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

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**Subject:** Zoning By-law Amendment Application A 08/20  
Steele Valley Developments Ltd., 334979 Ontario Ltd., Pickering Square Inc., and  
Pickering Square (1986) Inc.  
(1300, 1360, 1450 and 1550 Kingston Road)

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

The purpose of this report is to provide preliminary information regarding a Zoning By-law Amendment Application, submitted by Steele Valley Developments Ltd., 334979 Ontario Ltd., Pickering Square Inc., and Pickering Square (1986) Inc., to facilitate the future redevelopment of 4 separate properties for high-density mixed-use developments. 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 decision is to be 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 lands comprise 4 separate properties located within the City Centre Neighbourhood (see Location Map, Attachment #1).

The properties municipally known as 1300 and 1360 Kingston Road are located on the north side of Kingston Road between Liverpool Road and Glenanna Road and have a combined area of 2.92 hectares. The 2 properties form part of a larger commercial block, containing the Hub Plaza, which also includes 1298 and 1340 Kingston Road. Existing uses on the subject lands include a grocery store, offices, retail stores and restaurant uses. The parcels municipally known as 1298 and 1340 Kingston Road are not included in the Zoning By-law Amendment application.

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

- North: A medium-density residential development consisting of 2-storey townhouses within a condominium development.
- East: A medium-density residential development consisting of 4-storey townhouses within a condominium development accessed from Glenanna Road. Further east is a veterinary clinic and a 6-storey retirement residence.
- South: Immediately south across Kingston Road is the Pickering Town Centre.
- West: Across Liverpool Road are single-storey commercial buildings including a restaurant (within the Old Liverpool House), a commercial plaza, and a daycare. The lands are currently subject to an application for a Zoning By-law Amendment for a mixed-use development containing a mid-rise building and a tower building. North of this property are 2 detached homes, which are currently subject to an application for an Official Plan Amendment and Zoning By-law Amendment for a proposed 13-storey mixed-use building. These applications are still under review.

The properties municipally known as 1450 and 1550 Kingston Road are located at the northwest and northeast corners of Kingston Road and Valley Farm Road, respectively. The parcel at 1450 Kingston Road is approximately 1.78 hectares and currently supports a single-storey commercial plaza with multiple commercial uses. The parcel at 1550 Kingston Road is approximately 2.06 hectares and contains 2 buildings, a single-storey commercial plaza and a 3-storey building with various commercial uses on the ground floor and offices on the second and third floors.

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

- North: Immediately north of 1450 Kingston Road is an established residential neighbourhood consisting of detached dwellings fronting Glenview Road and Valley Farm Road. Immediately north of 1550 Kingston Road is a residential condominium development consisting of 3-storey townhouses and 3-storey freehold townhouses fronting Valley Farm Road.
- East: East of 1550 Kingston Road is a residential condominium development and further east is the Hydro Corridor.
- South: South of 1450 Kingston Road, across Kingston Road, are 4 apartment buildings ranging in height between 11 and 18-storeys, and 4-storey back-to-back stacked townhouses. South of 1550 Kingston Road are recently constructed 4-storey stacked townhomes. The City has recently issued site plan approval to permit a residential condominium development consisting of 96 stacked townhouses, which is presently under construction. At the southeast corner of Kingston Road and Valley Farm Road, the City is presently reviewing a site plan application for a 22-storey seniors residence.
- West: West of 1450 Kingston Road is an established residential neighbourhood consisting of detached dwellings fronting Glenview Road and further west is a retirement residence.

### 3. Applicant's Proposal

The applicant has submitted a Zoning By-law Amendment application requesting various site-specific exceptions to the City Centre Zoning By-law to facilitate the future redevelopment of the subject lands for multiple mixed-use buildings and townhouses. Specifically, the exceptions that the applicant is requesting include: increasing maximum building heights, increasing maximum podium heights, increasing maximum tower floor plates, requesting exemption from a 45-degree angular plane requirement adjacent to residences, removing an “H” – Holding provision and other requested amendments. The requested exceptions are discussed in further detail in Section 4.4 of this report.

The applicant has submitted a conceptual plan (see Figure 1 below) illustrating how the entire commercial block on the north side of Kingston Road between Liverpool Road and Glenanna Road can be developed comprehensively. The lands subject to the rezoning application include 1300 and 1360 Kingston Road, and the remaining 2 parcels (1298 and 1340 Kingston Road), which are separately owned, are not included in the rezoning application.

For 1300 Kingston Road, the conceptual plan illustrates 2 mixed-use towers having heights of 25-storeys connected by an 8-storey podium, and 2 towers having heights of 12-storeys and 15-storeys. The plan also identifies 2 blocks of 3-storey stacked townhouses. For 1360 Kingston Road, the plan illustrates 2 mixed-use towers having heights of 25-storeys connected by a 13-storey podium, a 12-storey mid-rise building, and a block of 3-storey stacked townhouses. A linear public park is proposed in the centre of the block and access is proposed from a new east-west public road along the northerly property line (see Submitted Conceptual Massing Model, Attachment #3).



Figure 1: Submitted Conceptual Plan for 1300 and 1360 Kingston Road

Figure 2 below is the submitted conceptual plan for 1450 Kingston Road. The applicant is proposing to redevelop these lands for a 12-storey mid-rise building with a 4-storey podium and 3 mixed-use towers ranging in height between 12 to 15-storeys connected by an 8-storey podium. Vehicular access is proposed from Kingston Road and Glenview Road (see Submitted Conceptual Massing Model, Attachment #4).

The applicant also owns 1920 Valley Farm Road and has included this parcel in the conceptual plan to illustrate how it can be developed in an integrated manner with 1450 Kingston Road in the future. However, the parcel is not included in the rezoning application.

