# Kingston Road Corridor and Specialty Retailing Node Intensification Study

## Recommended Intensification Scenario Report

March 20, 2019

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# 1.0 Executive Summary

## Study Purpose and Process

The Kingston Road Corridor and Specialty Retailing Node Intensification Study (the Study) has examined opportunities for intensification and supporting connections and public amenities within the approximately 152 hectare Study Area centred on Kingston Road and within the Specialty Retailing Node. It will result in urban design guidelines and recommendations that will be used to update City of Pickering Official Plan policies and zoning within the corridor and node.

The need to explore intensification opportunities within the corridor and node was identified through the South Pickering Intensification Study and the city-wide Growth Management Program. These "parent" studies have been undertaken to implement the strategic growth area objectives of the Provincial Growth Plan and the corridor objectives of the Durham Regional Official Plan within the South Pickering Urban Area, of which the corridor and node are a core component.

The Study Area has been divided into four study area segments of precincts. These include the Rougemount Precinct, Whites Precinct, Dunbarton/ Liverpool Precinct, and Brock Precinct.

The Study is guided by a number of strategic goals that have been identified by the City of Pickering. These strategic goals speak to coordinating and complementing intensification with a broad array of city-building outcomes, including placemaking, community health, sustainability, economic development, housing choice, connectivity, infrastructure optimization and natural heritage restoration. The strategic goals are broadly consistent with the planning policy framework contained within the Provincial Growth Plan, the Durham Regional Official Plan and the City of Pickering Official Plan.

The Study is being undertaken in a three-phase process taking place over a 2 year period from November 2017 to November 2019. The three phases of the Study include Phase 1: Develop a Vision, Phase 2: Develop a Recommended Scenario, and Phase 3: Recommended Design.

Phase 1 of the Study involved undertaking a review of existing conditions, an analysis of issues and opportunities, and the development of a vision and associated goals and objectives. The vision, goals and objectives will be used as the basis for developing and assessing alternative intensification scenarios in Phase 2 and the Recommended design in Phase 3, ultimately producing a planning framework to redevelop and intensify the Corridor and the Node. Phase 1 concluded with the release of the Background Report on July 31, 2018.

This Recommended Intensification Scenario report summarizes the results of Phase 2. Further details regarding the study purpose and process are available in section 2 of this report.

## Developing Alternative Scenarios

The development of Alternative Intensification Scenarios involved four inputs. The first input was Phase 1 of the Study which included the draft recommended vision, goals and objectives. These foundational elements were used to provide a framework for modelling change and growth within the four precincts, providing direction on how connectivity, place making, and land use and built form interventions should be contemplated in the Alternative Intensification Scenarios. The vision, goals and objectives were also used to guide the different arrangements of these elements, to ultimately test if and how these foundational elements could be achieved in one or more configurations.

The second input was a series of key assumptions that set consistent parameters that would hold across all of the Alternative Intensification Scenarios. These key assumptions were grouped into four categories that were informed by the existing conditions review and issues and opportunities analysis: overall growth, natural environment, transportation, and land use / built form.

The third input was the identification of sites with redevelopment potential. These are sites that generally are under performing relative to the draft recommended vision, goals and objectives for the corridor and node. They were identified as such based on a site-by-site analysis that applied a series of criteria related to existing use / built form, site dimensions, site location, and development interest.

The fourth and final input into the development of the Alternative Intensification Scenarios was feedback from key public agencies, and comments from members of the public provided at a Community Workshop. At this workshop, participants were asked to identify different ways that connectivity, place making, and land use / built form could be improved within each of the four precincts. Further details regarding the Community Workshop are available in Section A.4 of this Report.

**Review of Alternative Scenarios**

Drawing on the high-level guidance of the vision, goals and objectives and the key assumptions, the base layer of potential redevelopment sites, and feedback provided by members of the public, two Alternative Intensification Scenarios (A and B) were developed for each precinct, with each scenario featuring slightly different arrangements of connectivity, place making, and land use / built form interventions.

These Alternative Intensification Scenarios allowed for the testing of different configurations of public and private streets, different sizes and distributions of parks and open space, different mixes of uses, and different distributions of height and density. The Alternative Intensification Scenarios were assessed using an evaluation framework that contained criteria derived from the study goals and objectives.

In each precinct, the Alternative Intensification Scenario that better performed was carried forward for further refinement. Collectively, these better performing scenarios constituted the emerging Preferred Intensification Scenario for the corridor and node as a whole. This emerging Preferred Intensification Scenario was then further revised following feedback from City of Pickering stakeholders, the Public Agency Advisory Committee, and members of the public. Through this process of revision, in some cases a better performing precinct scenario adopted elements of the lesser performing precinct scenario, essentially becoming a hybrid of the two alternatives for that precinct. In other cases, further revisions were made that were not contemplated by either of the alternative scenarios.

As a result of the above-mentioned consultation, a Recommended Intensification Scenario was developed along with a slightly refined vision to better reflect the outcomes of the consultation input and analysis undertaken in Phase 2. The Recommended Intensification Scenario is further detailed in Section 4 of this report.

**The Recommended Intensification Scenario**

Based on the overall assessment of the Alternative Intensification Scenarios, Alternative A generally performed better and was selected as a base to develop a Preferred Intensification Scenario for the whole of the corridor and node. Feedback provided by members of the public, the Technical Working Group (TWG) and the Public Agency Advisory Forum (PAAF) helped inform the preparation of the Preferred Scenario and its refinement into the Recommended Intensification Scenario.

The draft vision for the corridor and node was also revisited based on feedback received in Phase 2. It was slightly refined to better reflect both this feedback and to strengthen certain components that were tested and augmented through the development of the alternatives and preparation of the Recommended Intensification Scenario.

Further details and the Recommended Intensification Scenario are available in Section 4 of this report.

**Next Steps**

In Phase 3 of the study, the Recommended Intensification Scenario will form the basis for preparing an Intensification Plan and Urban Design Guidelines. The Intensification Plan will consist of the following components;

- A Land Use Framework
- Built form and Streetscape Principles and Objectives
- Transportation / Mobility
- Public Open Spaces and Natural
- Infrastructure
- Implementation

The Urban Design Guidelines will further articulate the design vision for the Intensification Plan, emphasizing place making and sustainability through guidelines regarding:

- Built Form
- Public Realm
- Mobility

Further consultation will be undertaken in Phase 3 on the draft Intensification Plan and draft Urban Design Guidelines with the TWG, PAAF and members of the public. Further detail regarding next steps are available in section 5 of this report.

# Recommended Intensification Scenario

**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- GO Railway
- Future & Planned Connection Subject to EA
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY

- Proposed Pedestrian Connection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Potential Controlled Intersection Location Subject to further review

PLACE MAKING

- Primary Retail Frontage
- Secondary Frontage
- Potential Gateway
- Potential Community Facility
- Exploration Trail
- Proposed Access to Open
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM

- Mixed Use A - Residential / Retail / Office
- Mixed Use B - Residential /Retail
- Mixed Use C - Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

0 100 m 300 m 500 m

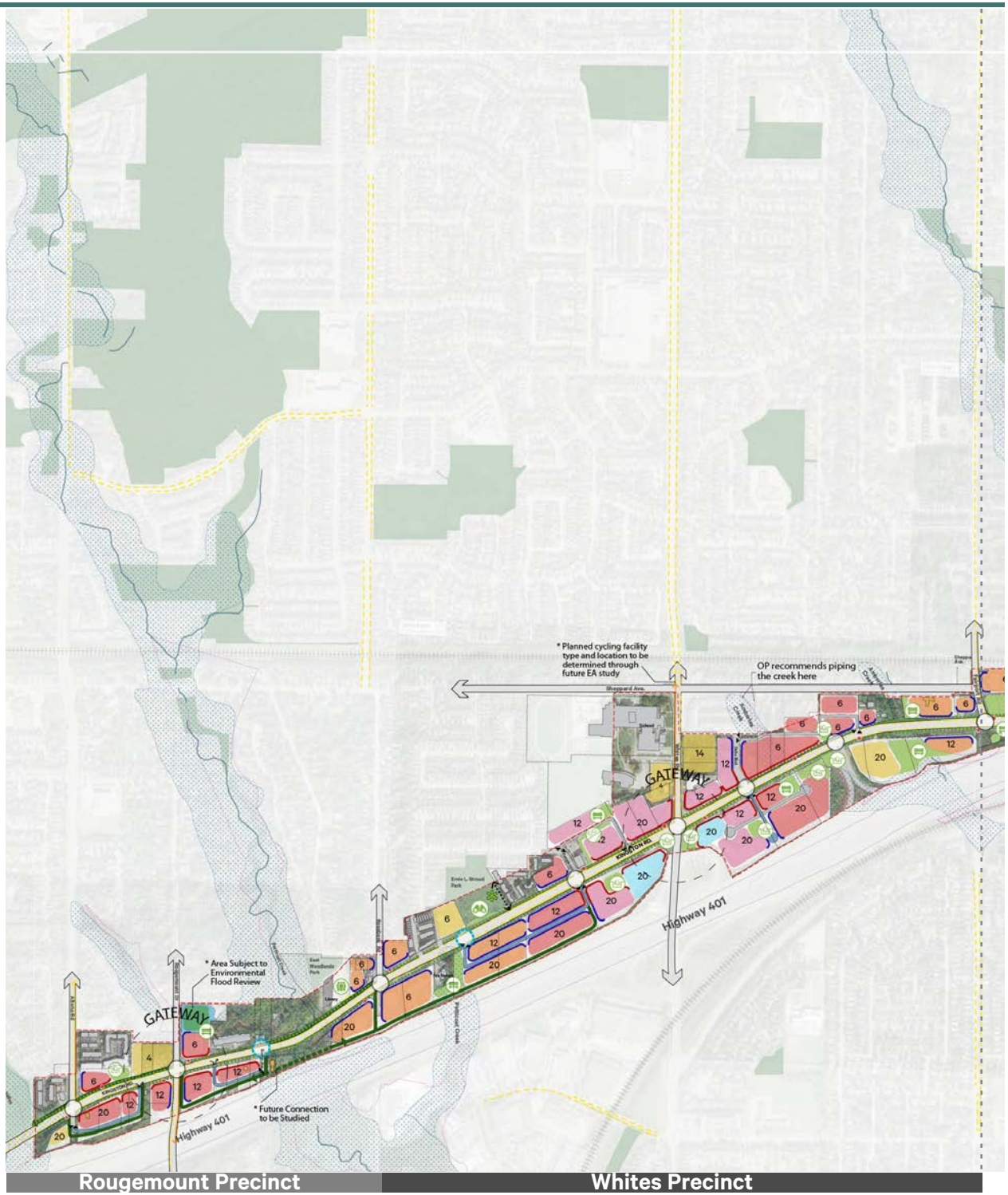


**Figure 1** Recommended Intensification Scenario Study Area Wide Plan


**Dunbarton/Liverpool Precinct**

**Brock Precinct**

# 2.0 Study Overview

2.1 Study Purpose
2.2 Study Area and Precincts
2.3 Study Process

## 2.1 Study Purpose

The Kingston Road Corridor and Specialty Retailing Node Intensification Study represents a further phase of the South Pickering Intensification Study, itself an offshoot of the broader city-wide Growth Strategy Program. The purpose of this overall Program is to implement the strategic growth area objectives of the Provincial Growth Plan and the corridor objectives of the Durham Regional Official Plan within the South Pickering urban area.

The first phase of the Growth Strategy Program focused on the City Centre. Upon the conclusion of that phase, the Program switched focus to examine intensification opportunities on the remaining lands in South Pickering. A number of factors led to the identification of the Kingston Road Corridor and Specialty Retailing Node as an area for further study of intensification potential.

From a policy perspective, Kingston Road is designated as a Regional Corridor in the Durham Regional Official Plan and as a Mixed Use Area – Mixed Corridor in the Pickering Official Plan. The Specialty Retailing Node also has a Mixed Use Area designation in the Pickering Official Plan. Together these designations identify Kingston Road and the Specialty Retailing Node as a priority location for intensification.

From a transit investment perspective, Durham Region is currently implementing transit priority measures along Kingston Road through curbside bus-only lanes that can accommodate Bus Rapid Transit (BRT). Further study will be undertaken by the region to explore a dedicated median transit right-of-way. There is therefore an opportunity to plan for redevelopment with a mix of uses and at densities that would be supportive of this rapid transit investment.

From a community input perspective, participants in the South Pickering Intensification Study engagement process identified the importance of intensification and higher density development along corridors such as Kingston Road, maintaining the character of established neighbourhoods, and creating vibrant, mixed-use, well designed, transit-supportive communities. Together these community aspirations lend themselves to a renewed vision for the Kingston Road Corridor and Specialty Retailing Node that aligns with new policy direction and transit investment initiatives.

Through the Kingston Road Corridor and Specialty Retailing Node Study, opportunities for intensification will be identified, urban design guidelines will be created, and recommendations developed that will be used to update the in-force planning framework, including Official Plan policies and zoning specific to the Corridor and Node.

## 2.2 Study Area and Precincts

The approximately 152 hectare Study Area is centred on Kingston Road, which spans the entire width of the City of Pickering, paralleling Highway 401. The Study Area generally includes properties that front onto the north and south sides of Kingston Road, between the Rouge National Urban Park in the west and Pine Creek in the east. The Study Area also includes a number of properties that front onto the north side of Kingston Road, west and east of the intersection of Brock Road, as well as all properties that fall within the Specialty Retailing Node to the southeast of the intersection of Kingston Road and Brock Road.

There are two areas along Kingston Road that are excluded from the Study Area. These are flood-prone areas to the north and east of the Specialty Retailing Node and the City Centre, where a detailed planning study has already been undertaken resulting in Council-approved area-specific Official Plan policies, zoning, and urban design guidelines (see Figure 1).

For the purposes of the study, the Study Area has been divided into the following four precincts:

Rougemount Precinct – extending from the Rouge Valley in the west to Rosebank Road in the east

Whites Precinct – extending from Rosebank Road in the west to Fairport Road in the east

Dunbarton/Liverpool Precinct – extending from Fairport Road in the west to Pine Creek in the east

Brock Precinct – incorporating the portions of the Study Area around the intersection of Kingston Road and Brock Road and the entirety of the Specialty Retailing Node located south of Kingston Road, east of Brock Road, and north of Highway 401.

(see Figure 2).

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## 2.2 Study Area and Precincts

**Legend**

- Study Area Boundary
- Parks / Open Space
- Rail Corridor
- Speciality Retailing Node

