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**From:** Catherine Rose, MCIP, RPP  
Chief Planner

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**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)

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## **1. Purpose of this Report**

The purpose of this report is to provide preliminary information regarding an application for Zoning By-law Amendment, submitted by Universal City Six Developments Inc., to permit a high-density residential condominium building. 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. 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 decision 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 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 0.404 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 currently occupies the subject property, which is proposed to be demolished.

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.

### 3. Applicant's Proposal

Universal City Six Developments Inc. has applied for a Zoning By-law Amendment to facilitate the construction of 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 (see Submitted Concept Plan and Submitted Renderings, Attachments #3, #4, #5, #6 and #7). The proposal will form Phase Six of the Universal City Master Plan Development (see Master Plan for Universal City, Attachment #8).

The table below summarizes the key details of the proposal:

Provision	Proposal
<b>Net Developable Areas</b>	0.333 of a hectare
<b>Gross Floor Area (GFA)</b>	24,641 square metres
<b>Net Floor Area (NFA)</b>	22,239 square metres
<b>Number of Residential Units</b>	297 residential units, including 1 guest suite
<b>Residential Density</b>	approximately 892 units per net hectare
<b>Floor Space Index (FSI)</b>	5.5 (based on proposed amendments to definitions for Net Floor Area and FSI)
<b>Tower Floor Plate Size</b>	850 square metres
<b>Number of Storeys and Building Heights</b>	26 storeys (75 metres)
<b>Unit Types</b>	1 bedroom: 177 units 2 bedroom: 119 units Guest suite: 1 unit

Provision	Proposal
<b>Vehicular Parking</b>	Resident – 213 spaces at a ratio of 0.71 parking spaces per unit (all located within a 3-level underground parking garage) Visitor – 45 spaces at a ratio of 0.15 parking spaces per unit (11 surface spaces and 247 spaces within the underground parking garage)
<b>Bicycle Parking</b>	149 spaces
<b>Amenity Area</b>	Indoor – 592 square metres Outdoor – 592 square metres Total – 1,184 square metres

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 submitted concept plan identifies a 10 metre wide road widening along the entire frontage of Bayly Street and a daylighting triangle to be conveyed to the Region of Durham to facilitate the future widening of Bayly Street.

The ground floor consists of: a residential lobby; four residential units with associated outdoor private amenity space facing Sandy Beach Road; indoor bicycle storage area, garbage and loading areas; and, indoor and outdoor amenity areas adjacent to 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 proposed on the fifth floor, including an outdoor swimming pool.

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.

An application for Site Plan Approval has been submitted and is currently under review.

#### **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 (UGCs) 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.

Bayly Street 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. Sandy Beach Road is a local road. Local roads generally provide access to individual properties, and to other local or collector roads. Local roads have a right-of-way width of up to 20 metres. Vehicular access to the site will be provided from Sandy Beach Road.

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 has 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. The proposal has a density of 715 units per net hectare, and an FSI of 5.31 based on the proposed amendments to definitions for Net Floor Area and FSI, which is discussed further in Section 4.4 of this report.

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.

The applicants' 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;
- offer distinct living options, urban in format, and in close proximity to shopping, entertainment, culture, and work; and
- create bold entry-points to City Centre through design excellence in architecture, public art and public plazas at key gateway locations and areas of high visibility.

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

- increase the maximum permitted building height from 47 metres (approximately 15 storeys) to 75 metres (approximately 26 storeys);
- reduce the residential parking rate from 0.8 parking spaces per dwelling unit to 0.71 parking spaces per dwelling unit;
- reduce the main wall stepback from the building along Sandy Beach Road from 3.0 metres to 0.5 of a metre; and
- reduce the minimum building setback from the daylight triangle from 0.6 of a metre to 0.25 of a metre.

In addition to the requested site-specific amendments above, the applicant is also requesting to introduce a new definition for "Net Floor Area" and to amend the definition for "Floor Space Index" to exclude inhabitable floor space from the calculation of FSI. The existing zoning on the lands permits the applicant to include the future road widening along Bayly Street in the calculation of FSI.

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 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. Given the evolving COVID-19 situation, the Case Management Conference scheduled for April 9, 2020, was postponed and a revised date has not been issued by LPAT. Given the By-law 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 (see Proposed Definitions, Attachment #11).