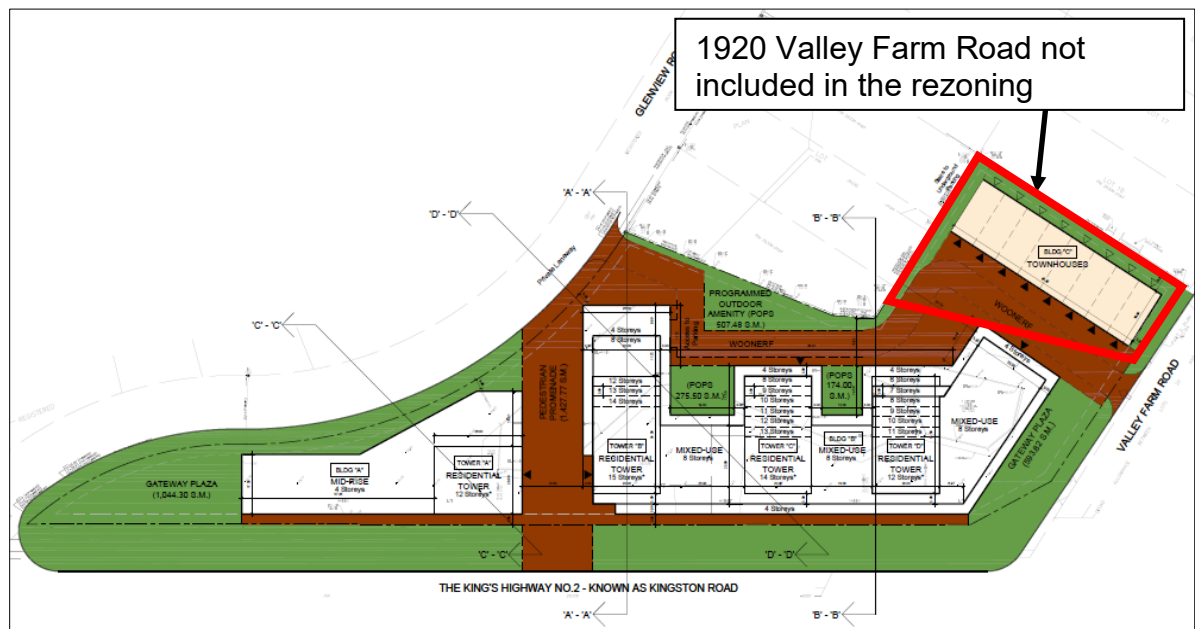


Figure 2: Submitted Conceptual Plan for 1450 Kingston Road

Figure 3 is the submitted conceptual plan for the lands municipally known as 1550 Kingston Road. This plan illustrates 2 mixed-use towers having heights of 16-storeys connected by a 5-storey podium, 2 mixed-use towers having heights of 22-storeys connected by a 12-storey podium, and 4 blocks of back-to-back stacked townhouses having heights of 3 ½ storeys. Vehicular access is proposed from Valley Farm Road and from Kingston Road (see Submitted Conceptual Massing Model, Attachment #5).

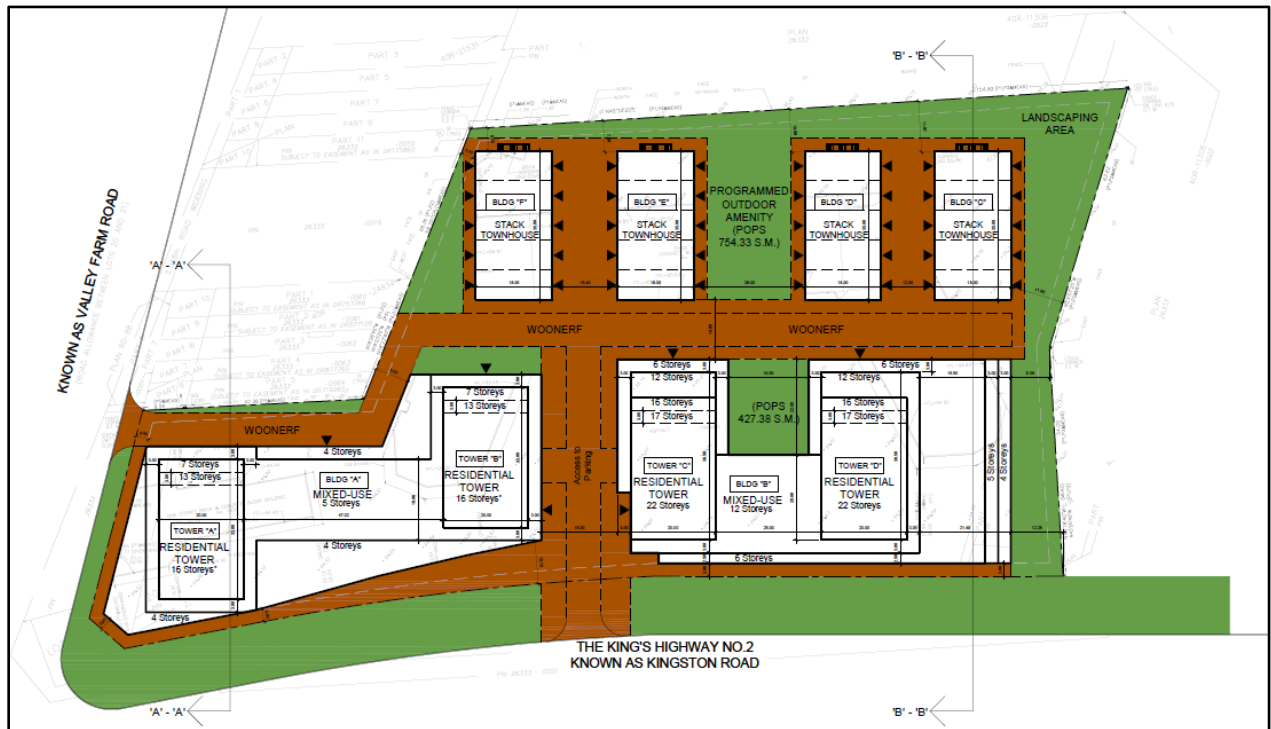


Figure 3: Submitted Conceptual Plan for 1550 Kingston Road

Based on the preliminary conceptual plan it is anticipated that the redevelopment of these 4 properties could generate approximately between 3,100 and 4,000 new residential units and a total of approximately 23,565 square metres of commercial space (see Site Statistics, Attachment #6). The applicant has advised that there are no immediate plans to redevelop the subject lands at this time. Redevelopment of these lands will be subject to Site Plan Approval.