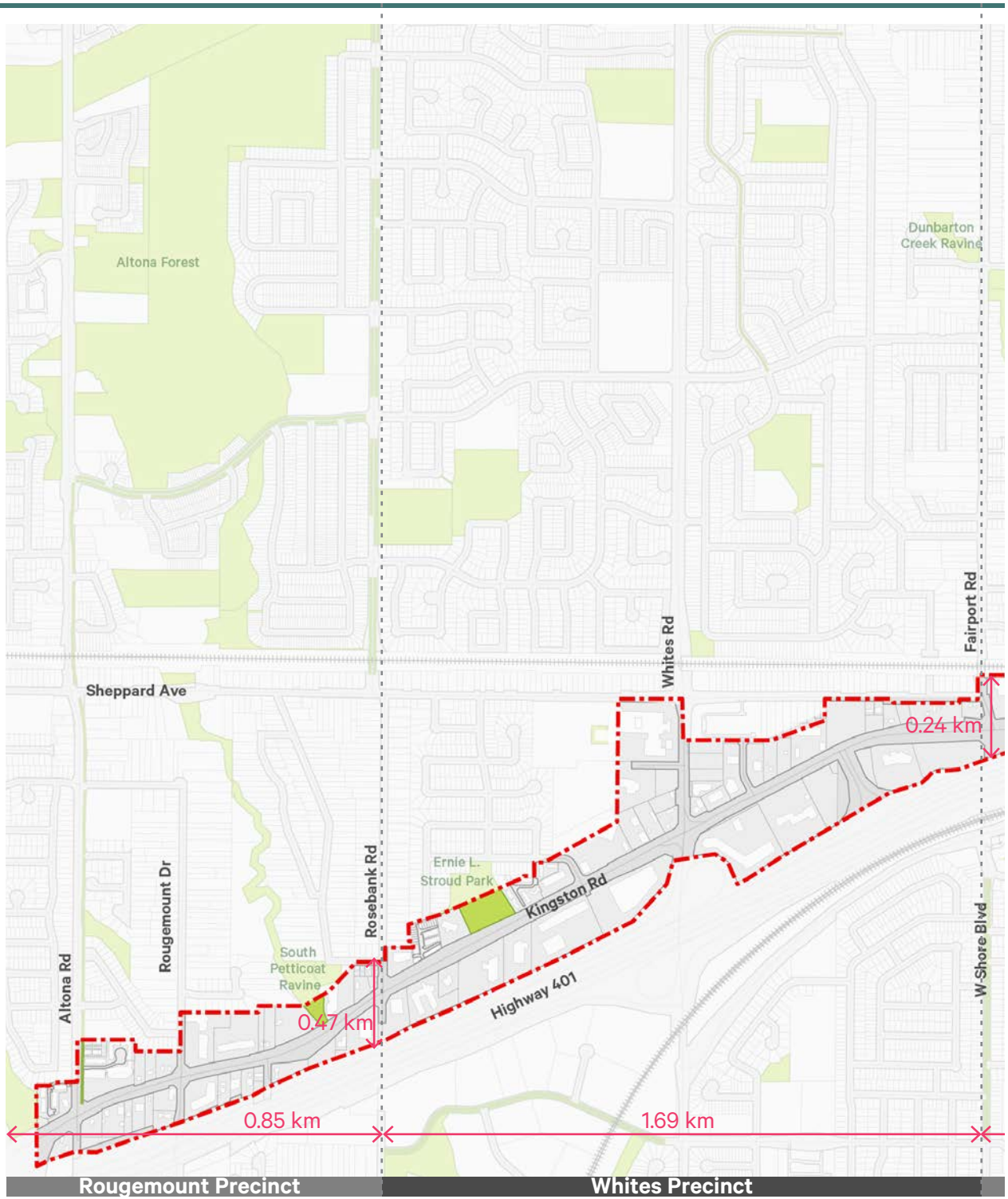
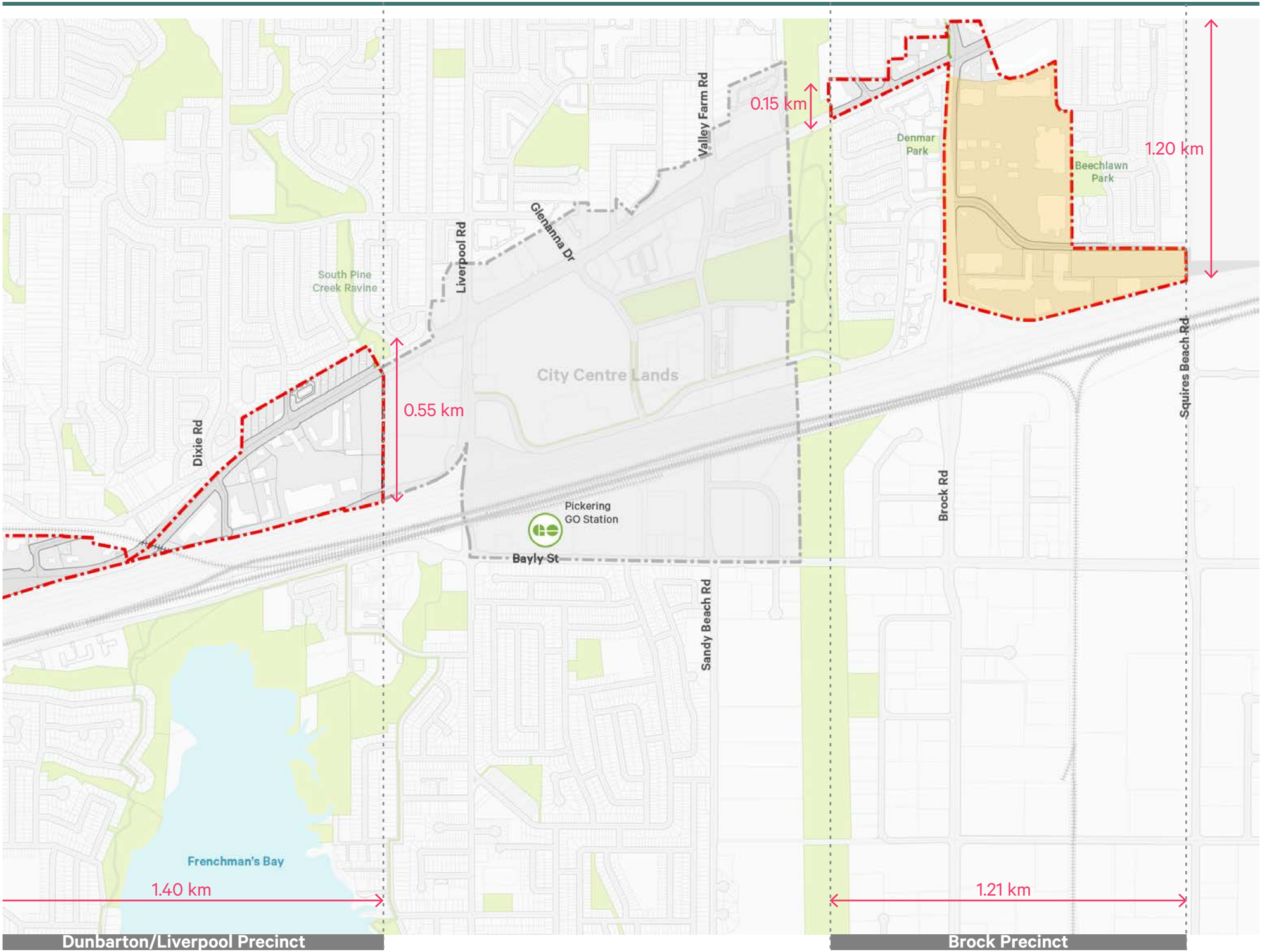



**Figure 2** Study Area


0.15 km
1.20 km
0.55 km
1.40 km
1.21 km
Valley Farm Rd
Glenanna Dr
Liverpool Rd
South Pine
Creek Ravine
Denmar
Park
Beechlawn
Park
City Centre Lands
Dixie Rd
Squires Beach Rd
Brock Rd
Pickering
GO Station
Bayly St
Sandy Beach Rd
Frenchman's Bay
Dunbarton/Liverpool Precinct
Brock Precinct

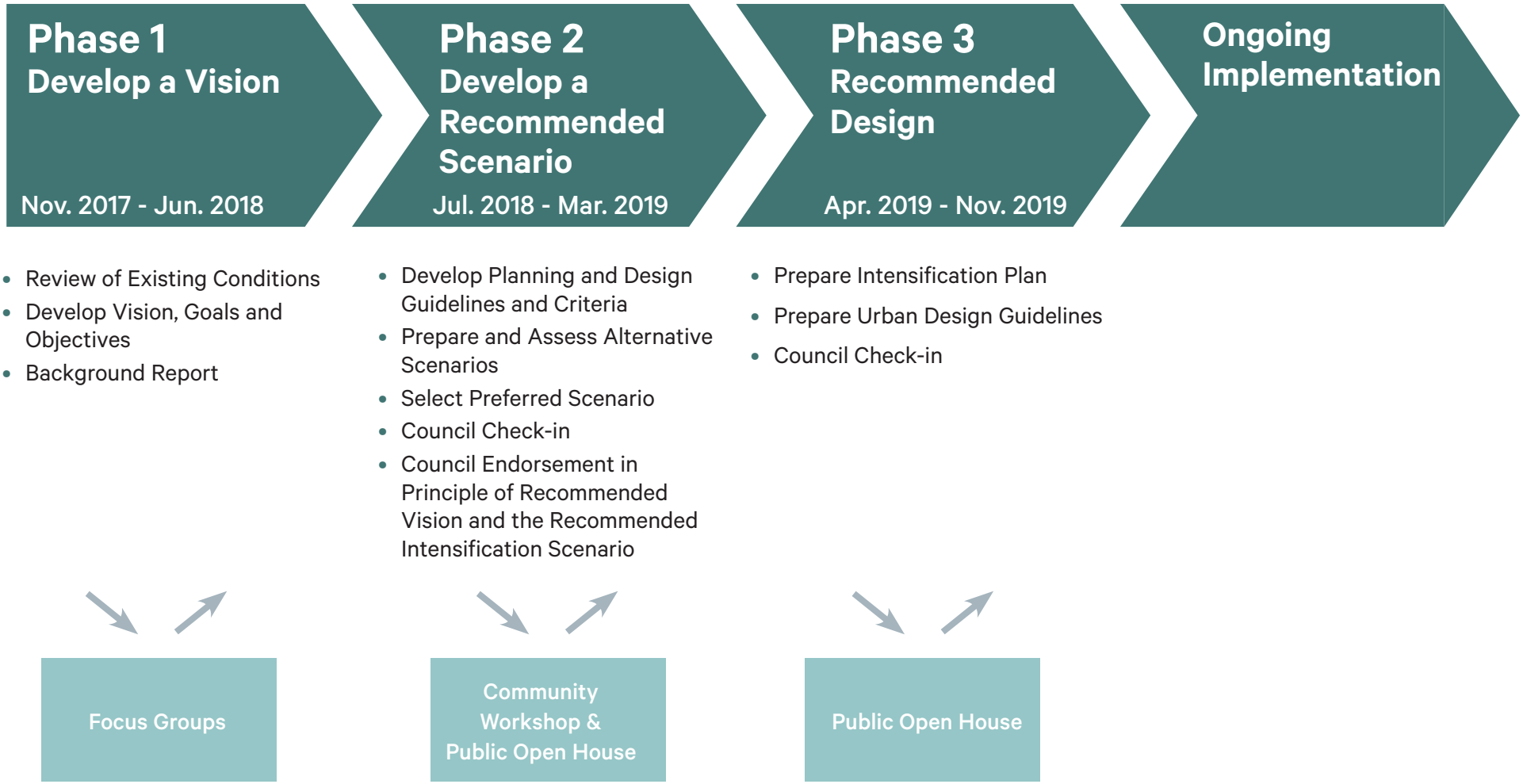
## 2.3 Study Process

The Study is being undertaken in a three-phase process taking place over a two year period from November 2017 to November 2019. The three phases of the Study include Phase 1: Develop a Vision, Phase 2: Develop a Recommended Scenario, and Phase 3: Recommended Design.

Phase 1 of the Study involved undertaking a review of existing conditions, an analysis of issues and opportunities, and the development of a vision and associated goals and objectives. The vision, goals and objectives would be used as the basis for developing alternative intensification scenarios in Phase 2 and the Recommended design in Phase 3, ultimately producing a planning framework to redevelop and intensify the Corridor and the Node. Phase 1 concluded with the release of a background report in August 2018, which summarized the results of Phase 1 of the Study.

Phase 2 of the Study focused on developing a set of Alternative Intensification Scenarios with different arrangements of open space, street networks, land use and built form. Each scenario was tested against a set of evaluation criteria based on the Study vision, goals and objectives. The Recommended Intensification Scenario, once it is approved, will be carried forward as the basis for the Intensification Plan and Urban Design Guidelines that will be developed in Phase 3.
The Intensification Plan and Urban Design Guidelines prepared in Phase 3 will provide a planning framework for implementing the Recommended Intensification Scenario and will include recommendations for updating Official Plan policies and zoning within the Study Area.

Each phase of the Study involves robust public and stakeholder consultation with meetings specifically tailored to solicit the involvement of and input from local residents, landowners, public agencies and key stakeholders. The public consultation strategy associated with this study includes key “check-ins” with Council, to ensure a transparent and accountable process and to set up a proper basis for subsequent study phases/steps.


Phase 1
Develop a Vision
Nov. 2017 - Jun. 2018
Phase 2
Develop a Recommended Scenario
Jul. 2018 - Mar. 2019
Phase 3
Recommended Design
Apr. 2019 - Nov. 2019
Ongoing Implementation
Review of Existing Conditions
Develop Vision, Goals and Objectives
Background Report
Develop Planning and Design Guidelines and Criteria
Prepare and Assess Alternative Scenarios
Select Preferred Scenario
Council Check-in
Council Endorsement in Principle of Recommended Vision and the Recommended Intensification Scenario
Prepare Intensification Plan
Prepare Urban Design Guidelines
Council Check-in
Focus Groups
Community Workshop & Public Open House
Public Open House

# 3.0 Developing the Alternative Intensification Scenarios

3.1 Key Inputs
3.2 Key Features
3.3 The Assessment Process
3.4 Consultation on the Scenarios

## 3.1 Key Inputs

The development of Alternative Intensification Scenarios involved the following four inputs:

- The vision, goals and objectives for the Study Area
- A series of key assumptions for the study area
- The identification of sites with redevelopment potential
- Feedback from key public agencies and members of the public provided at a Community Workshop

The first input, consisting of the vision, goals and objectives for the Study Area, was used to create a framework for modelling change and growth within the four precincts, providing direction on how connectivity, place making, and land use and built form interventions should be contemplated in the Alternative Intensification Scenarios. Further details regarding the Vision, Goals and Objectives are contained in Appendix A of this report.

The second input, consisting of a series of key assumptions, set consistent parameters that would hold across all of the Alternative Intensification Scenarios. These key assumptions were grouped into the following four categories: overall growth, natural environment, transportation, and land use / built form. Further details regarding the key assumptions are contained in section Appendix A of this report.

The third input consisted of the identification of sites with redevelopment potential. These are sites that generally are underperforming relative to the vision, goals and objectives for the corridor and node. They were identified as such based on a site-by-site analysis that applied a series of criteria related to existing use / built form, site dimensions, site location, and development interest. Further details regarding the identification of sites with redevelopment potential are contained in section Appendix A of this report.

The fourth and final input into the development of the Alternative Intensification Scenarios was feedback from key public agencies, and members of the public provided at a Community Workshop. At the Community Workshop, participants were asked to identify different ways to improve connectivity, place making, and land use / built form within each of the four precincts. More information regarding the workshop is available in section Appendix A of this report.

The following diagram illustrates the Alternative Intensification Scenario development process (see Figure 3).

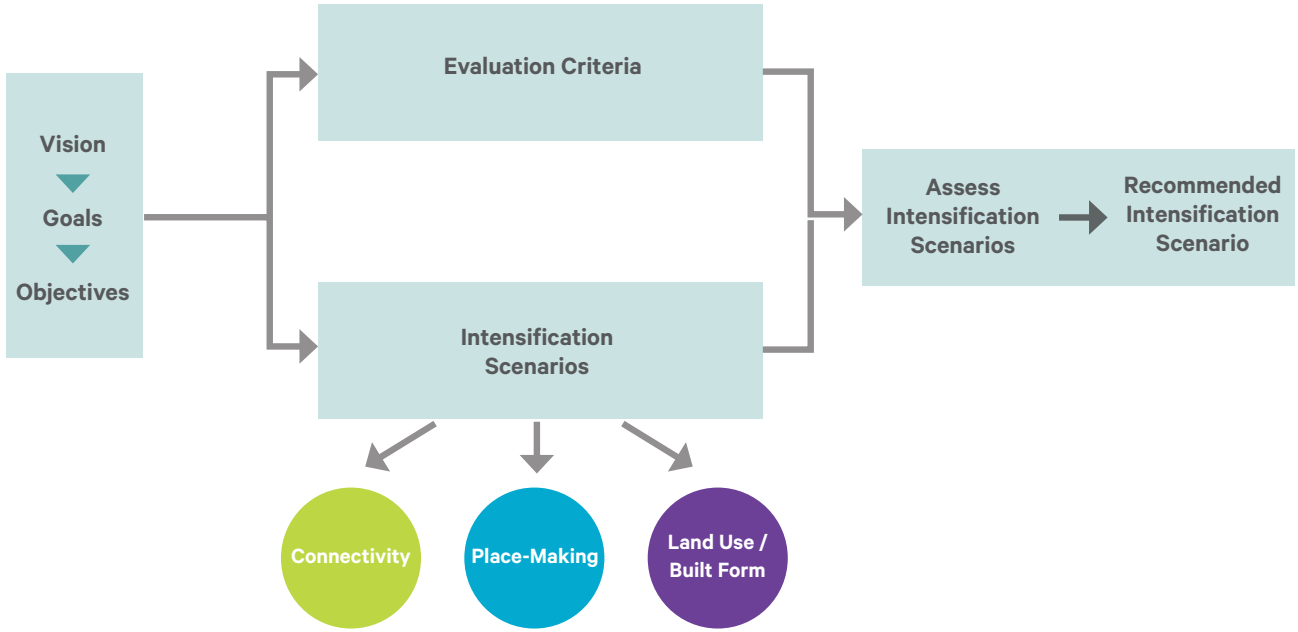



**Figure 3** Developing the Alternative Scenarios - From the Vision to a Recommended Scenario

## 3.2 Key Features

In preparing the two Alternative Intensification Scenarios for each precinct, a number of key connectivity, place making and land use / built form features (interventions) were considered under each category of Connectivity, Place-making and Land-use/ Built Form.

Connectivity
- Public Roads
- Private Roads
- Cycling Network Connections
- Pedestrian connections
- Controlled Intersections

Place-Making
- Primary Retail Frontages
- Secondary Frontages
- Gateways
- Community Facilities
- Urban Squares
- Green Spaces
- Linear Parks
- Lookout Points
- Access Points to Open Space and Trails
- Enhanced Boulevards

Land Use / Built Form
- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential / Retail
- Mixed Use C Residential / Retail
- Residential only
- Retail / Office only
- Building Heights

The next pages provide short descriptions of each.