## **5. Comments Received**

### **5.1 Public comments**

Comments in opposition to the proposed 25-storey residential building were received from 2 residents. The residents stated the proposed building is too large for the parcel of land; it would 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.

### **5.2 City Department Comments**

#### **5.2.1 Engineering Services**

Engineering Services has no objection to the requested rezoning application, but has requested the following information be provided:

- an updated Geotechnical Investigation Report for the revised proposal;
- an alternative strategy to address foundation drainage for the site;
- a comprehensive Hydrogeological Report for the entire Universal City Master Plan; and
- a revised Functional Servicing and Stormwater Management Report with corrected design and calculations.

#### **5.2.2 Fire Services**

As of writing this report, no comments have been received from Fire Services.

### **5.3 Agency Comments**

#### **5.3.1 Region of Durham**

As of writing this report, no comments have been received from the Region of Durham.

#### **5.3.2 Durham District School Board (DDSB)**

As of writing this report, no comments have been received from DDSB.

#### **5.3.3 Durham Catholic District School Board**

- Durham Catholic District School Board has no objections with the proposal; and
- students from this development will attend Father Fenelon Catholic Elementary School and St. Mary Catholic Secondary School.

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## 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 before a final recommendation report to Planning & Development Committee:

- ensuring conformity with the City of Pickering Official Plan and the City Centre Urban Design Guidelines;
- ensuring sufficient parkland is provided to all future residents for the Universal City Master Plan;
- assessing the suitability and appropriateness of the site for the proposed increase in height;
- reviewing 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;
- ensuring the architectural treatments of the building are enhanced (e.g., architectural projections, use of high-quality building materials, glazing, transparent windows at street level) given that the site is located at a corner location;
- evaluating the locations, size and functionality of the proposed private and public amenity space, and reviewing whether the outdoor amenity area is sufficiently screened to mitigate negative impacts caused by wind; and
- reviewing the resident and visitor parking standards proposed and ensure that sufficient parking is provided to support the proposal.

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 department, agencies and public.

## 7. Information Received

Full-scale copies of the plans and studies listed below are available for viewing at the offices of the City of Pickering, City Development Department:

- Planning Justification Report, prepared by Weston Consulting, dated February 2020;
- Sustainable Development Report, prepared by Weston Consulting, dated February 3, 2020;
- Urban Design Brief, prepared by Weston Consulting, dated February 2020;
- Land Use Compatibility Summary Letter, prepared by Weston Consulting, dated March 13, 2020;
- Architectural Drawing Package, prepared by Kirkor Architects and Planners, dated February 3, 2020;
- Civil Drawing Package, prepared by Schaeffers Consulting Engineers, dated January 31, 2020;
- Environmental Noise Feasibility Study, prepared by HGC Engineering, dated January 29, 2020;
- Functional Servicing and Stormwater Management Report, prepared by Schaeffers Consulting Engineers, dated January 2020;

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- Geotechnical Investigation Report, prepared by Alston Associates Inc., dated February 22, 2016;
  - Phase One Environmental Site Assessment, prepared by Terrapex, dated September 4, 2019;
  - Phase Two Environmental Site Assessment, prepared by Terrapex, dated September 4, 2019;
  - Urban Transportation Considerations, prepared by BA Group, dated February 3, 2020; and
  - Final Pedestrian Level Wind Study, prepared by Theakston Environmental, dated January 17, 2020.

## **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
- 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

### **8.2 Owner/Applicant Information**

The owner of the property is Universal City Six Developments Inc. and is represented by Weston Consulting.

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## **Attachments**

1. Location Map
  2. Air Photo Map
  3. Submitted Concept Plan
  4. Submitted Rendering – Looking North West
  5. Submitted Rendering – Looking North (South Elevation)
  6. Submitted Rendering – Looking North East
  7. Submitted Rendering – Entrance from Bayly Street
  8. Master Plan for Universal City
  9. City Centre Neighbourhood Policies Related to the Proposal
  10. City Centre Urban Design Guidelines Related to the Proposal
  11. Proposed Definitions
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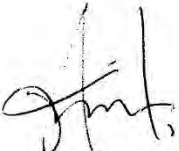