## 4. Policy Framework

#### 4.1 Durham Regional Official Plan

The subject lands are designated Urban Growth Centre and Living Areas 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.

Kingston Road and Liverpool Road are designated as Type 'B' Arterial Roads and Kingston Road is identified as a Rapid Transit Spine in the Regional Official Plan. Type 'B' Arterial Roads are designed to carry large volumes of traffic at moderate to high speeds, connect with freeways, other arterial roads and collector roads. The right-of-way width requirement for Type 'B' arterial roads is 36 metres for an ultimate 4-lane cross-section. Rapid Transit Spines are corridors that are planned to provide dedicated transit lanes in most arterial road sections and intersect with local transit. Development along transit spines shall provide for complementary higher density and mixed uses at an appropriate scale and

context, buildings oriented towards the street to reduce walking distances, facilities which support non-auto modes of transportation, and limited surface parking and the potential redevelopment of surface parking.

Glenanna Road and Valley Farm Road are designated Type 'C' Arterial Roads. The right-of-way width requirement for Type 'C' arterial roads is 26 to 30 metres. Type 'C' Roads are designed to carry traffic at low speeds, connect with freeways, other arterial roads and collector roads and promote higher densities with shared or combined access.

## **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 also 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 floor space 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 applicant proposes the following FSI:

- 1300 Kingston Road: 4.74 FSI;
- 1360 Kingston Road: 5.17 FSI;
- 1450 Kingston Road: 4.21 FSI; and
- 1550 Kingston Road: 4.42 FSI.

OPA 26 introduced various new policies for the City Centre Neighbourhood regarding 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 as it relates to the proposal are summarized in Attachment #7 to this report.

## **4.3 Pickering City Centre Urban Design Policies**

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 season;
- 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 #8 to this report.

#### **4.4 Zoning By-law 7553/17**

The subject lands are zoned “City Centre One – CC1” within the City Centre By-law 7443/17, 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 seeking the following site-specific amendments:

##### **1300 and 1360 Kingston Road**

- increase maximum building height from 47 (15-storeys) to 77 metres (25-storeys) on both sites;
- exempt maximum tower floorplate requirements for floors between 7 and 13-storeys;
- increase maximum podium height from 20 metres (6-storeys) to 41 metres (13-storeys); and
- removal of the “H1” Holding symbol, which requires the owner to prepare and submit a block development plan, to be approved by City Council, to demonstrate the orderly development of the lands providing details regarding such matters as: street and block pattern; pedestrian, landscape and open space connections; parking strategy; community uses such as parks, community centres and other public uses; public and private street right-of-way design; and phasing of the proposed development.

##### **1450 Kingston Road**

- exempt maximum tower floorplate requirements for floors between 7 and 8-storeys; and
- increase maximum podium height from 20 metres (6-storeys) to 26 metres (8-storeys);

##### **1550 Kingston Road**

- increase maximum building heights for 2 towers from 47 metres (15-storeys) to 68 metres (22 storeys);
- increase maximum building height for 2 towers from 47 (15-storeys) to 50 metres (16 storeys);
- exempt maximum tower floorplate requirements for floors between 7 and 12-storeys;
- increase maximum podium height from 20 metres (6-storeys) to 38 metres (12-storeys); and
- exempt from the requirement to provide a 45-degree angular plane adjacent to dwellings located at 1899 to 1903 Valley Farm Road.



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**All Sites**

- reduce minimum building setback for any portion of a building above the ground floor from 1.0 metre to 0.0 metres along Kingston Road; and
- request to allow the applicant relief from the site-specific Zoning By-law, within 2 years of passing (through a Minor Variance).

**5. Comments Received****5.1 Comments Received from the Public Open House and Written Submissions**

On Tuesday, October 27, 2020, an Electronic Public Open House meeting was hosted by the City Development Department to inform area residents about the development proposals. The City advertised the meeting by posting the notice on the City's social media pages, 8 development signs were installed across all 4 properties and a notice was distributed by mail to area residents within 150 metres and the radius was further extended in consultation with the local and regional Councillors. A total of 9 residents participated in the meeting.

The notice of the Electronic Statutory Public Meeting regarding these applications was provided through a mailing of all properties within 150 metres of the subject lands and any person who requested further notification. Also, 8 development notice signs installed on the subject lands were updated to provide notice of this meeting to members of the public.

The following is a list of key concerns that were verbally expressed by area residents at the Electronic Public Open House meeting and written submissions received from approximately 50 residents, landowners and businesses:

**5.1.1 Loss of commercial amenities, local services and restaurants**

- concerned that several businesses that currently serve the community will be lost during and after construction including medical offices, independent restaurants, professional offices and other retailers; and
- concerned that the loss of businesses will impact local residents' ability to walk to the above amenities during and after construction.