### Connectivity

Connectivity is all about providing new connections or improving the quality of existing connections. Connections can be things like new public streets, new private drives, and new pedestrian and cycling pathways. New or improved connections can be used to provide alternate travel routes, break up larger blocks into smaller and more walkable blocks, and provide access to parks, open spaces and natural heritage. Improvements to existing connections can help make them safer and more comfortable for everyone, particularly pedestrians and cyclists.

Connectivity key features that were explored through the Alternative Intensification Scenarios included:

- **Public Roads** that would be designed to municipal standards, owned by the City, and constructed / secured through site redevelopment
- **Private Roads** that would be designed to municipal standards, remain in private ownership, and constructed through site redevelopment
- **Cycling Network Connections** that would take the form of on-street bike lanes, in-boulevard cycle tracks, or off-street multi-use trails
- **Pedestrian Connections** that would be reserved for the exclusive use of pedestrians,
- providing additional routes / circulation within blocks and to open spaces and destinations
- **Controlled Intersections** at locations where greater traffic volumes are anticipated, featuring traffic signals, stop signs or roundabouts, and providing for safer pedestrian, cyclist and vehicular movement

More information including image examples of each of the key features can be found in Appendix B of this report.

### Place- Making

Place-making is all about providing for new public spaces or improving the quality of existing public spaces. These public spaces include things like parks and public squares of various sizes. They also include community recreation facilities and other indoor and outdoor community-oriented uses. Streets are also significant public spaces, and thinking about ways to make them active places where many people want to stroll and linger, can help contribute to place-making. Place-making can also occur through privately owned but publicly accessible spaces that are well connected to public spaces. These types of spaces could include privately owned and publicly accessible squares or pedestrian laneways.

Place-making key features that were explored through the Alternative Intensification Scenarios included:

- **Primary Retail Frontages** containing a greater consistency and greater number of fine grain active uses at grade, such as retail units with

primary entrances and glazing oriented to the street

- **Secondary Frontages** consisting of a less continuous presence of publicly-accessible spaces, or more private spaces that still have a strong street-related presence, such as townhouse units integrated into the first several floors of a larger multi-storey building.
- **Gateways** that provide a point of arrival to the corridor and node that can be signified by distinctive public realm (e.g. setbacks, open space) or built form (e.g. taller heights) interventions
- **Community Facilities** that could take the form of new recreation facilities, libraries or other community-oriented uses
- **Urban Squares** that provide open space with a high proportion of hard landscaped surfaces, anticipating greater pedestrian volumes in high-traffic areas
- **Green Spaces** that provide open space with a high proportion of soft landscaped surfaces anticipating lower pedestrian volumes and / or opportunities for outdoor active and passive recreation
- **Linear Parks** that provide a combination of both open space and connectivity opportunities for pedestrians
- **Lookout Points** that exist at natural vantage points typically present in close proximity to the creeks and valleylands
- **Access Points to Open Space and Trails** that provide direct links between the corridor and node and the existing / planned trail systems within the creeks and valleylands
- **Enhanced Boulevards** that include space for cycling facilities, street trees, street furniture zones, and generous and unencumbered sidewalks

More information including image examples of each of the key features can be found in Appendix B of this report.

## Land Use/ Built Form

Land use / built form is all about the different types of uses and the different ways that higher densities can be achieved over time. A mix of uses can be accommodated within a single building; for example a building with retail on the ground floor and residential uses above. A mix of uses can also be accommodated within many single use buildings on the same site, for example a standalone retail store or office building located on Kingston Road with residential townhomes located on the same property but off of Kingston Road. Higher densities can be achieved in many forms, including low-rise, mid-rise and high-rise buildings. Low-rise buildings are generally those that are up to 4 storeys tall, mid-rise those that are 5-11 storeys tall, and high-rise buildings those that are 12 or more storeys.
In planning for higher densities, it is important to consider how buildings can appropriately transition in scale between taller and shorter buildings, particularly where the study area is directly adjacent to existing low-rise neighbourhoods.
Land use / built form key features that were explored through the Alternative Intensification Scenarios included:

- **Mixed Use A Residential / Retail / Office** would feature a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites
- **Mixed Use B Residential / Retail** would feature a combination of residential and retail uses in mixed use buildings, or in separate buildings on mixed use sites
- **Mixed Use C Residential / Retail** would also feature a combination of residential and retail uses, with a greater proportion of residential, and a lower proportion of retail than Mixed Use B
- **Residential Only** would feature only residential uses, generally in areas that otherwise are intended to have a high degree of mixed use sites and where a mix of uses on a specific site may not be desirable or achievable
- **Office / Retail Only** would feature primarily office uses with some population-related retail, typically located in areas where access to existing and planned transportation infrastructure (both road and transit) is greatest
- **Notional Heights (Storeys)** are intended to represent potential building form and site density

More information on the key features, including visuals, can be found in Appendix B of this report.


**Figure 4** Maps showing interventions in connectivity, place-making, and land use / built form across one sample precinct

## 3.3 The Assessment Process

Drawing on the high-level guidance of the vision, goals and objectives, the key assumptions, the base layer of the potential redevelopment sites, and feedback provided by members of the public in Phase 1 of the Study, two Alternative Intensification Scenarios (A and B) were developed for each precinct. Each scenario features slightly different arrangements in terms of connectivity, place making, and land use/ built form interventions. These Alternative Intensification Scenarios allowed for the testing of different configurations of public and private streets, different sizes and distributions of parks and open space, different mixes of uses, and different distributions of densities and heights (see Appendix A for further detail on the Alternative Intensification Scenarios).

Despite Alternative A and B containing different arrangements of connectivity, place making, and land use / built form interventions, there were some points of commonality between the alternatives across all precincts. There was also some consistency across all precincts in terms of the connectivity, place making, and land use / built form provided for in Alternative A.

**Connectivity**

In terms of connectivity, all of the alternatives provided for new connections through redevelopment parcels, both to consolidate access on Kingston Road and/or provide alternative access off of Kingston Road, and to provide new connectivity networks within larger sites to provide for circulation and new frontages for development.

Alternative A in all of the precincts generally provided for more connections overall and these connections more closely corresponded to the existing drive aisle patterns on larger parcels.

**Place-Making**

With regard to place-making, all of the alternatives contained a mixture of open space types, including parks, urban squares and enhanced streetscapes to provide for open spaces that varied and were responsive to their proposed context. Certain open spaces act as green soft-scape extensions of an existing public park, while others provide a more hardscaped place of respite at significant intersections where a high level of activity would be anticipated as a result of higher densities and greater mix of uses. Alternative A in all of the precincts featured a slightly higher amount and a more distributed network of open space than Alternative B.

This place-making strategy is driven in part by slightly higher densities contained in Alternative A, providing a greater amount of open space proportionate to the higher anticipated residential and employment population, as well as providing enhanced access to these open spaces by ensuring that they are located within a close walking distance to all potential redevelopment.

**Land Use/Built Form**

The land use and built form concept expressed in all of the alternatives featured higher densities and a greater mix of uses than exists today. In doing so, all of the alternatives were more likely to achieve a level of density and a mix of uses that would support transit ridership, provide a critical mass of pedestrians to support street-related and local population serving retail uses, and help further the creation of complete communities with opportunities for living, working and obtaining life's daily needs within the corridor and node.

Alternative A generally featured higher densities and a greater mix of uses overall than Alternative B. Alternative A also featured a greater concentration of density and mixed of uses at key intersections, particularly those that have the potential to be identified as Major Transit Station Areas, such as the intersection of Kingston Road and Whites Road where two higher order transit corridors intersect. As such, this provided for a scenario that was more explicitly transit-oriented in its distribution of density and use.

**Evaluation Framework and Assessment**

The evaluation of the Alternative Intensification Scenarios (A and B) for each precinct was undertaken using an evaluation framework that contained criteria derived from the study goals and objectives. In effect, this evaluation framework operationalized the goals and objectives allowing for an evaluation of the performance of the Alternative Intensification Scenarios (see Appendix B for further detail on the Evaluation Framework and Assessment of Alternative Intensification Scenarios).

Within this evaluation framework, the Alternative that best achieved the objective was assigned a score of 2, and the objective that was second best at achieving the objective was assigned a score of 1. Where both Alternatives performed equally relative to an objective, a score of 1 was assigned to both. Based on the overall assessment of the Alternative Intensification Scenarios, Alternative A in all four precincts achieved a higher score on aggregate than Alternative B.

The key findings of the assessment included the following key points of differentiation that led to a higher score on aggregate for Alternative A:

- Alternative A provides more open space than Alternative B in all Precincts except Brock
- Alternative A provides a higher number of residential units per hectare than Alternative B in all precincts
- Alternative A produces more retail and office GFA than Alternative B in all precincts
- Alternative A has a more balanced ratio of people to jobs than Alternative B in all precincts
- Alternative A concentrates a greater amount of GFA on sites adjacent to DRT Pulse stops than Alternative B in all precincts
- Alternative B has fewer access points of off Kingston Road than Alternative A in the Whites and Brock precincts
- A combined Alternative A was carried forward as an emerging Preferred Intensification Scenario for consultation with the TWG, PAAF and members of the public. Based on feedback received from these groups and further analysis (see section A.4). Alternative A was further modified and a recommended Preferred Intensification Scenario was prepared

In each precinct, the Alternative Intensification Scenario that better performed was carried forward for further refinement. Collectively, these better performing scenarios constituted the emerging Preferred Intensification Scenario for the corridor and node as a whole. This emerging Preferred Intensification Scenario was then further revised following feedback from City of Pickering stakeholders, the Public Agency Advisory Committee, and members of the public (see Section 3.4 of this Report and Appendix B). Through this process of revision, in some cases a better performing precinct scenario adopted elements of the lesser performing precinct scenario, essentially becoming a hybrid of the two alternatives for that precinct. In other cases, further revisions were made that were not contemplated by either of the alternative scenarios.

Resulting from the above-mentioned consultation and revisions to the draft Preferred Intensification Scenario, a recommended Preferred Intensification Scenario was developed along with a slightly refined vision to better reflect the outcomes of the consultation input and analysis undertaken in Phase 2 of the Study. The key deliverable of the Alternative Intensification Scenario Development Process - The Recommended Intensification Scenario, is further detailed in Section 4 of this Report.

## 3.4 Consultation on the Scenarios

A public open house was held in December 2018 following the preparation and assessment of the Alternative Intensification Scenarios. Both Alternatives for all four precincts were presented with preliminary results of the assessment, including that Alternative A performed better in achieving the goals and objectives of the Study.

Participants were asked to provide suggested refinements to Alternative A for each precinct. The feedback they provided informed further refinements to the Preferred Intensification Scenario. Some of the key themes and points of feedback participants shared at this meeting included the following:

**Study Area-wide**

- Consider more residential and retail/office only uses
- Ensure that there is space for office uses throughout the corridor and node
- Ensure that there is safe access for pedestrians within redevelopment sites
- Consider the needs of an aging population in considering connectivity, place making and land use / built form

**Rougemount Precinct**

- Consider ways to provide more direct access to the Rouge Park
- Consider adding a trail system running parallel to Highway 401 within the highway setback area
- Consider measures to reduce speed and to better manage the volume of traffic on Kingston road, particularly west of Altona Road

**Whites Precinct**

- Consider further connections for pedestrians and cyclists between the school and Kingston Road
- Consider providing additional open space, although there was support for the current pattern with open spaces spread throughout development parcels
- Consider a hotel as a potential use

**Dunbarton / Liverpool Precinct**

- Consider locations for seniors housing
- Consider measures to reduce speed and to better manage the volume of traffic on Kingston road, particularly west of the rail bridge

**Brock Precinct**

- Support for a broad range of uses
- Support for connections to the existing Beechlawn Park
- Support for locating higher densities adjacent to Highway 401 and within larger parcels where there is space to transition to adjacent lower rise buildings
- Consider flexibility in determining locations of new public streets and private connections within the large parcels
- Ensure that safe and comfortable access is provided for pedestrians and cyclists on existing and new streets / connections
- Allow flexibility for the phasing of development over time

The results of the evaluation of the Alternatives were also shared with members of the City's Technical Working Group (TWG) and the Public Agency Advisory Forum (PAAF) in November 2018. More detail on the consultation on the scenarios is provided in Appendix B.

# 4.0 The Recommended Intensification Scenario

4.1 The Recommended Vision
4.2 The Recommended Intensification Scenario

## 4.1 The Recommended Vision

Based on the overall assessment of the Alternative Intensification Scenarios, Alternative A was used as a base to develop a Preferred Intensification Scenario for the whole of the corridor and node. Feedback provided by members of the public, the Technical Working Group (TWG) and the Public Agency Advisory Forum (PAAF) helped inform the preparation and refinement of the Recommended Intensification Scenario. The draft vision for the corridor was also revisited based on feedback received in Phase 2 and slightly refined to better reflect both this feedback and to strengthen certain components that were tested and augmented through the development of the Alternatives and preparation of the Recommended Intensification Scenario.

The following sections provide the updated recommended vision for the corridor and node and present the Recommended Intensification Scenario that will be used as the basis for preparing the Intensification Plan and Urban Design Guidelines in Phase 3 of the Study.

The recommended vision for the corridor and node is outlined below:

By 2041, the Kingston Road Corridor and Specialty Retailing Node will be:

- **A sustainable place that embraces its significant natural heritage assets,** connecting to the valleys and creeks that the corridor crosses- including Rouge National Urban Park, mitigating greenhouse gas emissions and adapting to climate change, and building communities centered on new public open spaces in both the corridor and node
- **A walkable place in all four precincts**, with safe, comfortable and green sidewalks and pedestrian connections on both sides of Kingston Road, and within larger parcels that are likely to redevelop with an internal street network, particularly within the node
- **An urban, liveable, transit-supportive community, with a higher density mix of uses,** located in buildings that are pedestrian oriented, and that transition in height and mass to the scale of adjacent established neighbourhoods, particularly to the north of the corridor and to the east of the node
- **A place that continues to serve as both a destination for shopping and a place of employment, with retail, commercial services and offices** within mixed use buildings or on mixed use sites, and generally fronting directly onto Kingston Road, Whites Road, Brock Road and onto new internal streets on larger parcels, to provide active uses at grade that encourage pedestrian traffic
- **A regional and local multi-modal connector,** with regional gateways at Altona Road and Brock Road, with Altona Road acting also as a gateway to Rouge National Urban Park, and with gateways to the neighbourhoods north and south of the corridor at Rougemount Drive, Whites Road and Fairport Road, and at the Brock Road and Pickering Parkway intersection

## 4.2 The Recommended Intensification Scenario

### 4.2.1 Rougemount Precinct

#### Connectivity

To better align with the planned 45m right of way and the ultimate centre median Bus Rapid Transit along Kingston Road, and to make this precinct truly pedestrian and cycle friendly, the Recommended Intensification Scenario is seeking to minimize and consolidate the multiple accesses off Kingston Road and to increase the permeability of the precinct by the introduction of two rear public laneways on properties south of Kingston Road. The first of these potential public laneways runs from the southern end of Altona Road, east across the southern limit of properties with frontage on Kingston Road, and then turns back up to Kingston Road two properties west of Rougemount Drive. The second commences at Evelyn Avenue, running west to reconnect with Kington Road closer to Rougemount Drive.

To improve connectivity between the properties south of Kingston Road and east of Rougemount Drive, and to create a better pedestrian connection between the existing Library and Petticoat Creek to the "Main Street" retail , it is recommended that a controlled intersection be explored at Evelyn Avenue. In addition, since Rougemount Drive is one of the key roads crossing the highway and thus connecting the southern neighbourhoods, a new cycling connection is proposed south of Kingston Road on Rougemount Drive.

#### Place-Making

The Rougemount Precinct is characterized by several smaller parcels that give it a more quaint character than other districts. This attribute is maintained by encouraging primary frontages across nearly the full length of Kingston Road between Altona Road and the Petticoat Creek. Providing opportunity for more street oriented development would contribute to a high level of pedestrian activity and animation of the public realm, and strengthen the connection to the Rouge National Urban Park.