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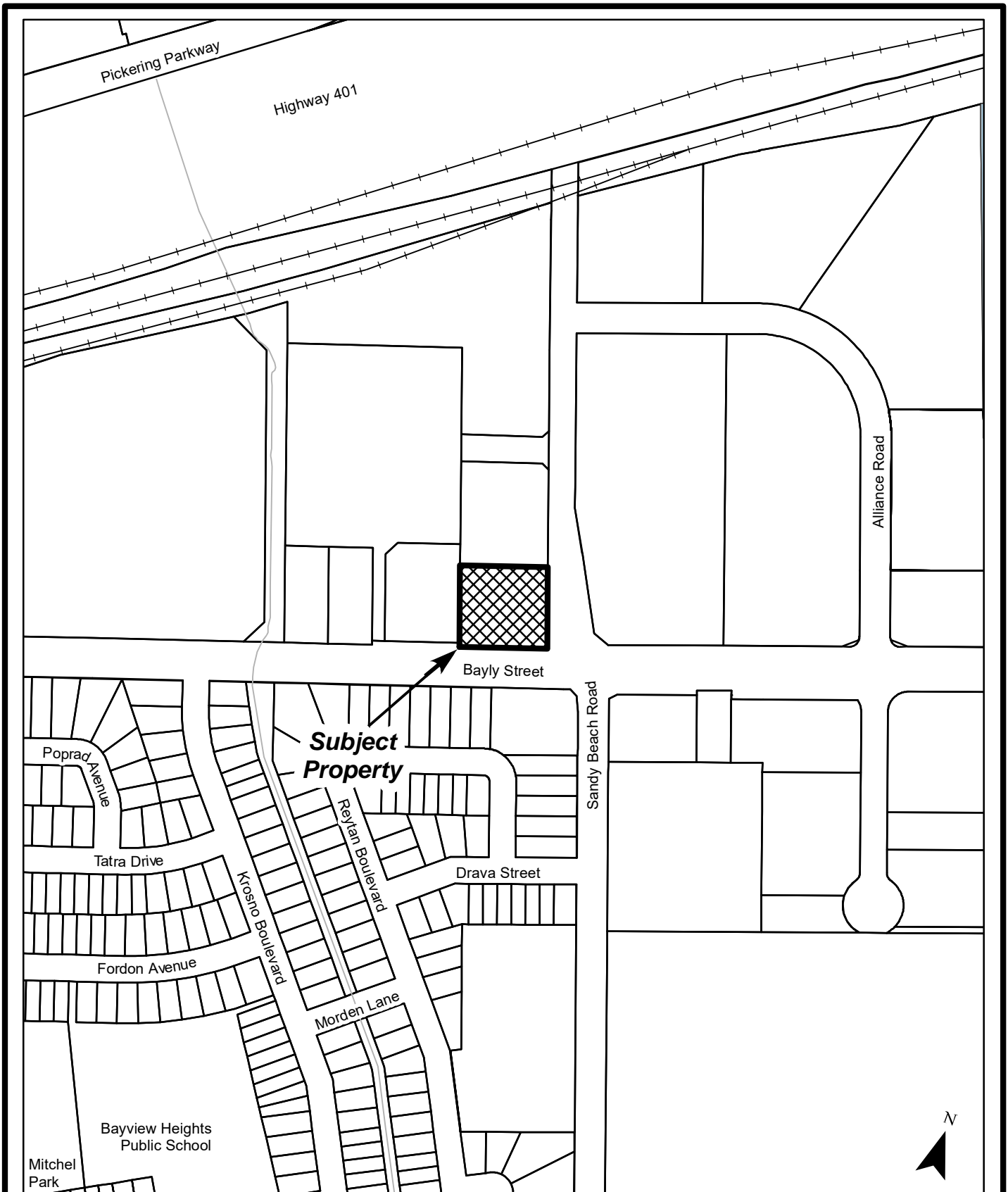
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Date of Report: June 26, 2020