**5.1.2 Traffic and access**

- concerned about the safety of pedestrians, such as those from the nearby group home, retirement residence and Glengrove Public School due to the proposed vehicular entrance on Glenview Road;
- concerned about the lack of surface parking on all sites that may be needed to support the proposed ground-level businesses within the mixed-use buildings;
- commented that it is currently challenging to merge on to Kingston Road from Glenview Road and the increased traffic from the proposed developments will worsen this condition; and
- commented that the flow of traffic through residential neighbourhoods would be further increased when the Durham Bus Rapid Transit project is complete.



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### 5.1.3 Construction impact

- concerned about traffic management during construction (such as construction vehicles using local roads to access development);
- concerned about vibration from construction affecting foundations of older homes on Glenview Road and in surrounding neighbourhoods;
- concerned about the parking of vehicles during construction on local roads; and
- concerned about potential flooding on Glenview Road as there is already poor drainage.

### 5.1.4 Privacy, Shadows, Noise

- concerned about the increased shadows, lack of privacy and wind effects as a result of the proposed buildings;
- commented that it would be preferable to have a buffer of townhomes adjacent to existing low-rise residential buildings at 1450 and 1550 Kingston Road;
- concerned about the noise that future residents of the proposed developments will be exposed to from Kingston Road and nearby Highway 401; and
- concerned about privacy as a result of potential residents having views over existing homes and backyards.

### 5.1.5 Other comments

- concerned about whether existing infrastructure including water and sewer, public roads, community services, library services and others will be able to handle the future population;
- questioned how the proposed developments would address the needs of the pandemic and future pandemics such as access to sunlight, and fresh air;
- questioned whether the proposed parks or outdoor amenity areas will be available to the public;
- concerned about the lack of affordable housing units in Pickering and whether the proposed development would be providing any units;
- concerned about the increased height request and whether the proposed heights are actually required to meet population targets for the area or not;
- concerned about the loss of green space at Glenview Road and Kingston Road;
- commented that the proposal should include a new sidewalk on Glenview Road (there is currently no sidewalk);
- commented that the existing mature trees on the north side of 1300 and 1360 Kingston Road should be protected during construction and preserved for future privacy of the existing residential neighbourhood to the north of the sites; and
- commented that the development at 1300 and 1360 Kingston Road should seek to improve the impact on the townhomes directly north, by way of noise barriers or other landscaping features.

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## **5.2 City Department Comments**

### **5.2.1 Engineering Services**

- no objections to the requested site-specific exceptions as requested by the applicant;
- provide written confirmation of approval from the Region of Durham with respect to the Traffic Generation Review Report;
- provide written confirmation that the Ministry of Transportation has no objection to the Zoning By-law Amendment application;
- provide a Record of Site Condition from the Region of Durham for Phase 1 and Phase 2 Environmental Site Assessments on all 4 properties;
- Engineering Services can complete a thorough review once the applicant provides further detail to the site plans to allow for a better understanding of how the proposed development will tie into existing conditions;
- an updated Functional Servicing Report is required to address technical matters related to drainage and groundwater and other required standards;
- Engineering Services is not in favour of the proposed public road between Glenanna Road and Liverpool Road, as it provides no overall benefit to the community or the proposed development;
- the proposed 15.5 metre right-of-way width for the public road would not be acceptable for the development of this density;
- an updated Traffic Generation Review report is required to address technical matters related to current trip generation comparisons and future traffic signals;
- changes are required to the Landscaping plans to include a landscape buffer between any proposed development and existing adjacent residential property; and
- the proposed public park on 1300 and 1360 Kingston Road is long and narrow and does not have any public street frontages. The City typically requires public parks to have a minimum of 2 street frontages to provide good sightlines and access into the park. The Pickering City Centre Urban Design Guidelines indicate a public park at the corner of Kingston Road and Glenanna Road, where it is much more prominent and fronts 2 streets.

### **5.2.2 Fire Services Comments**

- ensure fire route confirms to Ontario Building Code (OBC) 3.2.5 for all proposed buildings.

## **5.3 Agency Comments**

At the time of writing this report, the City has not received written comments from the Region of Durham, Durham District School Board and Durham Catholic District School.

## **6. Planning & Design Section Comments**

The following matters have been identified by staff for further review and consideration:

- ensure conformity with all applicable statutory policies of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), and the Durham Regional Official Plan;

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- assess the proposals to ensure consistency with the applicable policies of the City's Official Plan and the City Centre Neighbourhood;
  - evaluate the submitted conceptual plans with respect to site-layout, building built form, pedestrian connections, landscaping, location and size of the public park and open spaces to ensure consistency with the urban design objectives of the City Centre Urban Design Guidelines;
  - evaluate the appropriateness of the request to increase building heights, podium heights, and tower floor plate sizes to ensure adequate sunlight penetration and sky views are being maintained, and any potential shadow and privacy impacts are to existing surrounding residential development are minimized;
  - evaluate the appropriateness of the request to reduce the minimum building setbacks along Kingston Road;
  - assess whether the removal of the "H1" Holding Symbol on 1300 and 1360 Kingston Road is premature at this time given that the owners of 1298 and 1340 Kingston Road have not participated in the preparation of a comprehensive block plan;
  - evaluate whether the current "H1" Holding Symbol on 1300 and 1360 Kingston Road require additional conditions related to cost-sharing agreements for matters such as community uses, public parks, municipal roads and infrastructure, are made between the 4 separate landowners on the north side of Kingston Road between Liverpool Road and Glenanna Road;
  - ensure that the size and location of the public park on 1300 and 1360 Kingston Road is sufficient and adequate to serve the future residents of the redevelopment of these lands and the broader community;
  - ensure the right-of-way design of the new east-west road on 1300 and 1360 Kingston Road is designed to City standards, and to be a complete street with cycling facilities and other elements such as enhanced landscaped boulevards, seating areas, and street trees;
  - assess the appropriateness of the proposed vehicular accesses at the 4 subject properties;
  - evaluate the appropriateness of the request to exempt the proposed building height from a 45-degree angular plane requirement adjacent to street townhouses on Valley Farm Road, north of 1550 Kingston Road;
  - ensure that sufficient retail and commercial gross floor area is being replaced given the removal of existing service-commercial and retail uses that currently service the surrounding community; and
  - secure opportunities to provide affordable housing, accessible units, and a variety of unit types, sizes and tenures (including rental).