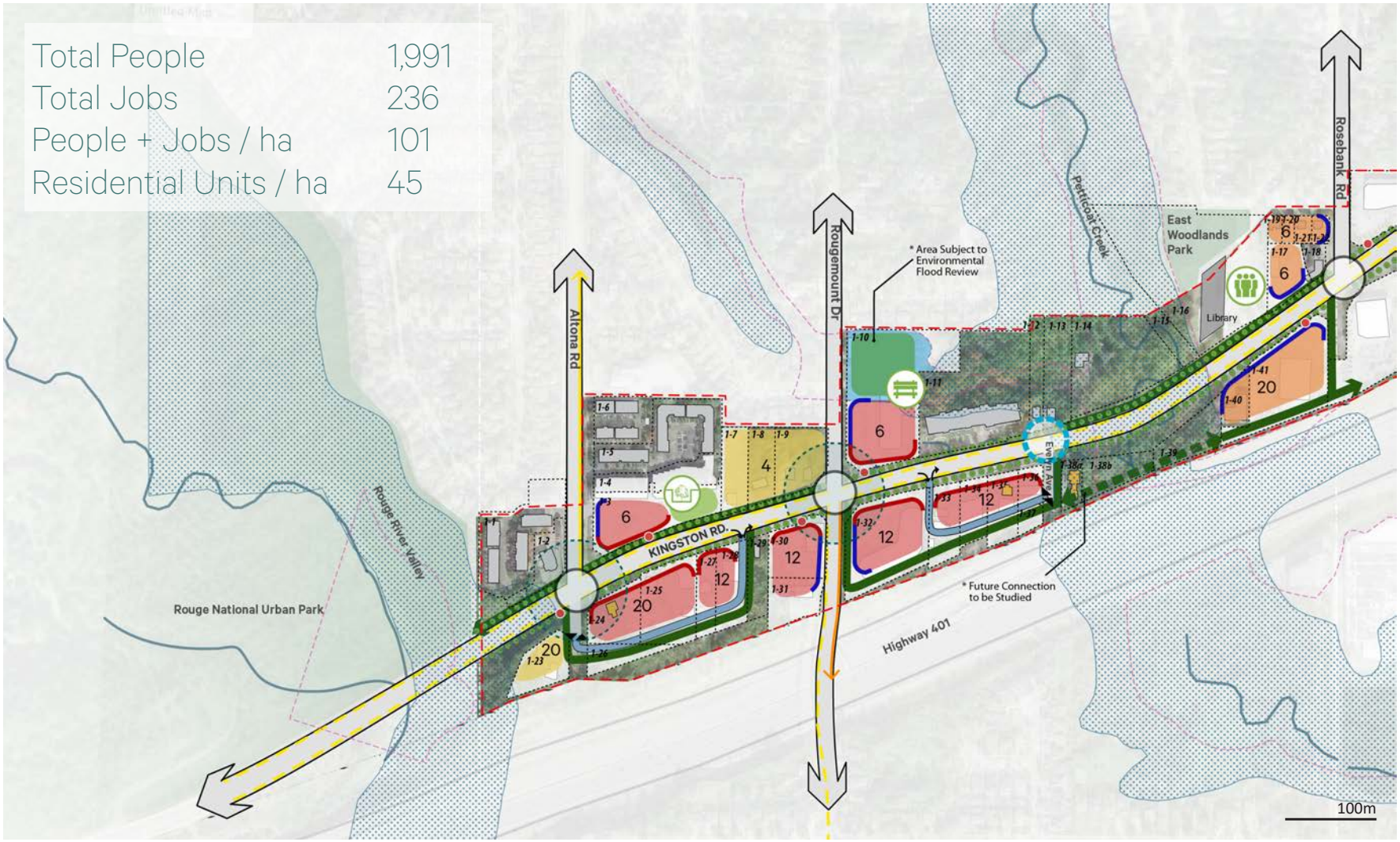
The Recommended Scenario also features a potential urban square fronting the north side of Kingston Road, just east of Altona Road, to provide a space of respite for pedestrians and residents. Also, a proposed green space fronts the east side Rougemount Drive to the north of Kingston Road, to provide a stronger "green" linkage between the natural heritage area west of Rougemount Drive and natural heritage area associated with the Petticoat Creek to the east.

To reinforce the precinct's natural heritage assets, including the proximity to the Rouge National Urban Park, an Exploration Trail is proposed along the southern limits of the precinct. This trail has two purposes. One is to encourage walking and exploring the neighbourhood, and the other is to take advantage of the non-buildable areas within the 14m setback from highway 401. This Exploration Trail can include heritage plaques, directional signage and moments to pause and rest. In addition, although the Study Area of the Rougemount Precinct stops at the Rouge River Valley, it is recommended that the sidewalk on the north side of Kingston Road extending to Rouge National Urban Park form part of this Exploration Trail to strengthen the connection between the entrance to the park and this precinct.

#### Land Use/ Built Form

The Recommended Scenario concentrates a greater mix of uses around the intersections of Kingston Road and Rougemount Drive and Kingston Road and Altona Road, with Mixed Use B-residential with retail on the ground level- proposed on those parcels in closest proximity to the two gateway intersections and the Rouge National Urban Park. This will maintain and reinforce the main street character of this stretch of Kingston Road and encourage movement between Rouge National Urban Park and the Rougemount Precinct. It also contains an overall greater level of density as represented through the notional heights, with the greatest levels of density located to the south of Kingston Road, away from the stable residential neighbourhoods to the north of the Study Area. The potential mix of uses and densities would result in a total of 1,991 residents and 236 jobs on potential redevelopment sites within this precinct, for a combined 101 people and jobs per hectare and 45 residential units per hectare.

## Rougemount - Recommended Intensification Scenario




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- GO Railway
- Future & Planned Connection Subject to EA
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY
- Proposed Pedestrian Connection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Potential Controlled Intersection Location Subject to further review

PLACE MAKING
- Primary Retail Frontage
- Secondary Frontage
- Potential Gateway
- Potential Community Facility
- Exploration Trail
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A - Residential / Retail / Office
- Mixed Use B - Residential /Retail
- Mixed Use C - Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

## 4.2 The Recommended Intensification Scenario

### 4.2.2 Whites Precinct

#### Connectivity

The Whites Precinct is typified by relatively larger parcels with greater depths than those found in the Rougemount Precinct. As a result, a number of opportunities for new connections within and through these larger parcels are proposed, featuring strategies to provide consolidated access, internal routes of circulation, and additional frontage opportunities through new connections.

The Recommended Scenario features a mid-block public road connection south of Kingston Road with access points off Kingston Road at the eastern edge of Petticoat Creek and the intersection of Kingston Road and Steeple Hill Road. It also features a potential public road connection on the south side of Kingston Road, east of Whites Road with the access aligning with Delta Boulevard. This configuration would reduce the number of individual access points from Kingston Road while improving connectivity and additional access points within the block.

Lastly, rear private laneways are proposed on the north side of Kingston Road, west and east of Whites Road, with connections to Steeple Hill Road and Delta Boulevard respectively, connecting with Kingston Road at existing controlled intersections. These configurations improve connectivity between the properties on the north-side of Kingston Road, and reduces the number of individual access points on Kingston Road.

#### Place-Making

The combination of relatively larger parcels and the intersection of two planned Transit Spines (as per the City of Pickering Official Plan) on Kingston Road and Whites Road set the framework for accommodating a generally higher density of mixed uses within the Whites Precinct. To support the future residential and employment population that would result from this higher density, and to provide moments of respite within this intensified cluster, the Recommended Scenario proposes the distribution of open spaces that vary in size and function to ensure ease of access to open spaces.

In addition, a linear open space connection is provided from the existing school site to the north of the precinct and Kingston Road to provide a safe pedestrian link to the existing controlled intersection at Steeple Hill Road and Kingston Road, and to future developments south of Kingston Road.

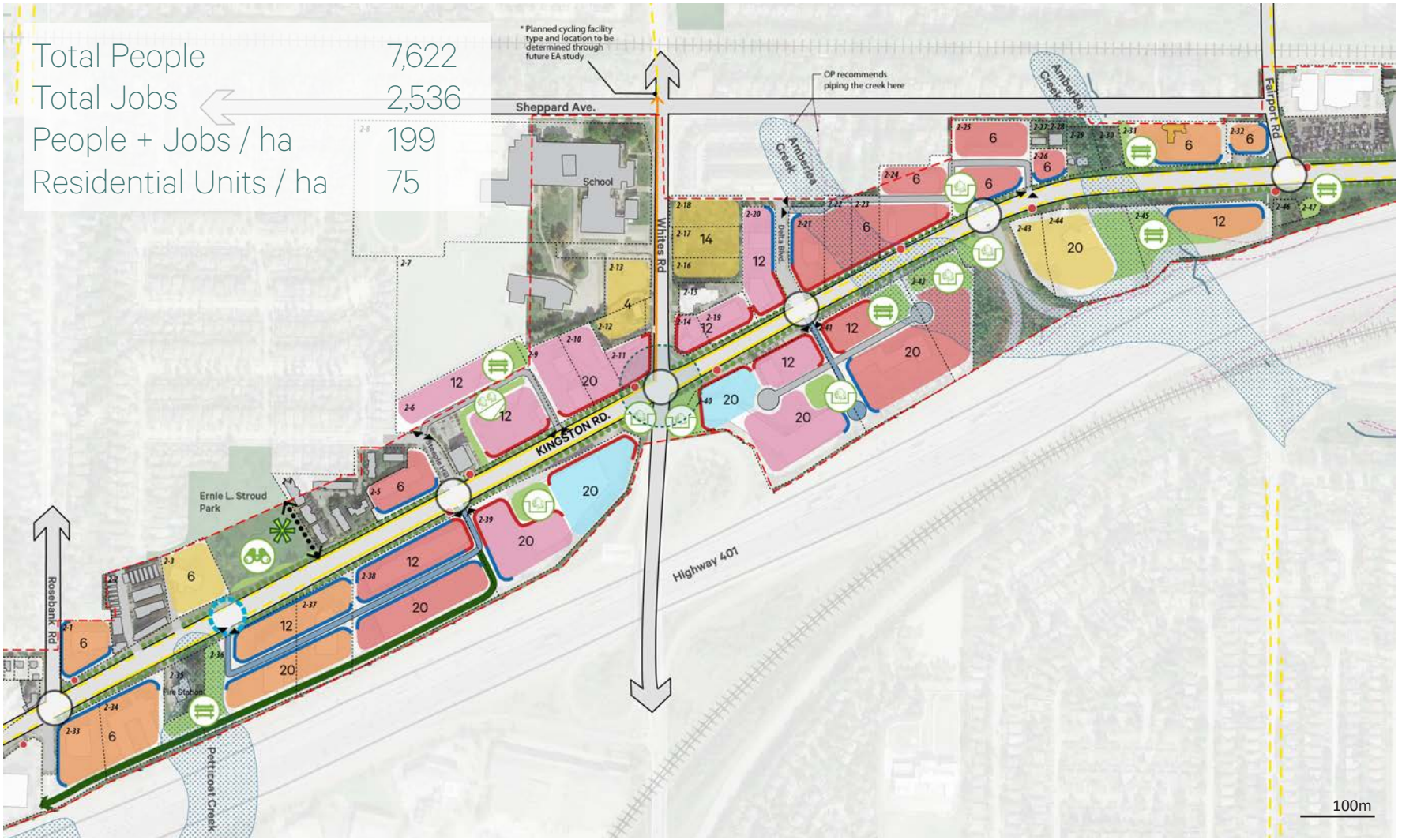
In terms of primary and secondary street frontages, the Whites Precinct generally concentrates primary retail frontages within close proximity to the major intersection at Kingston Road and Whites Road, with secondary frontages on Kingston Road at the western and eastern limits of the Precinct. This recommendation allows for a more compact connection of activity in an area that is likely to feature tighter foot traffic as a result of the proposed uses and densities.

#### Land Use/ Built Form

The distribution of higher densities and higher intensities of uses in the Preferred Scenario are intertwined in the Whites District. The greatest densities as expressed through the notional heights are clustered in close proximity to the intersection of Kingston Road and Whites Road, with additional concentrations within the southern portions of the parcels to the south of Kingston Road, extending east and west of the central cluster at Kingston Road and Whites Road. Similarly, the greatest mix of uses are located within proximity of this major intersection, with provisions for higher density employment uses in the form of Mixed Use A areas (a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites) and office/retail uses. The identification of retail/office uses at this major intersection stems from the convergence of two rapid transit corridors, creating greater opportunities for local jobs and a stronger live-work balance.

The potential mix of uses and densities results in a total of 7,622 residents and 2,536 jobs on potential redevelopment sites within this precinct, for a combined 199 people and jobs per hectare and 75 residential units per hectare. In terms of the projected growth for all the precincts within the study area, the White Precinct would be the second highest contributor.

# Whites - Recommended Intensification Scenario




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- GO Railway
- Future & Planned Connection Subject to EA
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY
- Proposed Pedestrian Connection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Potential Controlled Intersection Location Subject to further review

PLACE MAKING
- Primary Retail Frontage
- Secondary Frontage
- Potential Gateway
- Potential Community Facility
- Exploration Trail
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A - Residential / Retail / Office
- Mixed Use B - Residential /Retail
- Mixed Use C - Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

## 4.2 The Recommended Intensification Scenario

### 4.2.3 Dunbarton / Liverpool Precinct

#### Connectivity

The Dunbarton/Liverpool Precinct is typified by relatively large parcels with even greater depths than those found in the Whites Precinct. As a result, opportunities for new connections within and through these larger parcels are proposed, featuring a strategy to provide consolidated access, internal multi- modal routes of circulation and additional frontage opportunities through new connections. In addition, it introduces a new internal public road running parallel to Kingston Road, connecting Walnut Lane to Dixie Road. It is intended to create a more pedestrian friendly east-west connection, and opportunities for potential redevelopment with active frontages through the core of the Precinct. The Recommended Scenario also incorporates the planned extension of Walnut Lane across Pine Creek, of which the exact alignment is to be determined through a municipal class environmental assessment. All proposed public roads within the Dunbarton/ Liverpool Precinct are encouraged to be multi-modal.

#### Place-Making

The combination of relatively larger parcels, that are not closely located to existing residential development, set the framework for accommodating a generally higher density of mixed uses south of Kingston Road and east of Dixie Road. To support the future residential and employment population within this precinct, that would result from this higher density and to provide moments of respite within this intensified cluster, the Recommended Scenario contemplates a collection of open spaces that vary in size and function. They are distributed along the proposed internal road running east-west parallel to Kingston Road, and at the precinct gateway at the intersection of Kingston Road and Dixie Road. The open spaces internal to the precinct were seen as having the potential to act as multi-use spaces for events or weekend farmers markets.

A large potential green space is proposed at Fairport Road and Kingston Road as a result of the limited redevelopment potential of the property due to underground utilities running east west across its southern portion.

In terms of primary retail frontages, the Recommended Scenario focuses these internally along the new east west public road and Walnut Lane, creating opportunity for more active uses at grade that would contribute to a more vibrant public realm within the centre of the precinct.

#### Land Use / Built Form

The greatest densities expressed through the notional heights are clustered in close proximity to the intersection of Kingston Road and Dixie Road along the highway 401 edge, with additional concentrations between Merritton Road and Dunbarton Creek. Medium building heights (up to a notional height of 12 storeys) are located on the southern portions of Kingston Road between Dixie Road and Walnut Lane, creating a gradual transition between the established residential neighbourhoods to the north and the southern portions of the precinct.

The greatest mix of uses are located within proximity of the potential gateway at the Kingston Road and Dixie Road intersection, including higher density employment uses in the form of Mixed Use A- residential/ retail/ office uses. The potential mix of uses and densities results in a total of 6,036 residents and 1,274 jobs on potential redevelopment sites within this precinct, for a combined 203 people and jobs per hectare and 84 residential units per hectare.

## Dunbarton/Liverpool - Recommended Intensification Scenario


**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- GO Railway
- Future & Planned Connection Subject to EA
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY
- Proposed Pedestrian Connection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Potential Controlled Intersection Location Subject to further review

PLACE MAKING
- Primary Retail Frontage
- Secondary Frontage
- Potential Gateway
- Potential Community Facility
- Exploration Trail
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A - Residential / Retail / Office
- Mixed Use B - Residential /Retail
- Mixed Use C - Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

## 4.2 The Recommended Intensification Scenario

### 4.2.4 Brock Precinct

#### Connectivity

The Brock Precinct is typified by a mixture in size of parcels along Kingston Road and very large parcels off Pickering Parkway and Brock Road. There are three main landowners within the Specialty Retailing Node Area, and as a result, a number of opportunities for new connections and public roads within and through these very large parcels are proposed. These feature strategies to provide better access, more internal routes of circulation and multi- modal routes, and additional street frontage and activity hub opportunities through new connections.

The Recommended Scenario features a public loop road passing through the existing mid-block intersection east of the Brock Road on Pickering Parkway, extending northwards to connect to Bainbridge Drive on the eastern edge of the node, then back down to Pickering Parkway, from where it extends further south to loop back to the existing mid-block intersection on Pickering Parkway. The proposed public loop road would become a "precinct collector", forming the back-bone of a more strongly defined internal road network and improving walkability through the node.

A new controlled intersection is proposed where the loop meets Pickering Parkway at the eastern edge of the study area, to improve traffic access and safety. Two additional controlled intersections, which could take the form of stop signs or round-abouts with cross-walks, are located in the northern area of the precinct, allowing for pedestrians to make their way from Kingston Road via a pedestrian connection and following the internal street network all the way to the southernmost lots along Highway 401.