**Approved/Endorsed By:**



Catherine Rose, MCIP, RPP  
Chief Planner



City of  
**PICKERING**  
City Development  
Department

### Location Map

**File:** A 01/20

**Applicant:** Universal City Six Development Inc.

**Property Description:** Pt Lt 21, Con 1 S Now; Pt 2 40R-18785  
(1010 Sandy Beach Road)

**Date:** Jun. 16, 2020

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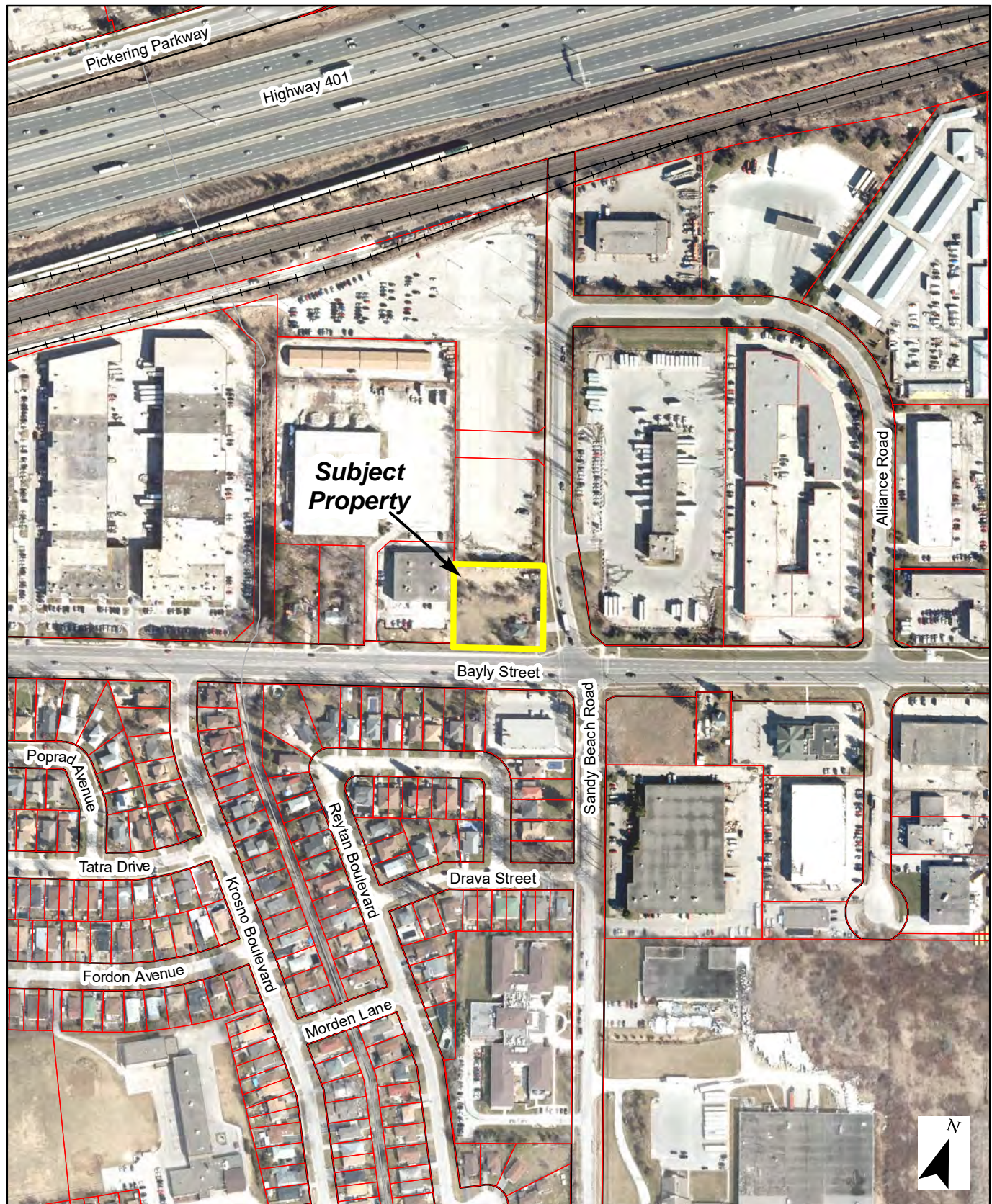
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*City of*  
**PICKERING**  
City Development  
Department