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.

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## **7. Information Received**

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

- Planning Justification Report and Urban Design Brief, prepared by The Biglieri Group Ltd., dated March 2020;
- Public Realm and Massing Models, prepared by The Biglieri Group Ltd., dated June 2020;
- Concept Plan for 1300 and 1360 Kingston Road, 1450 Kingston Road and 1550 Kingston Road, prepared by Venchiarutti Gagliardi Architect Inc., dated March 16, 2020;
- Building Sections, prepared by Venchiarutti Gagliardi Architect Inc., dated November 2019;
- Transportation Impact Assessment, prepared by The Municipal Infrastructure Group Ltd., dated April 2020;
- Functional Servicing Report, prepared by Sabourin Kimble and Associated Ltd., dated March 2020;
- Phase 1 Environmental Site Assessment 1300 Kingston Road, prepared by SNC-Lavalin Inc., dated August 2015;
- Phase 1 Environmental Site Assessment 1360 Kingston Road, prepared by SNC-Lavalin Inc., dated July 2020;
- Phase 1 Environmental Site Assessment 1450 Kingston Road, prepared by Watters Environmental Group Inc., dated July 2018;
- Phase 1 Environmental Site Assessment 1550 Kingston Road, prepared by Watters Environmental Group Inc., dated November 2019;
- Phase 2 Environmental Site Assessment 1550 Kingston Road, prepared by Watters Environmental Group Inc., dated November 2019; and
- Reliance Letter 1450 Kingston Road, prepared by Watters Environmental Group Inc., dated October 28, 2019.

## **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;

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**9. Owner/Applicant Information**

- The owner of the properties is Steele Valley Developments Ltd., 334979 Ontario Ltd., Pickering Square Inc., and Pickering Square (1986) Inc. The applicants are represented by The Biglieri Group.

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**Attachments**

1. Location Map
2. Air Photo Map
3. Submitted Conceptual Massing Model (1300 and 1360 Kingston Road)
4. Submitted Conceptual Massing Model (1450 Kingston Road and 1920 Valley Farm Road)
5. Submitted Conceptual Massing Model (1550 Kingston Road)
6. Site Statistics
7. City Centre Neighbourhood Policies
8. City Centre Urban Design Guideline Summary

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**Prepared By:**

Original Signed By

Elizabeth Martelluzzi  
Planner II, Heritage

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

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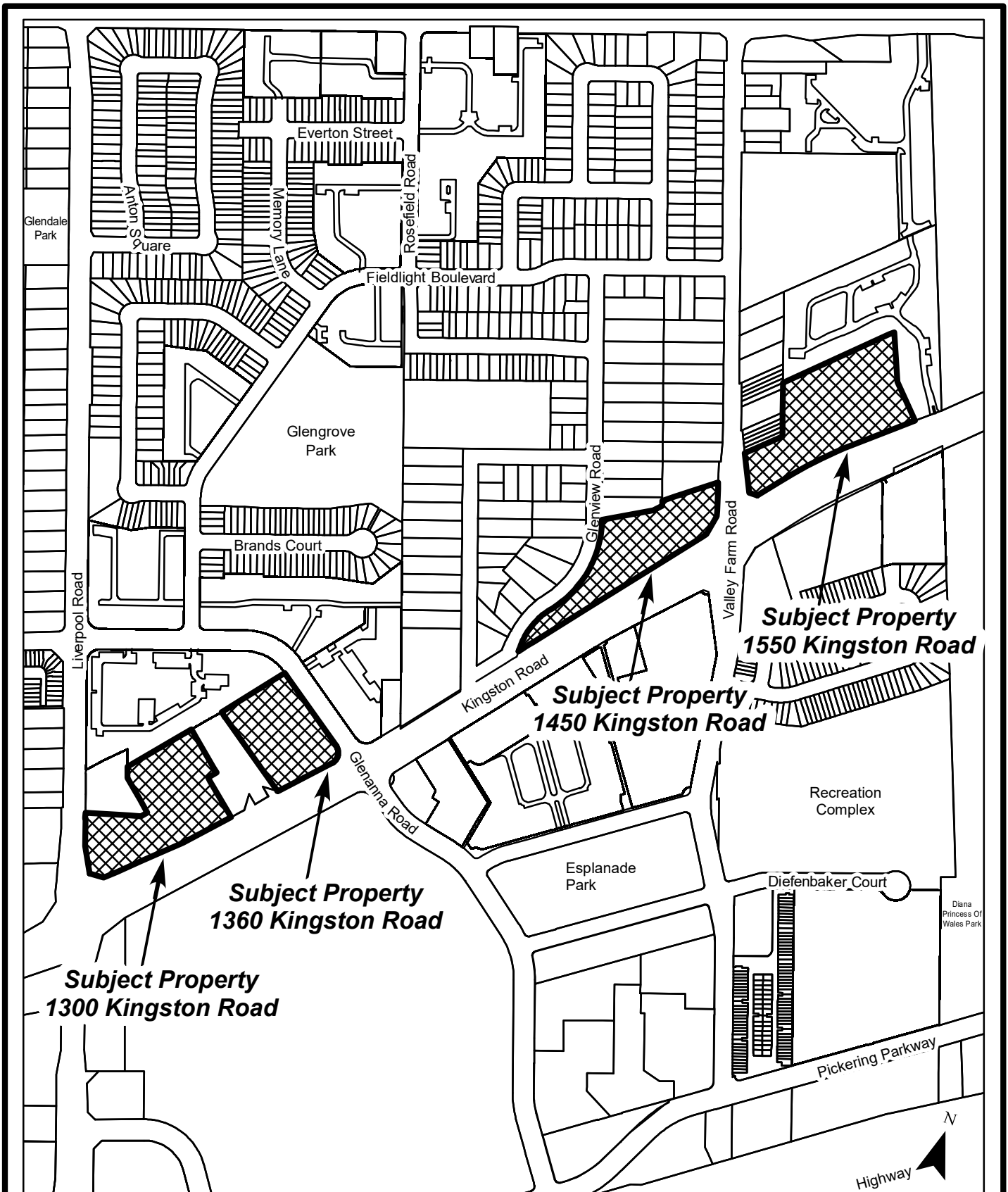
Date of Report: January 15, 2021

