequency of use.
- Pedestrian walkways between building entrances and the street shall have a minimum width of 1.8 metres, be barrier-free, and provide curb ramps at grade changes with minimum cross gradient.
- Distinctive paving material or coloured markings shall be used for pedestrian walkways to ease way finding and identify pedestrian routes.
- Pedestrian-scaled lighting shall be encouraged along pedestrian walkways to improve security and visibility.
- Landscaping elements such as planters or benches shall be encouraged along pedestrian walkways to define the paths and to create an attractive and pleasant pedestrian realm.
- Outdoor waiting areas in front of residential or office towers should be weather protected to make waiting and access to and from the site more comfortable. This may include awnings, building projections or covered waiting areas.
- Structured above grade parking with high quality architectural and landscape treatment that is visually and physically designed to be part of a larger development is acceptable.
- Large scale residential developments, such as condominium apartment blocks and office towers, shall be encouraged to include adequate, secure indoor bicycle storage for residents or employees, and charging stations for electric vehicles.
- The exterior vehicular ramps and entrances to structured parking below or above grade shall be located at the rear or side of buildings, and avoid locations in close proximity of streets and street corners.
- Any surface parking areas, drive-aisle and accesses will be located at the rear and sides of development, and shall generally not exceed 30 percent of the total width of any street frontage of a lot.
- Access to parking and automobile drop-off areas will be designed to minimize pedestrian/vehicular conflict. The number of vehicular access points will be kept to a minimum to reduce potential conflict between pedestrians, cyclists and motor vehicles.
- Adequate short-term bicycle parking should be provided at grade for larger developments. At grade short-term bicycle parking should be located close to building entrances (residential lobbies, retail store entrances and office entrances).
- Loading areas shall be located at the side or the rear of buildings, or below grade or within the building where feasible. Where loading areas are located to the side of a building, it should be screened from public view.
- Waste and recycling facilities shall be fully enclosed and encouraged to be integrated with the principal building on a site.
- Internal routes to loading areas and waste and recycling facilities are encouraged to be designed to avoid crossing primary vehicular circulation routes and walkways.

- Transformer vaults, utility meters and other services shall be located within the building and/or internal to the site and away from public view.
- Service and utility areas shall be concealed with fencing, screens, and landscaping, and use materials that coordinate or blend with the main structure. Cluster or group utilities to minimize the visual and other impacts on the streetscape and public spaces.
- Building exhaust and other service intake or output vents shall be located and concealed to avoid impact on public sidewalks, outdoor spaces and adjacent development. Service intake vents shall generally not project 1.2 metres above finished grade and no closer than 4.0 metres to a street line.
- At least 10 percent of each lot shall be landscaped.
- A landscape buffer of at least 3.0 metres wide shall be encouraged along surface parking lots situated adjacent to a street, to limit its visual impact on the public realm, to ensure a safe and comfortable pedestrian realm, and to mitigate stormwater runoff from paved areas.
- Landscape buffers or landscaping within properties shall include a combination of indigenous deciduous and evergreen trees and shrubs that are hardy, tolerant to de-icing agents; and adaptable to urban conditions.
- Soft landscaping elements such as trees and shrubs, and hard landscaping elements such as rockery and water features should be used to enhance the visual image of a site and to define pedestrian routes and private open spaces on a property.
- Pedestrian scaled lighting shall be used to illuminate pedestrian connections and private open spaces.
- Accent lighting may be used to accentuate landmark buildings, prominent building façades, landscape features and public art.
- Building entrances should be accentuated through exterior lighting to provide a safe pedestrian environment and to assist with wayfinding.

Building Design

- The shadow impacts of buildings on public open spaces and private amenity areas shall be minimized.
- Design buildings with a defined base, middle and top section to emphasize human scale dimensions, reduce appearance of bulk and to create an interesting skyline.
- The base component (podium) of a building generally establishes the height of the street wall along a street and establishes human scale at the street level. The building podium should be at least 3 storeys before any building step-backs are introduced. The base shall have a minimum floor-to-ceiling height of 4.5 metres along active at grade frontage to accommodate a range of uses over time.
- The middle component of a building generally constitutes the bulk of the building and typically consists of office or residential uses. The floor plate above the podium shall not exceed 850 square metres. Continuous blank walls are generally not permitted on tower faces.

- The top of a building is where the building wall meets the roof. The top of towers should be attractively designed using setbacks, articulation and other means to contribute positively to the skyline. The tower tops should screen rooftop mechanical equipment through roof parapets or by incorporating mechanical penthouses and elevator cores into the design of the building top to contribute to an attractive skyline profile.
- All buildings should be built with high quality, enduring materials such as brick, stone, and glass. Materials that do not age well, such as stucco, vinyl, and highly reflective glass will be discouraged.
- Variation in façade treatment, building materials and colours shall be sought along the street edge in order to create an appealing and interesting streetscape.
- Large expanses of blank walls should be avoided by façade articulation (i.e., recessions or projections), fenestration, cornices, vertical pillars, and prominent entrances that respond to the massing and architectural style of the building.
- Service meters and connections, vents and building utilities on façades facing public streets shall be minimized by concealment (i.e., landscape screening or sensitively integrating them within the building design).
- Development within the City Centre shall be encouraged to incorporate sustainable development practices such as optimizing energy efficiency of buildings, Leadership in Energy and Environmental Design (LEED) certification or alternative equivalent for new private and public buildings, providing vehicle charging stations, and low impact development practices (i.e., the use of grey water systems).
- Roof tops are encouraged to include green roof spaces for environmental sustainability, amenity space for residents or urban agriculture.
- Bird-friendly glazing should be installed on tall buildings in locations that are within known migratory routes.
- Landscape opportunities should be maximized within the City Centre in order to increase the tree canopy, improve air quality and groundwater infiltration.
- The roofs of mid-rise and tall buildings and podiums shall be encouraged to have green or vegetated roofs to improve environmental performance of the building and provide amenity space where appropriate.
- The design and orientation of buildings shall consider aspects such as passive solar gain, minimizing the adverse shadow impacts on adjacent buildings, streets and open spaces, and minimizing adverse wind impacts on the public realm.

Public Realm

- Squares should be designed to be open to the public and accessible at all times, without physical barriers or gates.
- Squares should be animated by active at grade building frontages with a consistent building setback and a high level of transparency. These animated uses will generate high pedestrian activity and may include restaurants and cafes, preferably with outdoor seating areas.

- Off-street parking should not be located between the building and the square. Parking areas should be accommodated through on-street parking or in shared rear or side parking lots, which should be appropriately screened with landscaping.
- Squares should generally be hard landscaped and are appropriate places for public art, water and ornamental features, and outdoor seating areas, though they are also places for generous soft landscaping elements.
- Furniture and pedestrian scale lighting should ensure these spaces are useable and safe at all times of the day.
- Shade shall be provided through the tree canopy and architectural features or structures, (i.e., gazebos).