### Air Photo Map

**File:** A 01/20

**Applicant:** Universal City Six Development Inc.

**Property Description:** Pt Lt 21, Con 1 S Now; Pt 2 40R-18785  
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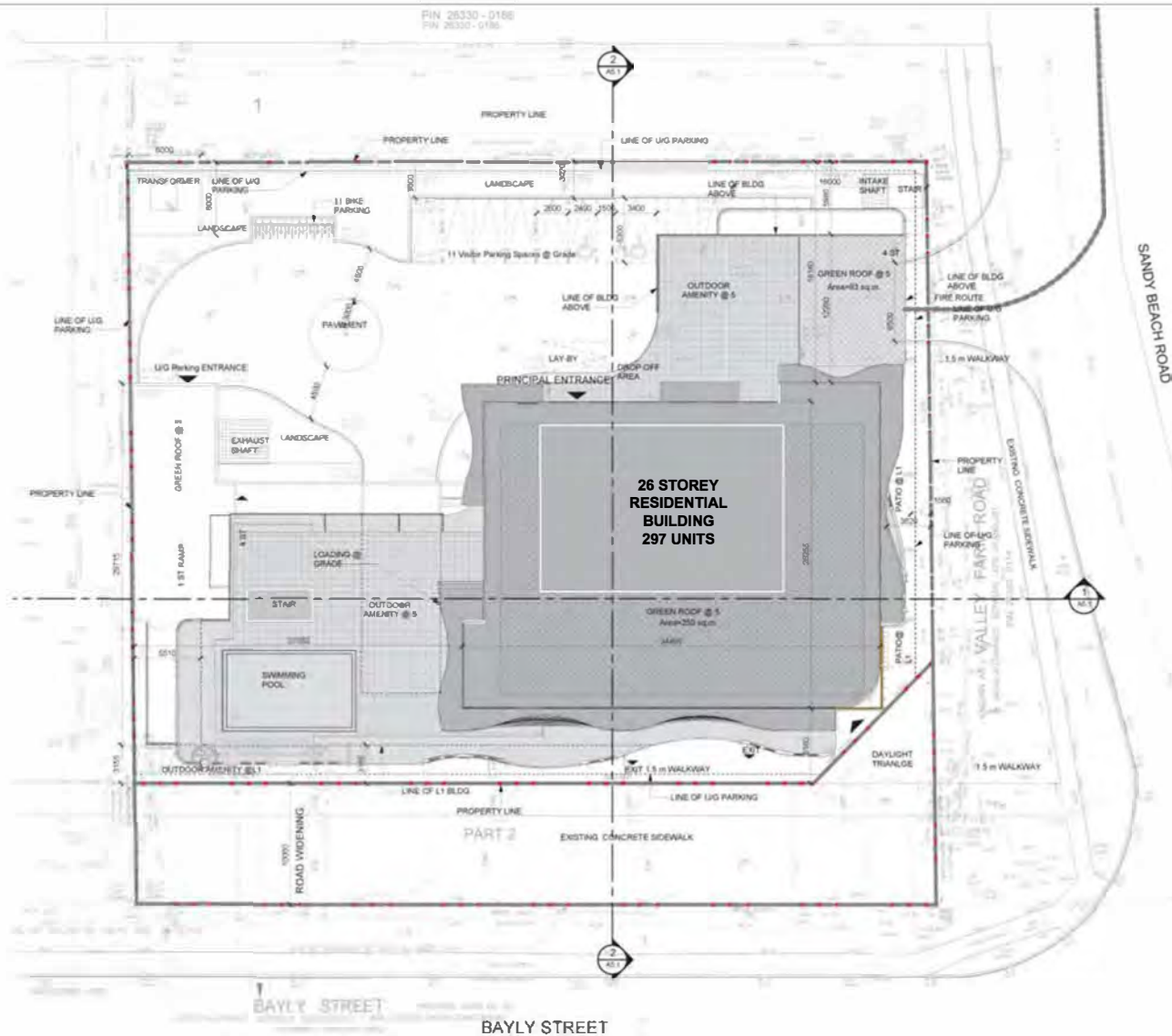
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## Submitted Concept Plan

File No: A 01/20

**Applicant:** Universal City Six Development Inc.

**Property Description:** Pt Lt 21, Con 1 S Now; Pt 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: June 15, 2020



City of  
**PICKERING**

City Development  
Department

**Submitted Rendering - Looking North West**

**File No:** A 01/20

**Applicant:** Universal City Six Development Inc.

**Property Description:** Pt Lt 21, Con 1 S Now; Pt 2 40R-18785

(1010 Sandy Beach Road)

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CITY DEVELOPMENT DEPARTMENT.