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**Approved/Endorsed By:**

Original Signed By

Catherine Rose, MCIP, RPP  
Chief Planner



City of  
**PICKERING**  
City Development  
Department

#### Location Map

**File:** A 08/20

**Applicant:** Steele Valley Developments Ltd., 334979 Ontario Ltd.,  
Pickering Square Inc., and Pickering Square (1986) Inc.

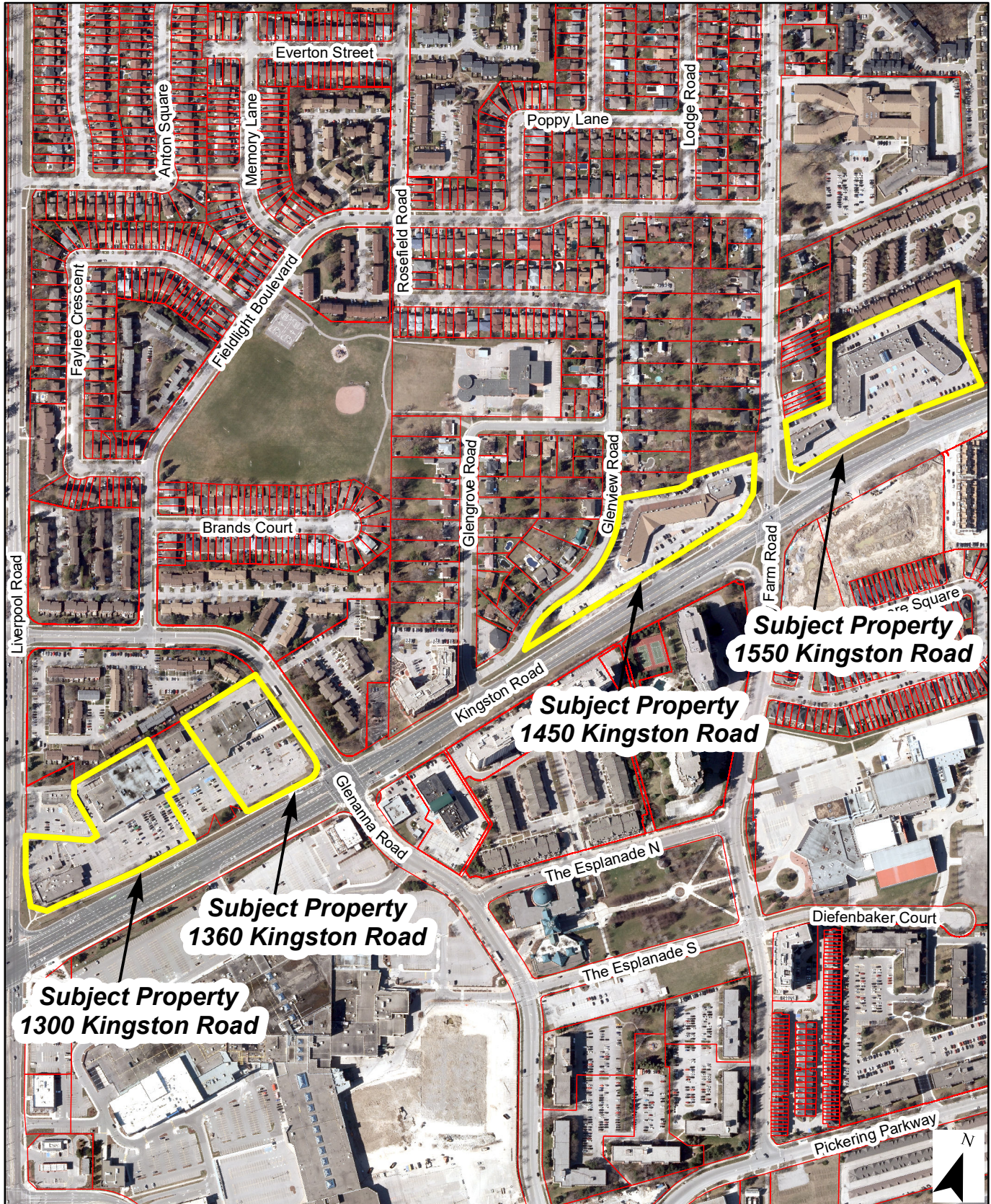
**Property Description:** 1300, 1360, 1450, & 1550 Kingston Rd

**Date:** Jan. 14, 2021

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**SCALE:** 1:6,750  
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*City of*  
**PICKERING**  
City Development  
Department

**Air Photo Map**

**File:** A 08/20

**Applicant:** Steele Valley Developments Ltd., 334979 Ontario Ltd.,  
Pickering Square Inc., and Pickering Square (1986) Inc.