#### Place-Making

To support the future residential and employment population that would result from the higher density proposed in the Recommended Scenario, and to provide moments of respite, larger areas of open space are contemplated to ensure a sufficient amount of open space for the increased resident population. In addition, a series of linear open spaces, acting as connectors between larger open spaces, were envisioned. One such linear park connects pedestrians from Brock Street to the new internal public park and to Beechlawn Park, located immediately east of the node. Furthermore, a potential community facility is envisioned in close proximity to this chain of open spaces. South of Pickering Parkway open spaces are organized along the main public road as places of respite from the retail activity, and to further the vision for a more sustainable "greener" community.

In terms of primary and secondary frontages, Brock Precinct includes two distinct areas, with the first concentrating primary frontages within close proximity to Kingston Road, and the second concentrating these along the public loop road running south of Pickering Parkway.

Brock precinct features two gateways: one is located at Kingston Road and Brock Road, serving as an eastern gateway to the Kingston Corridor, while the other is located at Brock Road and Pickering Parkway, taking on the role of a localized gateway into the precinct and its related hubs.

#### Land Use/ Built Form

The greatest densities expressed through the notional heights are clustered in close proximity to the intersection of Brock Road and Pickering Parkway, with additional concentrations within the southern portions near highway 401. The greatest mix of uses are located within proximity of the Kingston Road and Brock Road intersection, encouraging the development of office uses in proximity to higher order transit. A secondary office hub is located near the Brock Road and Pickering Parkway intersection, to take advantage of the easy access from/to highway 401 and Pickering GO and to create greater opportunities for local jobs and a stronger live-work balance. In terms of the projected growth for all the precincts within the study area, the Brock Precinct would be the highest contributor. The potential mix of uses and densities results in a total of 6,208 residents and 3,580 jobs on potential redevelopment sites within this precinct, for a combined 218 people and jobs per hectare and 69 residential units per hectare.

# Brock - Recommended Intensification Scenario


**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- GO Railway
- Future & Planned Connection Subject to EA
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY
- Proposed Pedestrian Connection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Potential Controlled Intersection Location Subject to further review

PLACE MAKING
- Primary Retail Frontage
- Secondary Frontage
- Potential Gateway
- Potential Community Facility
- Exploration Trail
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A - Residential / Retail / Office
- Mixed Use B - Residential /Retail
- Mixed Use C - Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

# Recommended Intensification Scenario

**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- GO Railway
- Future & Planned Connection Subject to EA
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY

- Proposed Pedestrian Connection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Potential Controlled Intersection Location Subject to further review

PLACE MAKING

- Primary Retail Frontage
- Secondary Frontage
- Potential Gateway
- Potential Community Facility
- Exploration Trail
- Proposed Access to Open
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM

- Mixed Use A - Residential / Retail / Office
- Mixed Use B - Residential /Retail
- Mixed Use C - Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

0 100 m 300 m 500 m

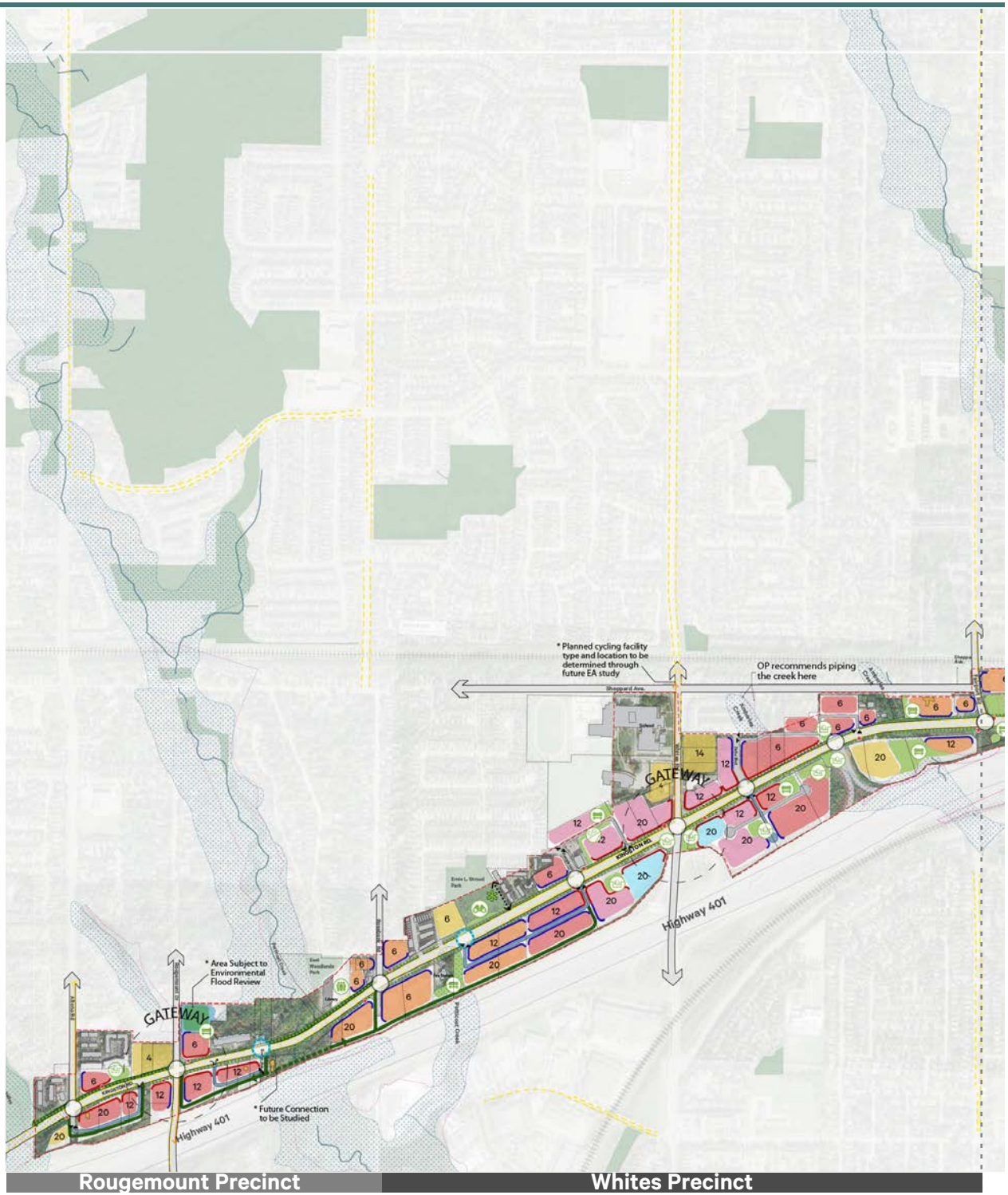



**Figure 5** Recommended Intensification Scenario Study Area Wide Plan


**Dunbarton/Liverpool Precinct**

**Brock Precinct**

# 5.0 Next Steps

In Phase 3, the Recommended Intensification Scenario will form the basis for preparing an Intensification Plan and Urban Design Guidelines. The Intensification Plan will consist of the following components;

- A **Land Use Framework** that includes recommended land use categories, land use mix and transitions
- **Built Form and Streetscape Principles** and Objectives, addressing building massing and orientation, height, street relation, built form transition, and sustainable design
- **Transportation/Mobility recommendations** that will address proposed streets and blocks, active transportation connectivity, site access, parking standards and parking accessibility
- **Public Open Spaces and Natural Heritage recommendations** addressing active and passive recreation opportunities, parks, squares and plazas, and improving connectivity to and the protection of natural heritage features
- **Infrastructure recommendations** regarding water, sewage, and stormwater management to support the recommended Land Use Framework
- **Implementation Tool recommendations** regarding potential Official Plan policies, Zoning By-law regulations, Site Plan Control, development incentives, and the identification of priority areas for strategic capital investment and public realm improvements

The Urban Design Guidelines will further articulate the design vision for the Intensification Plan, emphasizing place making and sustainability through guidelines regarding:

- **Built Form**, including building design, massing, height, siting arrangement, transitions; street relation, and green design
- **Public Realm**, including an overall structure of gateways, vistas and frontages, public open spaces, and streetscapes
- **Mobility**, including guidance on complete streets and fine grain connections

Further consultation will be undertaken in Phase 3 on the draft Intensification Plan and draft Urban Design Guidelines with the Technical Working Group (TWG) and the Public Agency Advisory Forum (PAAF), and members of the public.

# Technical Appendix

# **Appendix A:**
# Developing the Alternative Intensification Scenarios

A.1 Vision, Goals and Objectives
A.2 Key Assumptions
A.3 Identifying Sites with Redevelopment Potential
A.4 Community Workshop Summary

The development of Alternative Intensification Scenarios involved the following four inputs:

- The vision, goals and objectives for the Study Area
- A series of key assumptions for the study area
- The identification of sites with redevelopment potential
- Feedback from key public agencies and members of the public provided at a Community Workshop

The first input, consisting of the vision, goals and objectives for the Study Area, was used to create a framework for modelling change and growth within the four precincts, providing direction on how connectivity, place making, and land use and built form interventions should be contemplated in the Alternative Intensification Scenarios. Further details regarding the Vision, Goals and Objectives are contained in section A.1 of this appendix.

The second input, consisting of a series of key assumptions, set consistent parameters that would hold across all of the Alternative Intensification Scenarios. These key assumptions were grouped into the following four categories: overall growth, natural environment, transportation, and land use / built form. Further details regarding the key assumptions are contained in section A.2 of this appendix.

The third input consisted of the identification of sites with redevelopment potential. These are sites that generally are underperforming relative to the vision, goals and objectives for the corridor and node. They were identified as such based on a site-by-site analysis that applied a series of criteria related to existing use / built form, site dimensions, site location, and development interest. Further details regarding the identification of sites with redevelopment potential are contained in section A.3 of this appendix.

The fourth and final input into the development of the Alternative Intensification Scenarios was feedback from key public agencies, and members of the public provided at a Community Workshop. At the Community Workshop, participants were asked to identify different ways to improve connectivity, place making, and land use / built form within each of the four precincts. More information regarding the workshop is available in section A.4 of this appendix.

Figure 2 illustrates the Alternative Intensification Scenario development process.

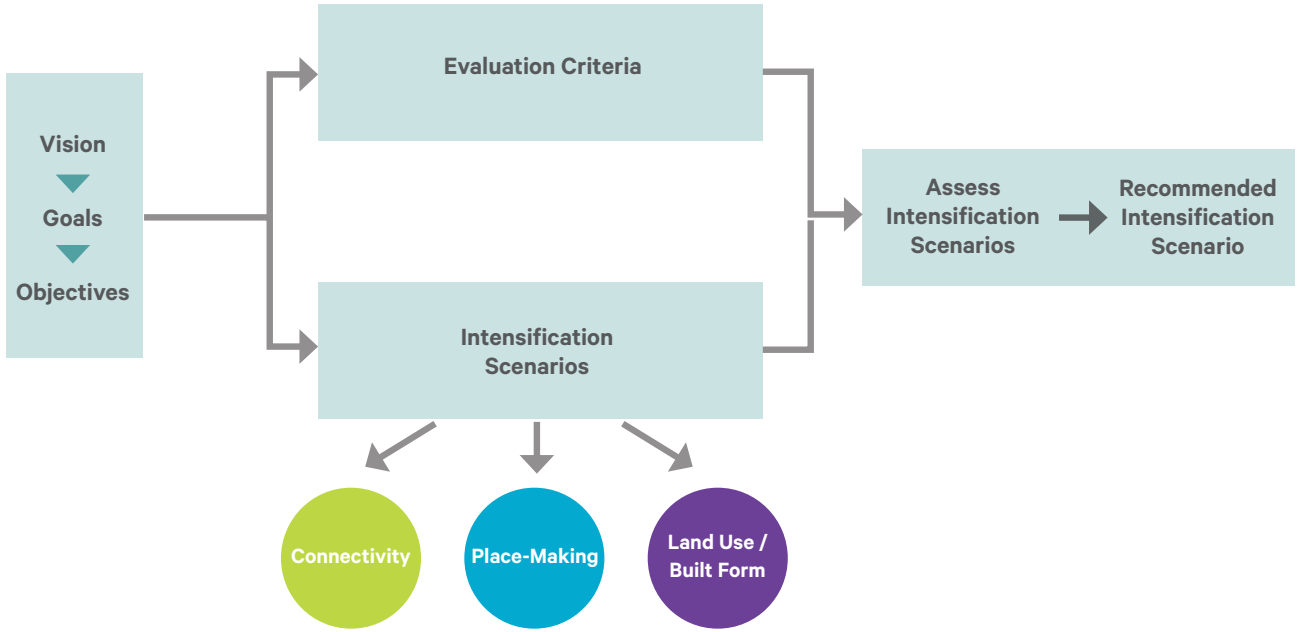



**Figure 6** Developing the Alternative Scenarios - From the Vision to a Recommended Scenario

# A.1 Vision, Goals and Objectives

During Phase 1 of the Study, a renewed vision for the Kingston Road Corridor and Specialty Retailing Node was developed. This renewed vision built upon the existing vision for the corridor and node as expressed in the City of Pickering Official Plan, the Kingston Road Corridor Development Guidelines, and the Specialty Retailing Node Guidelines. The renewed vision was also informed by the updated planning framework, specifically the Growth Plan for the Greater Golden Horseshoe's increased emphasis on planning for complete communities and integrating transportation and land use planning through transit-supportive development. Lastly, the renewed vision was developed in light of the review of existing conditions, analysis of issues and opportunities and consultation with Focus Groups and the Public Agency Advisory Committee undertaken in Phase 1.

Based on all of the above, the following was proposed as a new vision for the corridor and node:

By 2041, the Kingston Road Corridor and Specialty Retailing Node will be...

- **A sustainable place that embraces its significant natural heritage assets,** connecting to the valleys and creeks that the corridor crosses, mitigating greenhouse gas emissions and adapting to climate change, and building communities centred on new public open spaces in both the corridor and node
- **A walkable place in all four precincts,** with safe, comfortable and green sidewalks and pedestrian connections on both sides of Kingston Road, and within larger parcels that are likely to redevelop with an internal street network, particularly within the node
- **An urban, liveable, transit-supportive community, with a higher density mix of uses,** located in buildings that are pedestrian oriented, and that transition in height and mass to the scale of adjacent established neighbourhoods, particularly to the north of the corridor and to the east of the node
- **A place that continues to serve as both a destination for shopping and a place of employment, with retail, commercial services and offices** within mixed use buildings or on mixed use sites, and generally fronting directly onto Kingston Road, Whites Road and onto new internal streets on larger parcels, to provide active uses at grade that encourage pedestrian traffic
- **A regional and local multi-modal connector,** with regional gateways at Altona Road and Brock Road, and with gateways to the neighbourhoods north and south of the corridor at Rougemount Drive, Whites Road and Fairport Road

In addition to the above draft recommended vision, a series of goals and objectives for the corridor and node were prepared to guide the development of the Alternative Intensification Scenarios and the selection of a Preferred Intensification Scenario, ensuring that recommended vision will be achieved.

These goals and objectives have used the strategic goals developed at the outset of the study as a starting point. They were further modified based on the existing conditions review and analysis and input from Focus Group and PAAF participants during Phase 1.