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City of  
**PICKERING**  
City Development  
Department

**Submitted Rendering - Looking North (South Elevation)**

**File No:** A 01/20

**Applicant:** Universal City Six Development Inc.

**Property Description:** Pt Lt 21, Con 1 S Now; Pt 2 40R-18785  
(1010 Sandy Beach Road)

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**DATE:** June 15, 2020



City of  
**PICKERING**

City Development  
Department

**Submitted Rendering - Looking North East**

**File No:** A 01/20

**Applicant:** Universal City Six Development Inc.

**Property Description:** Pt Lt 21, Con 1 S Now; Pt 2 40R-18785

(1010 Sandy Beach Road)

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CITY DEVELOPMENT DEPARTMENT.

**DATE:** June 15, 2020





City of  
**PICKERING**

City Development  
Department

**Submitted Rendering - Entrance from Bayly Street**

**File No:** A 01/20

**Applicant:** Universal City Six Development Inc.

**Property Description:** Pt Lt 21, Con 1 S Now; Pt 2 40R-18785

(1010 Sandy Beach Road)

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CITY DEVELOPMENT DEPARTMENT.

**DATE:** June 15, 2020





*City of*  
**PICKERING**  
City Development  
Department

**Master Plan for Universal City**

**File No:** A 01/20

**Applicant:** Universal City Six Development Inc.

**Property Description:** Pt Lt 21, Con 1 S Now; Pt 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:** June 15, 2020

## **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 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.
- 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.
- Require active frontages at grade along Bayly Street.
- Require new development in close proximity to established low density residential areas to be gradually transitioned in height.
- 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.

- 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.
- Require the redevelopment of properties fronting Bayly Street to dedicate lands for future road widening that includes a minimum 3.0 metres wide multi-use path.
- 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;
  - 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;
  - that where active uses at grade are required, parking structures feature active uses at grade to contribute to an animated street environment;
  - that parking structures be treated architecturally as building fronts with no blank walls;
  - 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.
- Buildings on Major Streets shall have a minimum of 40 percent of transparent windows at street level, with clearly marked building entrances connected to the public sidewalks in order to create visual interest for pedestrians. The ground floor shall be occupied by a mix of active uses such as restaurants, retail, personal service and other similar uses to animate the street edge.
- 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.
- Within setbacks of buildings with residential at grade, semi-private open space, such as yards or landscaped area, will act as amenity and/or a privacy buffer for at grade residential units, or the residential units may be slightly elevated from the sidewalk in order to assure privacy and security.
- 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 24.0 metres, to provide outlook, daylight access and privacy for residents.

- In order to encourage public activity at street level along Major Streets and Pedestrian Streets with required active frontages at grade, building entrances should be provided generally at a minimum of every 18.0 to 20.0 metres.
- 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.
- Weather protection should be incorporated into new development, with particular attention along Pedestrian Streets. Such features may include: inset lobbies, architectural projections, canopies, and awnings. Recessed frontages such as arcades and colonnades are generally discouraged.
- Inactive areas within a building, such as storage, corridors and vacant areas, are strongly discouraged in building frontages on Major Streets.
- 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.
- 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.
- 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.
- Parking lots shall be appropriately lit to provide safety and safe passage. Lighting shall be designed to minimize light pollution.
- 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.
- 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.

## **Building Design**

- The shadow impacts of buildings on public open spaces and private amenity areas shall be minimized.
- Structured underground parking is preferred over surface parking, where possible and feasible, to promote compact development and to reduce the urban heat-island effect. 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 also acceptable
- 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 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.
- 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.
- 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.

- 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.
- Buildings with significant heights and massing should be located at key gateways to, and intersections within, the City Centre. Signature buildings at key gateway locations shall include architectural features that signify the importance of the corner. This can be attained by bold and expressive building design through the use of high quality building materials, highly articulated building façades and unique massing details.

## Proposed Definitions

### New Definition:

“Floor Area, Net” means the total area of all floors of a *building* measured from the interior faces of the exterior walls or demising walls, but does not include the following areas:

- (a) *Motor vehicle* parking and bicycle parking below *established grade*;
- (b) *Motor vehicle* parking and bicycle parking at or above *established grade*;
- (c) *Loading spaces* and related corridors used for loading purposes;
- (d) Rooms for storage, storage lockers, washrooms, electrical, utility, mechanical and ventilation;
- (e) Indoor *amenity space* required by this By-law;
- (f) Elevator, garbage and ventilating shafts;
- (g) Mechanical penthouse; and
- (h) Stairwells in the *building*.

### Revise Existing Definition:

“Floor Space Index” means the total *net floor area* of all *buildings* on a *lot* divided by the total area of the *lot*.