**Property Description:** 1300, 1360, 1450, & 1550 Kingston Rd

**Date:** Jan. 14, 2021

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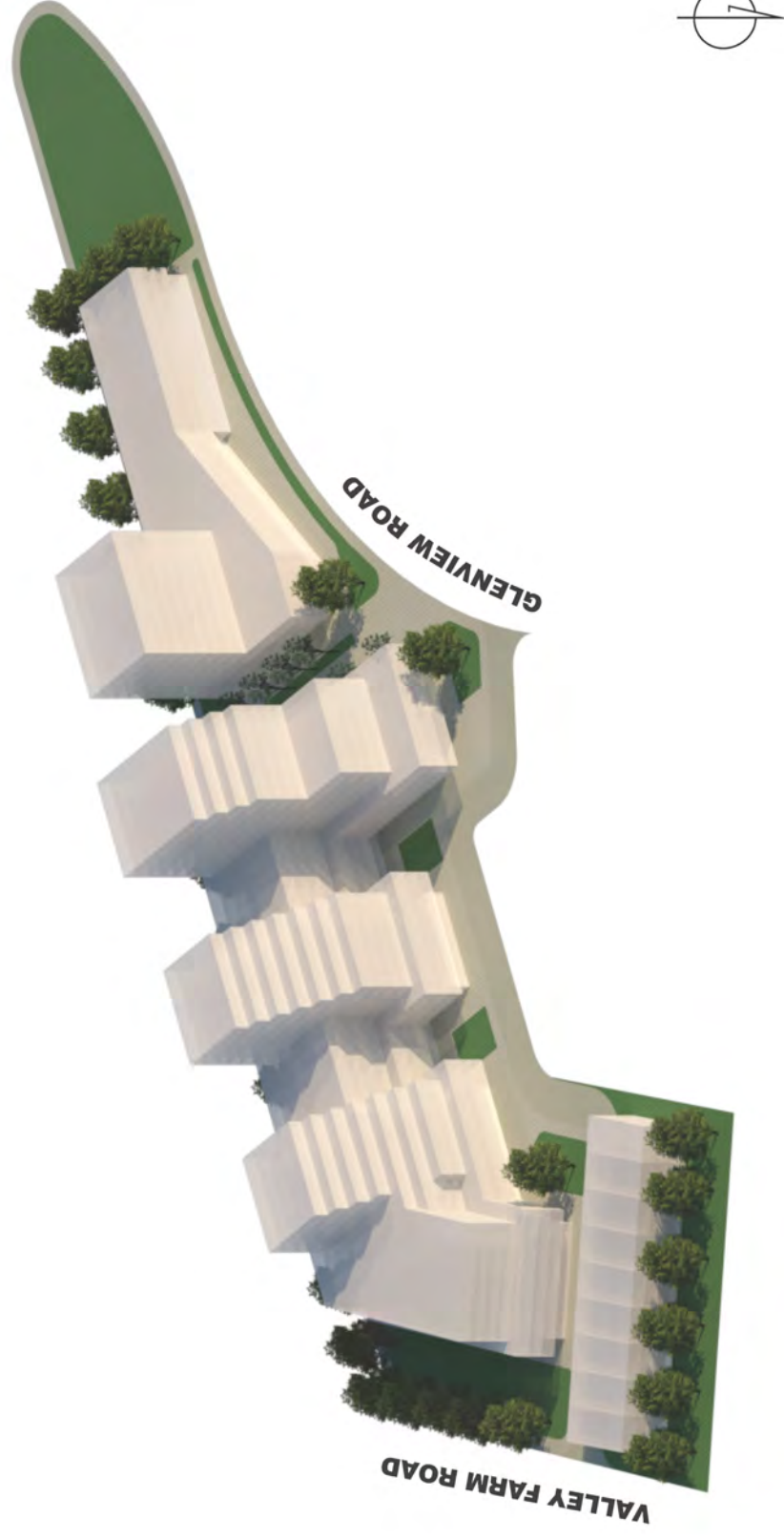
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THIS IS NOT A PLAN OF SURVEY.





<div><div><div>City of</div><div>PICKERING</div><div>City Development Department</div></div></div>		<b>Submitted Conceptual Massing Model (1300 and 1360 Kingston Road)</b>	
<b>File No:</b> A 08/20			
<b>Applicant:</b> Steele Valley Developments Ltd., 334979 Ontario Ltd., Pickering Square Inc., and Pickering Square (1986) Inc.			
<b>Property Description:</b> 1300, 1360, 1450, and 1550 Kingston Rd			
FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING CITY DEVELOPMENT DEPARTMENT.			
		<b>DATE:</b> Jan. 12, 2021	



## Submitted Conceptual Massing Model (1450 Kingston Road and 1920 Valley Farm Road)

**File No: A 08/20**

**Applicant:** Steele Valley Developments Ltd., 334979 Ontario Ltd., Pickering Square Inc., and Pickering Square (1986) Inc.

<b>Property Description:</b> 1300, 1360, 1450, and 1550 Kingston Rd
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FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING CITY DEVELOPMENT DEPARTMENT.

DATE: Jan. 12, 2021



**Submitted Conceptual Massing Model (1550 Kingston Road)**

**File No:** A 08/20

**Applicant:** Steele Valley Developments Ltd., 334979 Ontario Ltd., Pickering Square Inc., and Pickering Square (1986) Inc.