The goals and objectives are as follows:

**1. Advance the concept of place-making and create complete communities**

1.1 Create a distinct character for the corridor and node as a whole while also providing for variation based on the unique conditions and adjacencies within each precinct

1.2 Create a strong sense of community, a context for healthy lifestyles and a high quality of life

1.3 Plan for a full range of housing types and tenures in a variety of building forms

1.4 Provide for and ensure the accessibility of a full range of services and amenities for all walks of life

**2. Promote sustainability in the design and full life-cycle of the streetscape, open spaces and buildings**

2.1 Ensure that the ultimate streetscape, open space and redevelopment concepts have capacity to support growth beyond the horizon of the plan

2.2 Ensure that sustainability principles and green infrastructure are incorporated as a foundational element of all streetscape, open space and built form concepts

**3. Stimulate economic growth and vitality**

3.1 Maintain space for various sizes of retail uses and encourage the expansion of office and commercial service uses

**4. Promote mixed used development with an emphasis on higher density residential and employment uses integrated within a building or site**

4.1 Plan for existing single use sites to transition over time to a mix of uses, either through full scale redevelopment or infill on underutilized portions of a site

4.2 Plan for higher density forms of employment including office uses, within close proximity to higher order transit stops

4.3 Plan for the greatest mix of uses and highest densities within close proximity to higher order transit stops

**5. Design all public roads and private connections to be complete streets and emphasize transit and pedestrian oriented development**

5.1 Ensure that all users of public roads and private connections have distinct and delineated spaces to separate modes of travel moving at different speeds

5.2 Ensure that buildings are located in close proximity to and are oriented towards the public realm and provide active edges to create an environment that encourages walking

**6. Improve access management and connectivity for all transportation modes**

6.1 Plan for the consolidation of driveways with access to and from Kingston Road

6.2 Plan for the creation or enhancement of internal street networks on larger parcels to provide alternative routes and new frontages for development

**7. Encourage the optimization of infrastructure**

7.1 Establish a density target for areas or sites within proximity to higher order transit stops to optimize transit ridership

7.2 Ensure that intensification can be supported by existing infrastructure capacity and that additional infrastructure is phased in step with development

**8. Enhance and restore natural heritage features and functions**

8.1 Provide physical and visual connections between the corridor and the natural heritage features that it intersects

8.2 Restore natural heritage corridors, ensure no incremental loss of natural heritage and consider stormwater management on an area wide basis

**9. Support implementation by considering phasing, flexibility and intermediate interventions**

9.1 Ensure that the overall arrangement of streets, blocks, open spaces and buildings can be achieved in multiple ways and that sites are designed in a manner that anticipates change over time

# A.2 Key Assumptions

Collectively the vision, goals and objectives for the Kingston Road Corridor and Specialty Retailing Node were used to set a number of parameters for developing the Alternative Intensification Scenarios. These parameters included a number of key assumptions that would persist across all Scenarios. These key assumptions drove the identification of sites with redevelopment potential, and ultimately the development of different arrangements of conceptual connectivity, place making, and land use / built form in the Alternative Intensification Scenarios. The key assumptions are as follows.

## Overall Growth

- Within the City of Pickering, the corridor and node will be the second highest priority for intensification and population-related employment after the City Centre.
- Growth and change within the corridor and node will occur incrementally over time. This growth and change could take the form of infill development on sites that are already well utilized. It could also take the form of wholesale redevelopment on sites that are underutilized.
- The combination of already existing and planned servicing infrastructure will have capacity available to accommodate the amount of growth anticipated through the Alternative Intensification Scenarios

## Natural Environment

- The several natural heritage features that intersect with the corridor shall be protected, their function will be maintained, restored and enhanced. New trails within these lands will not be contemplated.
- The number of connections from the public realm to existing open spaces will be increased.

## Transportation

- The planned 45 metre cross section for Kingston Road as established in the Kingston Road Transit Environmental Assessment will be maintained (see Figure 3).
- Transit will operate on Kingston Road in a dedicated curbside lane in the short to medium term, and transition to a dedicated median right-of-way in the long term.

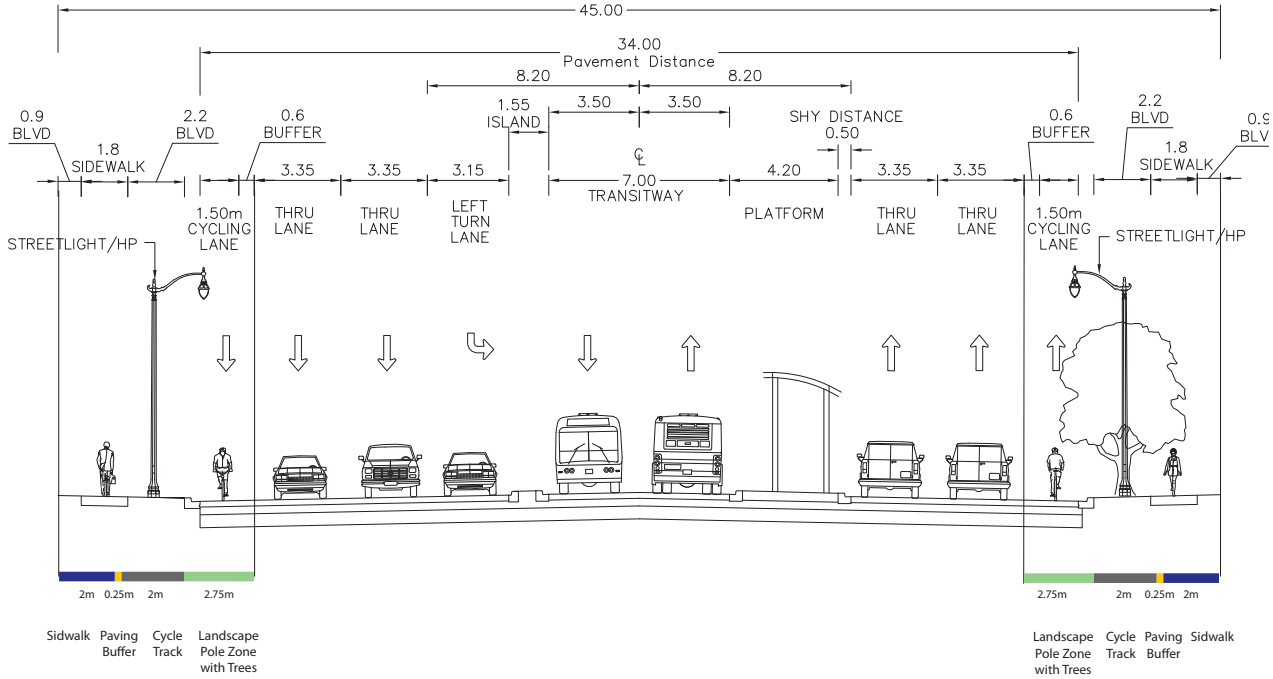



**Figure 7** Kingston Road Streetscape Recommendations

- The modal share of transit, cycling and pedestrians will increase over time as transit service is enhanced and the corridor and node become a more transit-supportive place.
- New connections will be provided that consolidate access to sites on Kingston Road and/or provide access off of Kingston Road. On larger sites, the network of new connections will be more intricate, providing for access, circulation, and frontages for new development within these sites.

## Land Use / Built Form

- In keeping with the current Official Plan land use designations, the concept of mixed land uses across the corridor and node will be maintained. The specific mix of uses may vary within precincts or on specific sites.
- A minimum Floor Space Index (FSI) of 2.5 and 60 residential units per gross hectare will be achieved as measured across the entire study area, in keeping with policy direction contained in the Durham Regional Official Plan.
- Gateways to the corridor and node will be accentuated through building massing, building scale and enhanced public realm features at the following key locations: Rougemount Drive and Kingston Road, Whites Road and Kingston Road, Dixie Road and Kingston Road, Brock Road and Kingston Road.
- Where redevelopment is contemplated on properties with buildings with identified heritage significance, those buildings will be preserved.

# A.3 Identifying Sites with Redevelopment Potential

The high-level vision, goals and objectives and key assumptions described in sections A.1 and A.2 set the framework for the development of the Alternative Intensification Scenarios. The analysis then moved to a site-by-site review of redevelopment potential. This identification of sites with redevelopment potential provide a base layer upon which different arrangements of conceptual connectivity, place making and land use / built form could be developed.

Generally speaking, this analysis of redevelopment potential involved an assessment of each site within the Study Area to determine whether it was already contributing to achieving the corridor and node vision, goals and objectives, or whether through thoughtful redevelopment, it could make a more thorough contribution by providing one or more of an increased number or enhanced quality of connections, a more generous and welcoming public realm, and/or a greater mix of uses at a transit-supportive density.

In order to undertake the detailed site-by-site analysis to identify sites with redevelopment potential, a redevelopment evaluation framework was developed. This framework included four categories, with each category containing one or more criteria used to determine whether a site has potential for redevelopment, or that redevelopment is not anticipated and therefore the site should remain stable. These criteria were applied on a site-by-site basis in order to fully account for the specific characteristics of individual properties or collections of properties. In many cases, entire sites were identified as having redevelopment potential. In other cases, only a portion of a site was identified as having redevelopment potential.

The categories and their criteria are as follows:

## Existing Use / Built Form

**Sites with Redevelopment Potential**

- Vacant sites / sites with abandoned buildings
- Underutilized sites (i.e. lot coverage less than 20%)

**Stable Sites**

- Sites (or portions of sites) with existing multi-storey buildings (3 storeys and taller)
- Sites (or portions of sites) with existing street-related buildings (i.e. minimal setback and active frontages)
- Sites with critical city function uses (e.g. police station, fire station, emergency medical services, electrical substation)
- Sites with existing parks and community facilities

## Site Dimensions

**Sites with Redevelopment Potential**

- Sites with a lot depth equal to or greater than 40 metres
- Sites requiring no or minimal consolidation (e.g. 2 properties) to achieve frontage equal to or greater than 40 metres

**Stable Sites**

- Sites with a lot depth less than 40 metres
- Sites requiring consolidation (e.g. more than 2 properties) to achieve frontage equal to or greater than 40 metres

## Site Location

**Sites with Redevelopment Potential**

- All sites (within Study Area) within 500 metre radius of intersection of Kingston Road and Whites Road, and Kingston Road and Brock Road

**Stable Sites**

- Sites (or portions of sites) within the Regional Storm Floodplain Limit

## Development Interest

**Sites with Redevelopment Potential**

- Sites with active development interest

**Stable Sites**

- Sites with an active/approved development application

Through this analysis, it was determined that almost all sites within each of the four precincts had redevelopment potential, with most of the sites having an opportunity for wholesale redevelopment. Generally speaking, sites that were identified as stable consisted of those that featured recent mid-density residential development (e.g. townhouse developments), multi-storey residential buildings, community facilities including the school site in Whites Precinct, and sites with a flood hazard risk.

# A.4 Community Workshop Summary (September 2018)

Consultation in Phase 2 of the Study commenced with a Community Workshop in September 2018. The purpose of this workshop was to review the results of the existing conditions review and issues and opportunities analysis undertaken in Phase 1, to share and seek feedback on the new vision and goals, to present the approach to developing the Alternative Intensification Scenarios, and seek feedback on different ways that connectivity, place making, and land use / built form could be improved within all four precincts.

With regard to the vision and goals, participants suggested that the ultimate planning horizon of the year 2041 be made clear. They also suggested that the corridor and node as a place of employment be strengthened to mention both office and other commercial uses in addition to retail uses.


**Figure 8** Presentation at the workshop

In terms of different ways that connectivity, place making, and land use / built form could be improved, participants were organized at tables for a workshop activity, with each table providing feedback on a different precinct. A summary of the key themes they provided is organized by precinct below. The feedback provided by the Community Workshop participants was used to refine the draft vision and goals and as a key input into the development of the Alternative Intensification Scenarios.

**Figure 9** Results of discussions on development of Rougemount Precinct at the workshop

## Rougemount Precinct

- Connectivity: Explore improved connections to the Rouge Valley, Petticoat Creek, and to the Waterfront Trail south of the Study Area. Improve pedestrian safety along Kingston Road over Rouge River Valley to better connect to Rouge National Urban Park. Utilize the 14m setbacks from the highway as a pedestrian trail.
- Place Making: Create a gateway feature at Altona Road (e.g. an urban square) and at the existing Library.
- Land Use / Built Form: Allow for a mix of mid- and high-rise development with views to the creeks and valleys.


**Figure 10** Results of discussions on development of Whites Precinct at the workshop

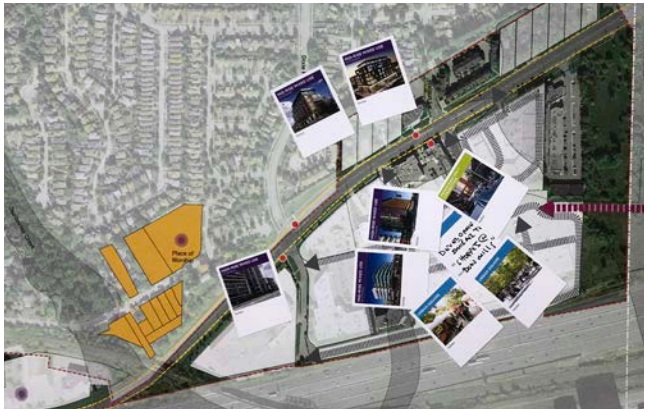


**Figure 11** Results of discussions on development of Dunbarton / Liverpool Precinct at the workshop

**Figure 12** Results of discussions on development of Brock Precinct at the workshop

## Whites Precinct

- Connectivity: Improve connections to the school and consolidate driveways to properties on Kingston Road to reduce vehicle/pedestrian conflict points.
- Place Making: Parkettes and squares should be integrated in all redevelopment and Kingston Road should have an enhanced streetscape to encourage walking.
- Land Use / Built Form: Consider a mix of residential and office uses within this precinct.

## Dunbarton / Liverpool Precinct

- Connectivity: Explore adding an elevated pedestrian connection running alongside the existing CN Rail bridge to provide connection to south of the Study Area.
- Place Making: Create a pedestrian-friendly environment along Kingston Road and new streets within larger blocks.
- Land Use / Built Form: Allow for a mix of mid- and high-rise development with retail at base and explore the potential for Shops at Don Mills-style retail.

## Brock Precinct

- Connectivity: New streets should provide safe and comfortable spaces for all modes. Improved access to the GO station in the City Centre should also be explored.
- Place Making: Build on the existing Beechlawn Park adjacently, by extending it into the precinct and providing more green spaces overall with in the node.
- Land Use / Built Form: There is an opportunity for retail and residential uses in a variety of different building types and heights. Consider retail and higher densities closer to the south end of the precinct.

# **Appendix B:** Review of Alternative Scenarios

B.1 Key Features
B.2 Key Commonalities and Differences Between Alternative Intensification Scenarios
B.3 Alternative Intensification Scenarios
B.4 Assessment of Alternative Intensification Scenarios
B.5 Open House Summary
B.6 Comments received from Agencies, Stakeholders, and the Public

Drawing on the high-level guidance of the vision, goals and objectives, the key assumptions, the base layer of the potential redevelopment sites, and feedback provided by members of the public in Phase 1 of the Study, two Alternative Intensification Scenarios (A and B) were developed for each precinct. Each scenario features slightly different arrangements in terms of connectivity, place making, and land use/ built form interventions.

These Alternative Intensification Scenarios allowed for the testing of different configurations of public and private streets, different sizes and distributions of parks and open space, different mixes of uses, and different distributions of densities and heights. The assessment of the Alternative Intensification Scenarios (A and B) for each precinct was undertaken using an evaluation framework that contained criteria derived from the study goals and objectives. Further details regarding the evaluation framework are contained in section B.4 of this Appendix.

In each precinct, the Alternative Intensification Scenario that achieved a higher score was carried forward for further refinement. Collectively, these better-performing scenarios constituted the emerging Preferred Intensification Scenario for the corridor and node as a whole. This emerging Preferred Intensification Scenario was then further revised following feedback from City of Pickering stakeholders, the Public Agency Advisory Committee, and members of the public. Through this process of revision, in some cases a better performing precinct scenario adopted elements of the lesser performing precinct scenario, essentially becoming a hybrid of the two alternatives for that precinct. In other cases, further revisions were made that were not contemplated by either of the alternative scenarios.

Resulting from the above-mentioned consultation and revisions to the draft Preferred Intensification Scenario, a Recommended Intensification Scenario was developed along with a slightly refined vision to better reflect the outcomes of the consultation input and analysis undertaken in Phase 2 of the Study. The key deliverable of the Alternative Intensification Scenario Development Process - The Recommended Intensification Scenario, is further detailed in Section 4 of the Recommended Scenario Report.

The following sections contain a discussion regarding:

- the key features (or interventions) that were used to test the Alternative Intensification Scenarios
- the commonalities and key differences between Scenario A and B for the whole study area
- the Alternative Intensification Scenarios including the commonalities and key differences between Scenario A and B in each precinct
- the Alternative Intensification Scenario assessment process

# B.1 Key Features

In preparing the two Alternative Intensification Scenarios for each precinct, a number of key connectivity, place making and land use / built form features (interventions) were considered.

Connectivity is all about providing for new connections or improving the quality of existing connections. Connections can be things like new public streets, new private drives, and new pedestrian and cycling pathways. New or improved connections can be used to provide alternate travel routes, break up larger blocks into smaller and more walkable blocks, and provide access to parks, open spaces and natural heritage. Improvements to existing connections can help make them safer and more comfortable for everyone, particularly pedestrians and cyclists.

Connectivity key features that were explored through the Alternative Intensification Scenarios included:

- **Public Roads** that would be designed to municipal standards, owned by the City, and constructed / secured through site redevelopment
- **Private Roads** that would be designed to municipal standards, remain in private ownership, and constructed through site redevelopment
- **Cycling Network Connections** that would take the form of on-street bike lanes, in-boulevard cycle tracks, or off-street multi-use trails
- **Pedestrian Connections** that would be reserved for the exclusive use of pedestrians, providing additional routes / circulation within blocks and to open spaces and destinations
- **Controlled Intersections** at locations where greater traffic volumes are anticipated, featuring traffic signals, stop signs or roundabouts, and providing for safer pedestrian, cyclist and vehicular movement

**Figure 15** Private Road

**Figure 16** Public Road

**Figure 17** Controlled Intersection

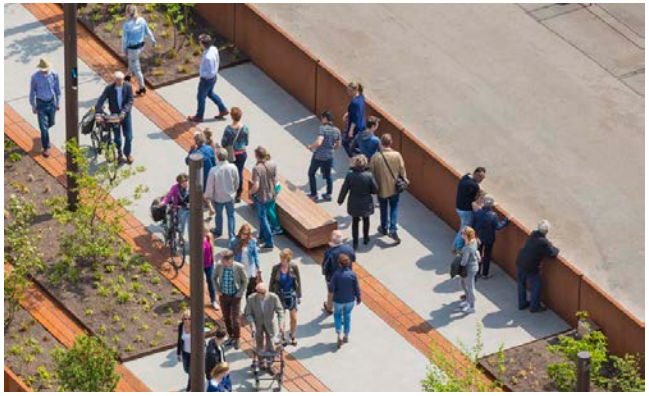


**Figure 13** Pedestrian Connection

**Figure 14** Cycling Network

Place-making is all about providing for new public spaces or improving the quality of existing public spaces. These public spaces include things like parks and public squares of various sizes. They also include community recreation facilities and other indoor and outdoor community-oriented uses. Streets can also significant public spaces and thinking about ways to make them active places where many people want to stroll and linger can help contribute to place-making. Place-making can also occur through privately owned but publicly accessible spaces that are well connected to public spaces. These types of spaces could include privately owned and publicly accessible squares or pedestrian laneways.

Place-making key features that were explored through the Alternative Intensification Scenarios included:

- **Primary Retail Frontages** containing a greater consistency and greater number of fine grain active uses at grade, such as retail units with primary entrances and glazing oriented to the street
- **Secondary Frontages** consisting of a less continuous presence of publicly-accessible spaces, or more private spaces that still have a strong street-related presence, such as townhouse units integrated into the first several floors of a larger multi-storey building.
- **Gateways** that provide a point of arrival to the corridor and node that can be signified by distinctive public realm (e.g. setbacks, open space) or built form (e.g. taller heights) interventions
- **Community Facilities** that could take the form of new recreation facilities, libraries or other community-oriented uses
- **Urban Squares** that provide open space with a high proportion of hard landscaped surfaces anticipating greater pedestrian volumes in high-traffic areas
- **Green Spaces** that provide open space with a high proportion of soft landscaped surfaces anticipating lower pedestrian volumes and / or opportunities for outdoor active and passive recreation
- **Linear Parks** that provide a combination of both open space and connectivity opportunities for pedestrians
- **Lookout Points** that exist at natural vantage points typically present proximate to the creeks and valleylands
- **Access Points to Open Space and Trails** that provide direct links between the corridor and node and the existing / planned trail systems within the creeks and valleylands
- **Enhanced Boulevards** that include space for cycling facilities, street tree / street furniture zones, and generous and unencumbered sidewalks

**Figure 18** Urban Square

**Figure 19** Lookout

**Figure 20** Linear Park

**Figure 21** Primary Retail Frontage

**Figure 22** Open Space


**Figure 23** Secondary Frontage

**Figure 24** Gateway

**Figure 25** Exploration Trail

**Figure 26** Gateway

Land use / built form is all about the different types of uses and the different ways that higher densities can be achieved over time. A mix of uses can be accommodated within a single building; for example a building with retail on the ground floor and residential uses above. A mix of uses can also be accommodated within many single use buildings on the same site, for example a standalone retail store or office building located on Kingston Road with residential townhomes located on the same property but off of Kingston Road. Higher densities can be achieved in many forms, including low-rise, mid-rise and high-rise buildings. Low-rise buildings are generally those that are up to 4 storeys tall, mid-rise those that are 5-11 storeys tall, and high-rise buildings those that are 12 or more storeys. In planning for higher densities, it is important to consider how buildings can appropriately transition in scale between taller and shorter buildings, particularly where the study area is directly adjacent to existing low-rise neighbourhoods.

Land use / built form key features that were explored through the Alternative Intensification Scenarios included:

- **Mixed Use A Residential / Retail / Office** would feature a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites

- **Mixed Use B Residential / Retail** would feature a combination of residential and retail uses in mixed use buildings, or in separate buildings on mixed use sites
- **Mixed Use C Residential / Retail** would also feature a combination of residential and retail uses, with a greater proportion of residential, and a lower proportion of retail than Mixed Use B
- **Residential Only** would feature only residential uses, generally in areas that otherwise are intended to have a high degree of mixed use sites and where a mix of uses on a specific site may not be desirable or achievable
- **Office / Retail Only** would feature primarily office uses with some office population-related retail and typically located in areas where access to existing and planned transportation infrastructure (both road and transit) is greatest
- **Notional Heights (Storeys)** are intended to represent potential building form and site density

**Figure 27** Mix-Use A: Office/Retail/Residential

**Figure 28** Mix-Use B: Retail/Residential

**Figure 29** Mix-Use C: Retail/Residential

**Figure 30** Residential

**Figure 31** Retail/ Office

# B.2 Key Commonalities and Differences Between Alternative Intensification Scenarios

Despite Alternative A and B containing different arrangements of connectivity, place making, and land use / built form interventions, there were some points of commonality between the alternatives across all precincts. There was also some consistency across all precincts in terms of the connectivity, place making, and land use / built form provided for in Alternative A.

## Connectivity

In terms of connectivity, all of the alternatives provided for new connections through redevelopment parcels, both to consolidate access on Kingston Road and/or provide alternative access off of Kingston Road, and to provide new connectivity networks within larger sites to provide for circulation and new frontages for development.

Alternative A in all of the precincts generally provided for more connections overall and these connections more closely corresponded to the existing drive aisle patterns on larger parcels.

## Place-Making

With regard to place-making, all of the alternatives contained a mixture of open space types, including parks, urban squares and enhanced streetscapes to provide for open spaces that varied and were responsive to their proposed context, whether acting as a green soft-scape extension of an existing public park, or providing a more hardscaped place of respite at a significant intersection where a high- level of activity would be anticipated to result from higher densities and greater mixes of use. Alternative A in all of the precincts featured a slightly higher amount and a more distributed network of open space than Alternative B.

This place-making strategy is driven in part by slightly higher densities contained in Alternative A, providing a greater amount of open space proportionate to the higher anticipated residential and employment population, as well as providing enhanced access to these open spaces by ensuring that they are located within a close walking distance to all potential redevelopment.

## Land Use/Built Form

The land use and built form concept expressed in all of the alternatives featured higher densities and a greater mix of uses than exists today. In doing so, all of the alternatives were more likely to achieve a level of density and a mix of uses that would support transit ridership, provide a critical mass of pedestrians to support street-related and local population serving retail uses, and help further the creation of complete communities with opportunities for living, working and obtaining life's daily needs within the corridor and node.

As mentioned in section 4.2, Alternative A generally featured higher densities and a greater mix of uses overall than Alternative B. Alternative A also featured a greater concentration of density and mixed of uses at key intersections, particularly those that have the potential to be identified as Major Transit Station Areas, such as the intersection of Kingston Road and Whites Road where two higher order transit corridors intersect. As such, this provided for a scenario that was more explicitly transit-oriented in its distribution of density and use.

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# B.3 Alternative Intensification Scenarios

## B.3.1 Rougemount Precinct

### Connectivity

The Rougemount Precinct is characterized by several smaller parcels with limited depth in comparison to parcels found in other precincts. As a result, the connectivity interventions contemplated in the two Alternative Intensification Scenarios are relatively limited.

Alternative A seeks to improve connectivity by proposing two new public roads, south of Kingston Road, to provide a consolidated access/rear lane condition to improve permeability and connectivity between the properties south of Kingston Road.

Alternative B on the other hand seeks to improve connectivity by proposing two potential private roads, both with similar points of origin as in Alternative A (Altona Road and Evelyn Avenue), but with terminus points at Rougemount Drive, immediately north of the bridge over Highway 401.

These different road configurations, as reflected on Alternative Maps A and B, allowed for the conceptual testing of two different hierarchies of connectivity (public versus private laneway), and the two different points of connections to the broader street network.

### Place-Making

Alternative A and B contain identical types and distributions of proposed open spaces throughout the precinct, as illustrated on Alternative Maps A and B. This lack of variation is driven by the relative paucity of opportunities for new open spaces within this precinct, which is largely a result of the relatively small size of parcels compared to other precincts. However, the two Alternatives differ in terms of the proposed distribution of primary and secondary street frontages.

Alternative A seeks to increase street oriented development (active street fronts) at the intersection of Kingston Road and Rougemount Road, because this is an east/west gateway into the corridor where more active street frontages could further heighten levels of pedestrian activity.

Alternative B on the other hand features primary street frontages nearly across the full length of Kingston Road within this Precinct, with less attention to the area around the Kingston Road and Rougemount Intersection.

This point of differentiation allows for the testing of the two alternative strategies for achieving a public realm more conducive to walking.

### Land Use/ Built Form

Both Alternative A and B propose a greater mix of uses and densities in the precinct. However, Alternative A contains a greater level of density as represented through the notional building heights, with the greatest levels of density located to the south of Kingston Road, away from the stable residential neighbourhoods to the north of the study area.

The differentiation between the two Alternatives allowed for the testing of two different use and density concepts, both of which could maintain the present “village” character of the Rougemount Precinct, albeit in different forms.

The potential mix of uses and densities in Alternative A the potential mix of uses and densities could result in a total of 1,830 residents and 190 jobs, for a density of 92 people and jobs combined per hectare, and a residential density of 41 units per hectare.

In Alternative B, the potential mix of uses and densities could result in an additional population of 1,290 residents and 120 jobs, for a density of 61 people and jobs combined per hectare, and a residential density of 19 units per hectare.

**Figure 32** Precedent showing neighborhood detail

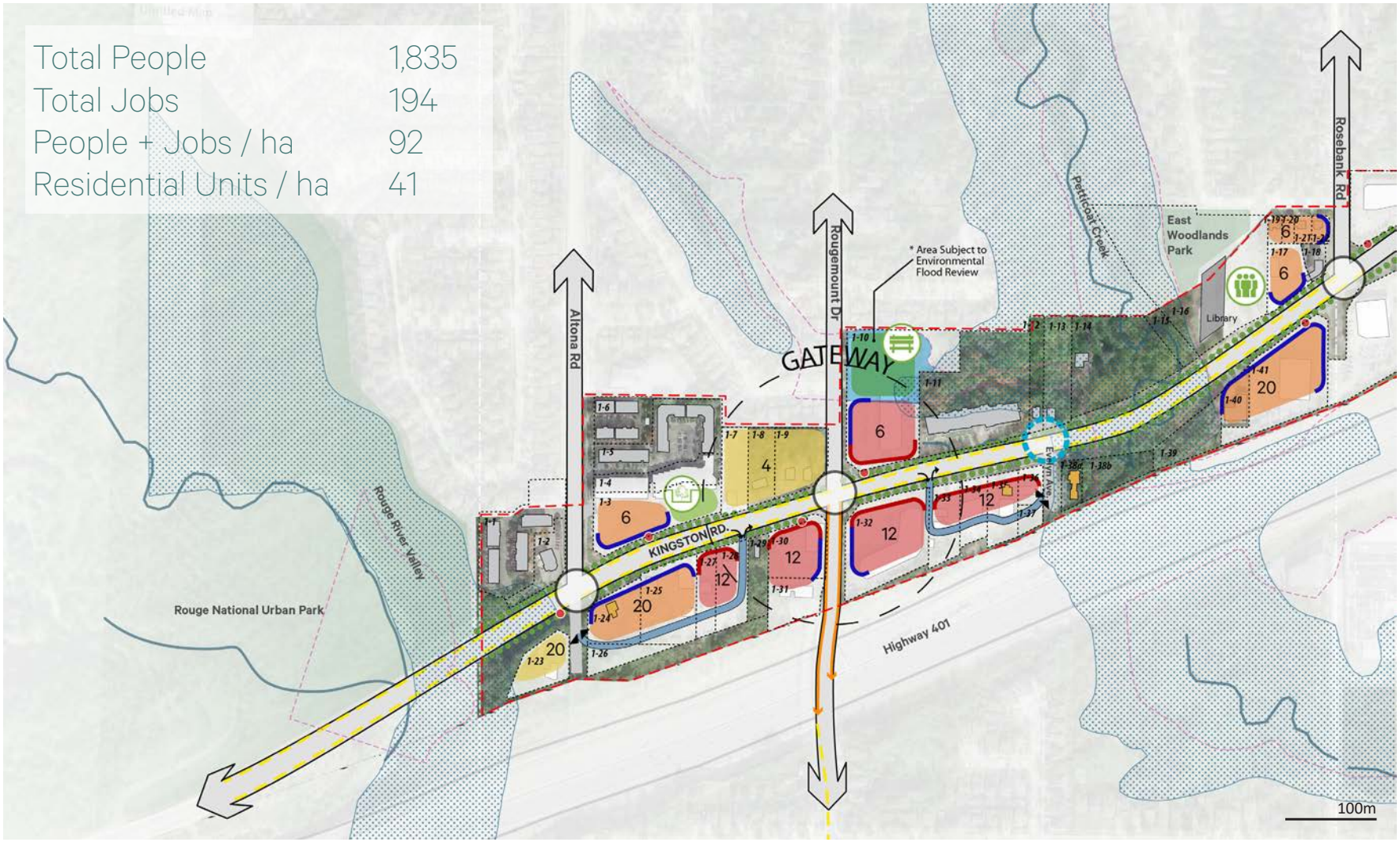
**Figure 34** Precedent showing residential on top of traditional podium retail

**Figure 33** Precedent showing primary orientation to street and maintaining and active street wall

**Figure 35** Precedent showing a village like shopping street

# Rougemount - Alternative A

| | |
|---|---|
| Total People | 1,835 |
| Total Jobs | 194 |
| People + Jobs / ha | 92 |
| Residential Units / ha | 41 |




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Future & Planned Connection Subject to EA
- GO Railway
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

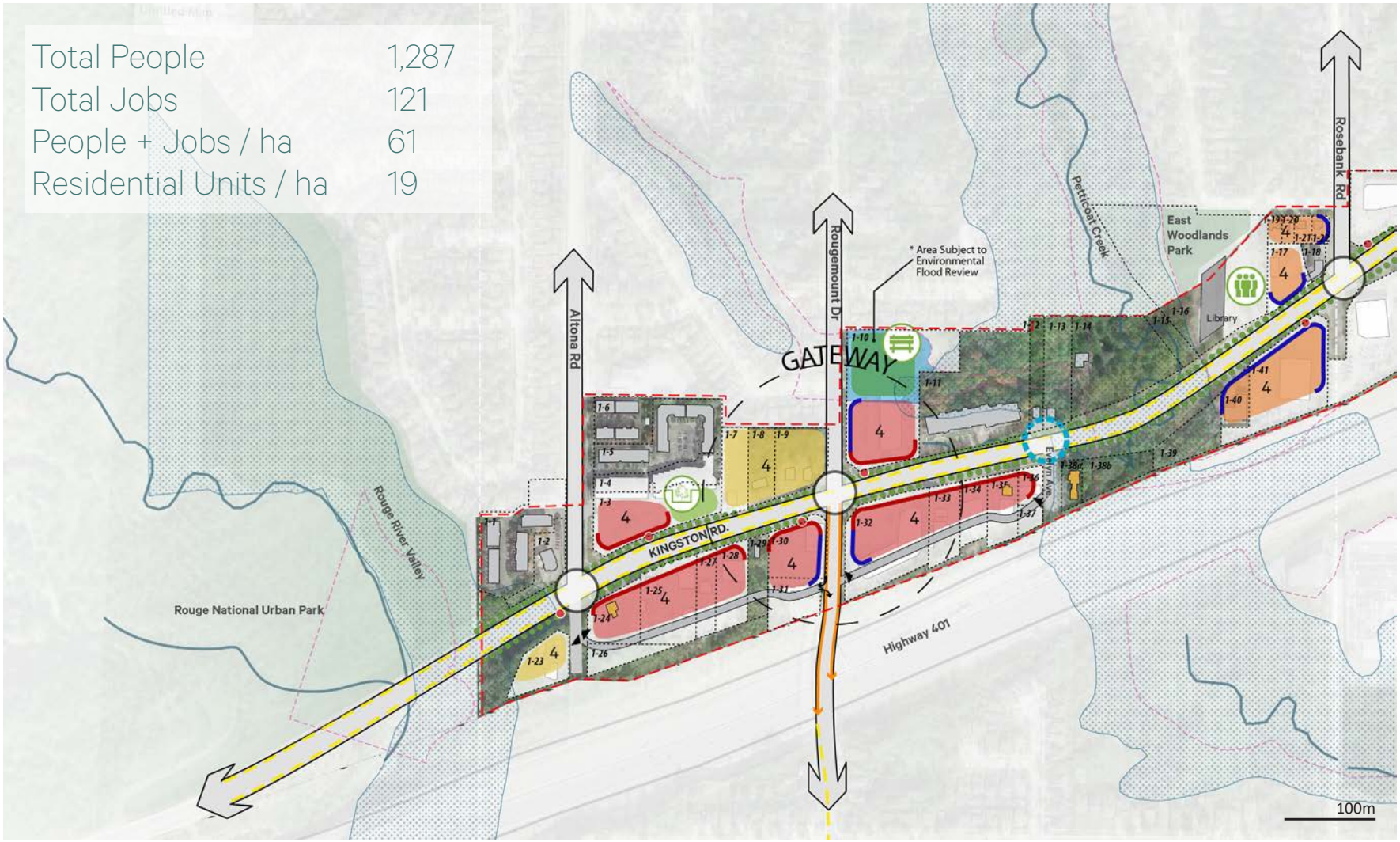
CONNECTIVITY
- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

PLACE MAKING
- Primary Retail Frontage
- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential /Retail
- Mixed Use C Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

# Rougemount - Alternative B

| | |
|---|---|
| Total People | 1,287 |
| Total Jobs | 121 |
| People + Jobs / ha | 61 |
| Residential Units / ha | 19 |




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Future & Planned Connection Subject to EA
- GO Railway
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY
- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

PLACE MAKING
- Primary Retail Frontage
- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential /Retail
- Mixed Use C Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

## B.3.2 Whites Precinct

### Connectivity

The Whites Precinct is typified by relatively larger parcels with greater depths than those found in the Rougemount Precinct. As a result, a number of opportunities for new connections within and through the parcels were explored in both Alternatives.