**Property Description:** 1300, 1360, 1450, and 1550 Kingston Rd

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

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

**DATE:** Jan. 12, 2021

### Site Statistics

Site Statistics	1300 & 1360 Kingston Road	1450 Kingston Road	1550 Kingston Road
<b>Number of Residential Units</b>	Estimate of: 2000-2500 units for the whole block	Estimate of: 400-500 units	Estimate of: 700-1000 units
<b>Floor Space Index (FSI)</b>	1300 Kingston: 4.74 1360 Kingston: 5.17 Gross FSI: 4.73	4.21	4.42
<b>Average Tower Floor Plate Size</b>	Exceeds maximum tower floor plate (850 square metres) for storeys 7-13	Exceeds maximum tower floor plate (850 square metres) for storeys 7-8	Exceeds maximum tower floor plate (850 square metres) for storeys 7-12
<b>Number of Storeys and Building Heights</b>	7 mid/high-rise, mixed use buildings ranging in height from 12 to 25 storeys 4 back-to-back and stacked townhouse blocks, 3 ½ storeys in height.	2 mid-rise, mixed-use buildings ranging in height from 12 to 15 storeys.	2 mid-rise, mixed-use buildings ranging in height from 16 to 22 storeys. 4 back-to-back and stacked townhouse blocks, 3 ½ storeys in height.
<b>Unit Types</b>	Not provided	Not provided	Not provided
<b>Commercial Gross Floor Area</b>	9,970 square metres	5,765 square metres	7,830 square metres
<b>Vehicular Parking</b>	4,881 underground spaces	2,916 underground spaces	2,807 underground spaces
<b>Bicycle Parking</b>	Not shown	Not shown	Not shown
<b>Landscaped Area</b>	Specific details not provided	Specific details not provided	Specific details not provided
<b>Amenity Area</b>	Indoor amenity area not provided  Gateway plaza at Kingston and Liverpool corner, and pocket parkettes, pedestrian promenades.  Proposed 0.54 hectare linear public park (13% of the Block area)	Indoor amenity area not provided  2 gateway plazas, pedestrian promenade, pocket parkettes, and 1 programmed outdoor amenity area.	Indoor amenity area not provided  Pocket parkette and programmed outdoor amenity space.

## **City Centre Neighbourhood Policies Related to the Proposal**

- Encourage 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 highest mix and intensity of uses and activates in the City to be in this neighbourhood.
- Encourage development proponents to locate and integrate commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life.
- 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 comfort in the public realm through all four seasons.
- Encourage the transformation of existing strip-commercial development into mixed-use development to bring conveniences closer to residents and public transit, and to provide additional housing.
- Recognize the intersection of Kingston and Liverpool Roads as a gateway to the City Centre and consider public squares, transit waiting areas and tall buildings to be appropriate uses for lands fronting all four corners of the gateway.
- Despite the location of new parks and squares as identified on Map 18 of Neighbourhood 8: City Centre, City Council may permit modifications as long as the general intent of these spaces meet the City's requirements.
- Require new development in close proximity to established low density residential areas to be gradually transitioned in height.
- Consider in the 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.

## **City Centre Urban Design Guidelines Related to the Proposal**

### **Site Design**

- 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.
- Building setbacks could be increased to create publicly 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 1.0 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 24.0 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.
- 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.
- 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.

### **Building Design**

- New development adjacent to low density residential neighbourhoods will be limited by a 45 degree angular plane measured at a minimum 7.5 metre setback from the property line at a height of 10.5 metres.
- 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.
- Generally, a building's podium should be at least 3 storeys before any building step backs are introduced.



- The shadow impacts of buildings on public open spaces and private amenity areas shall be minimized.
- The floor plate for a residential tower, the portion of the building above the podium, shall generally not exceed 850 square metres.
- Within the middle component of a building, balconies should be recessed and/or integrated into the building façade.
- The top of towers should be attractively designed using setbacks, articulation and other means to contribute positively to the skyline. This can be accomplished through the use of a small setback on the last 2 to 6 storeys, and distinctive and varied rooflines to contribute towards the built form character and unique appearance of the building.
- Roof tops are encouraged to include green roof spaces for environmental sustainability, amenity space for residents or urban agriculture.
- 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), fenestrations, cornices, vertical pillars, and prominent entrances that respond to the massing and architectural style of the building.
- Low-rise buildings will generally be utilized in the City Centre as a transition between adjacent low density neighbourhoods and mid-rise to taller building forms. On large blocks, a mix of taller buildings with some grade-related buildings may be appropriate.
- Mid-rise buildings should be sited to align parallel to the street, and to form usable interior courtyard spaces internal to the block.
- Design mid-rise buildings with a transition in massing on the top section with priority given to upper storey façade setbacks and terracing.
- Tall buildings should be designed to consider views of all sides of the buildings.
- Where tall buildings take the form of point tower above a podium, the proportion of the point towers must be designed to cast fewer and smaller offending shadows, open sky views to streets from neighbouring apartment buildings and to be easily absorbed in the skyline.
- Point towers should be setback a minimum of 3.0 metres from the street wall of the podium of a building.

### **Signature Buildings**

- Signature Buildings, those with significant heights and massing, should be located at key gateways to, and intersections within, the City Centre. Signature buildings 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.

## **Mobility**

- The four corners at Kingston Road and Liverpool Road are identified as a “Transit Junction”.
- Transit Junctions facilitate easy transfers and comfortable pedestrian experiences through an enhanced public realm including: high quality landscaping, street furniture, bus shelters, public art, cycling parking facilities and additional street trees to provide shade.

## **Public Realm**

- A variety of both passive and active recreational opportunities shall be offered within the City Centre.
- Public art shall be encouraged throughout the City Centre in multiple mediums, and as a form of community expression; to add vibrancy; to foster creativity; and to create identity.
- Design features at corners should include signature buildings and/or enhanced landscaping such as signage, art, lighting, historic markers, special paving, open space/square, or seating as well as coordinated fencing to frame the entry into the neighbourhood.
- The primary entrances to buildings at gateway locations should be located at the street corner and contain architectural features that would enhance and activate the street corner.