Alternative A seeks to improve permeability and connectivity by proposing two public roads, south of Kingston Road. With one public road to the west of Whites Road and one to the east. The road to the east explores two private road access off Kingston Road with a public road aligning with Delta Boulevard and the existing controlled intersection.

Alternative B on the other hand seeks to improve connectivity by proposing potential private roads, south of Kingston Road. The road to the west has a similar configuration as Alternative A but the road to the east has a sole point of access, with mid-block connections emanating from it and terminating in cul-de-sacs.

This point of differentiation allows for the testing of different road configurations and number of access points off Kingston Road.

### Place-Making

The combination of relatively larger parcels and the intersection of two planned Transit Spines (as per the City of Pickering Official Plan) set the framework for accommodating a generally higher density of mixed use within the White Precinct.

Both Alternatives contemplate providing an ample amount of distributed open space to support the future residential and employment population that would result from this higher density and to ensure ease of pedestrian movement and access to open space while providing moments of respite within this intensified node.

Alternative A features a linear open space connection mid-block between the existing school site to the north of the precinct and Kingston Road.

Alternative B features a linear open space connecting to the school near the existing controlled intersection at Steeple Hill and Kingston Road.

Alternative A seeks to improve the pedestrian experience by generally concentrated primary retail frontages within close proximity to the major intersection at Kingston Road and Whites Road, with secondary frontages on Kingston Road at the western and eastern limits of the Precinct.

Alternative B on the other hand features a relative concentration of primary retail frontages at the major intersection, albeit with a greater extension of this frontage type further to the west and east, providing a greater length of higher intensity streetscape animation.

### Land Use/ Built Form

In Alternative A, the greatest densities as expressed through the notional heights were clustered in close proximity to the intersection of Kingston Road and Whites Road, with additional concentrations within the southern portions of the parcels to the south of Kingston Road and extending east of the central node. Similarly, the greatest mix of uses were located within proximity of the major intersection, with provisions for higher density employment uses in the form of *Mixed Use A* areas and office/retail uses.

Alternative B features a greater spread of *Mixed Use A* extending outward from the intersection of Kingston Road and Whites Road and did not include any office/retail-only uses or residential-only uses. It also featured a much more uniform distribution of density, with two rather than three categories of notional heights. Nevertheless, it still exhibited a general concentration of higher densities within parcels immediately proximate to the intersection of Kingston Road and Whites Road.

This point of differentiation allows for the testing of the distribution of higher densities and higher intensities of use.

In Alternative A, the potential mix of uses and densities could result in a total of 7,727 residents and 2,976 jobs on potential redevelopment sites within this precinct, for a combined 210 people and jobs per hectare and 75 residential units per hectare.

In Alternative B, the potential mix of uses and densities could result in a total of 7,214 residents and 2,381 jobs on potential redevelopment sites within this precinct, for a combined 188 people and jobs per hectare and 70 residential units per hectare.


**Figure 36** Opportunities for office within a podium

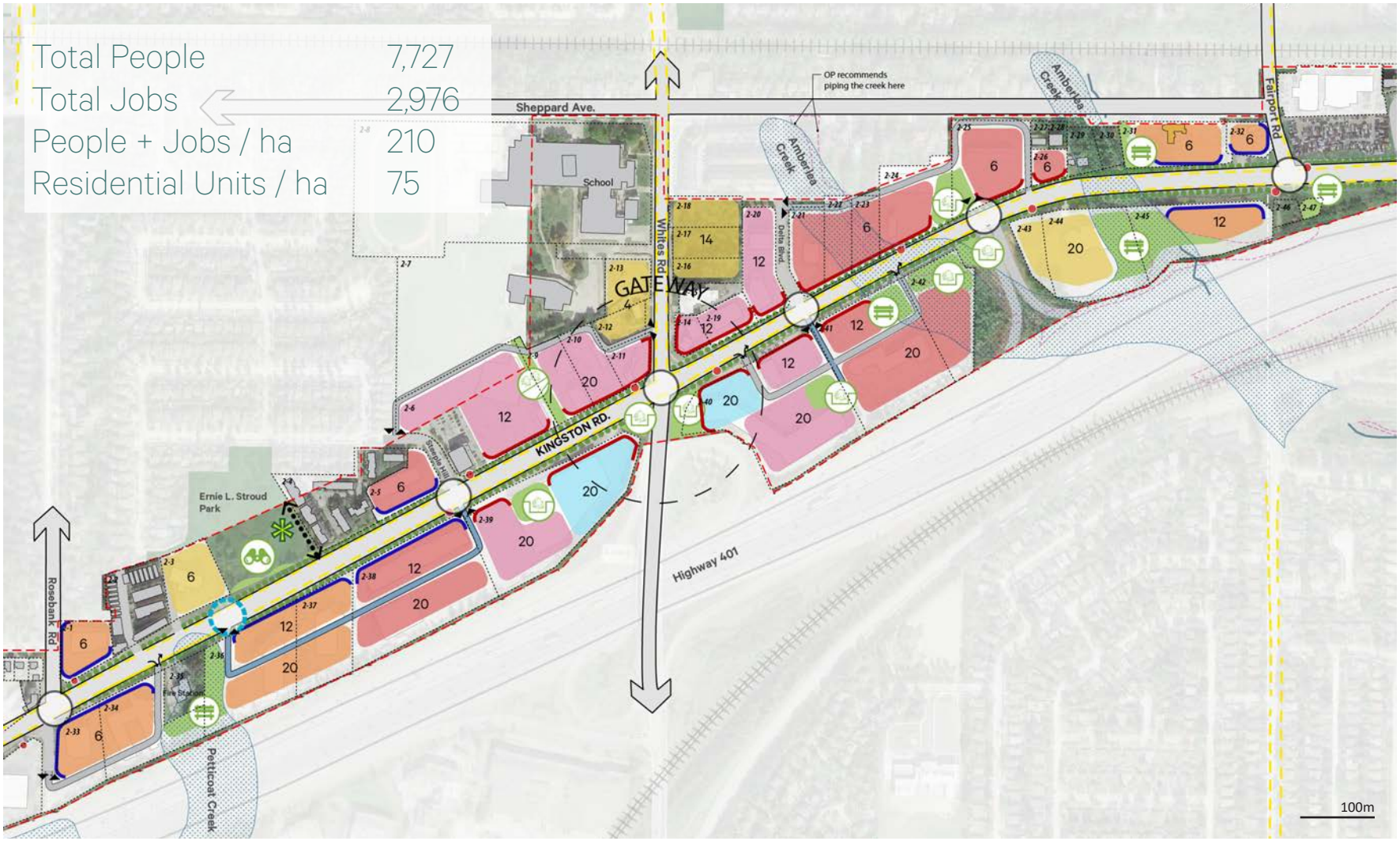
**Figure 37** Public Spaces spilling from Kingston Road

**Figure 38** Active podium

**Figure 39** Public spaces for a variety of users

# Whites - Alternative A

| | |
|---|---|
| Total People | 7,727 |
| Total Jobs | 2,976 |
| People + Jobs / ha | 210 |
| Residential Units / ha | 75 |




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Future & Planned Connection Subject to EA
- GO Railway
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

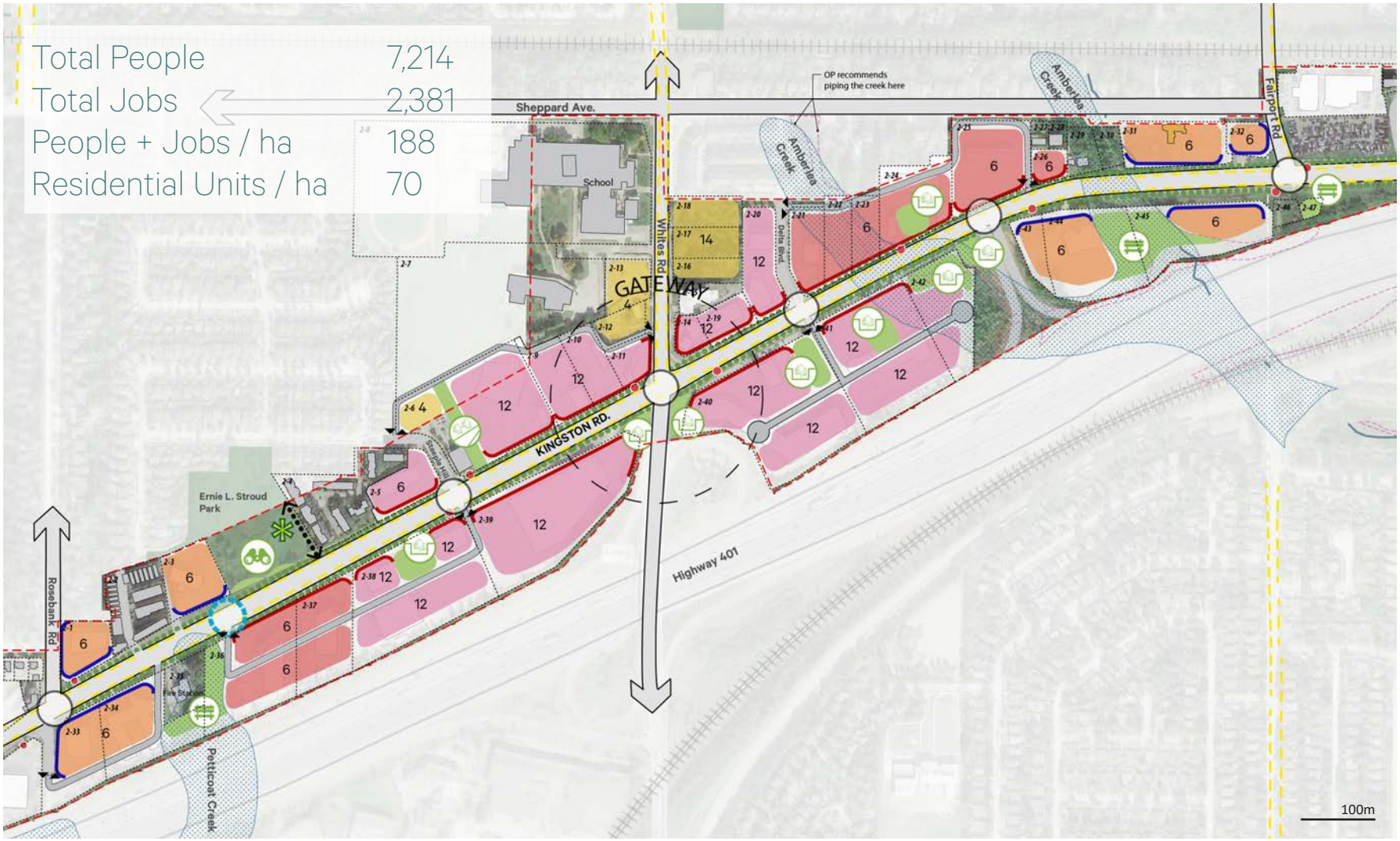
**PROPOSED**

CONNECTIVITY
- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

PLACE MAKING
- Primary Retail Frontage
- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential /Retail
- Mixed Use C Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

## Whites - Alternative B




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Future & Planned Connection Subject to EA
- GO Railway
- Buildings To Remain
- Properties of Heritage Significance
- #-# Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY
- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

PLACE MAKING
- Primary Retail Frontage
- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential /Retail
- Mixed Use C Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

## B.3.3 Dunbarton / Liverpool Precinct

### Connectivity

The Dunbarton/Liverpool Precinct is typified by relatively large parcels with even greater depths than those found in the Whites Precinct. As a result opportunities for new connections within and through these larger parcels are proposed providing consolidated access, internal multi-modal routes of circulation and additional frontage opportunities through new connections.

Both Alternatives seek to improve connectivity by incorporating the current extension of Walnut Lane and proposing a pedestrian friendly internal road parallel to Kingston Road. The main difference is that in Alternative A this road is suggested as a public road.

Alternative A seeks to improve connectivity by proposing that all the public roads south of Kingston Road be multi-modal.

Alternative B on the other hand focuses on the extension of Walnut Lane as the primary multi-modal route outside of Kingston Road.

Both Alternatives also suggest that the existing rail bridge crossing highway 401 be utilized as a cycling connection, connecting the Dunbarton/Liverpool Precinct with the neighbourhoods south of Highway 401.

### Place-Making

In Alternative A the combination of relatively large parcels that are not closely located to existing residential development set the framework for accommodating a generally higher distribution of higher intensities of use southeast of Kingston Road and Dixie Road.

In Alternative A, to support the future residential and employment population that would result from this higher density and to provide moments of respite within this intensified node, a collection of open spaces was contemplated and distributed along the secondary retail road travelling east west parallel to Kingston Road as well as at the precinct gateway at the intersection of Kingston Road and Dixie Road.

Both Alternative A and B proposes the open spaces internal to the precinct as having the potential of acting as multi-use spaces for public events such as weekend farmers markets. Alternative B took this a little further and explored a larger urban square that can be used for a variety of activities including park uses.

Alternative A features primary retail frontages internally along the public road parallel to Kingston Road and Walnut Lane.

Alternative B on the other hand features primary retail frontages along Kingston Road east of Dixie Road and at Walnut Lane creating two distinct animated retail strips one along Kingston Road and one internal and more protected along Walnut Lane.

### Land Use/ Built Form

In Alternative A, the greatest densities expressed through the notional heights are clustered in close proximity to the intersection of Kingston Road and Dixie Road along highway 401, with additional concentrations between Merritton Road and Dunbarton Creek. Notional medium heights were located on the southern portions of Kingston Road between Dixie Road and Walnut Lane allowing for a gradual increase in height between the residential neighbourhoods and the southern portions of the district. The greatest mix of uses were located within proximity of the major intersection of Dixie Road and Kingston Road, with provisions for higher density employment uses in the form of Mixed Use B - residential/retail uses closer to the intersection of Walnut Lane and Kingston Road.

In Alternative B, the land use and built form strategy generally featured a lower mix of uses and densities. The highest proposed height was the notional medium height east of the Dixie Road gateway with Kingston Road and the area along the highway generally displaying notional lower densities. The mix of uses also included much less retail than option A with the use of Mixed Use C throughout with a cluster of Mixed Use B near the Kingston Road and Walnut Lane intersection.

The differentiation between the two Alternatives allowed for the land uses and built form to be contrasted in terms of the distribution of higher densities and higher intensities of use.

In Alternative A, the potential mix of uses and densities would result in a total of 6,407 residents and 1,358 jobs on potential redevelopment sites within this precinct, for a combined 216 people and jobs per hectare and 89 residential units per hectare.

In Alternative B, the potential mix of uses and densities would result in a total of 4,413 residents and 1,025 jobs on potential redevelopment sites within this precinct, for a combined 151 people and jobs per hectare and 61 residential units per hectare.

**Figure 40** Pedestrian friendly streets

**Figure 41** Multi-purpose open spaces

**Figure 42** Opportunities for mix use with office


**Figure 43** Pedestrian friendly retail

# Dunbarton/Liverpool - Alternative A

| | |
|---|---|
| Total People | 6,407 |
| Total Jobs | 1,358 |
| People + Jobs / ha | 216 |
| Residential Units / ha | 89 |


**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Future & Planned Connection Subject to EA
- GO Railway
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

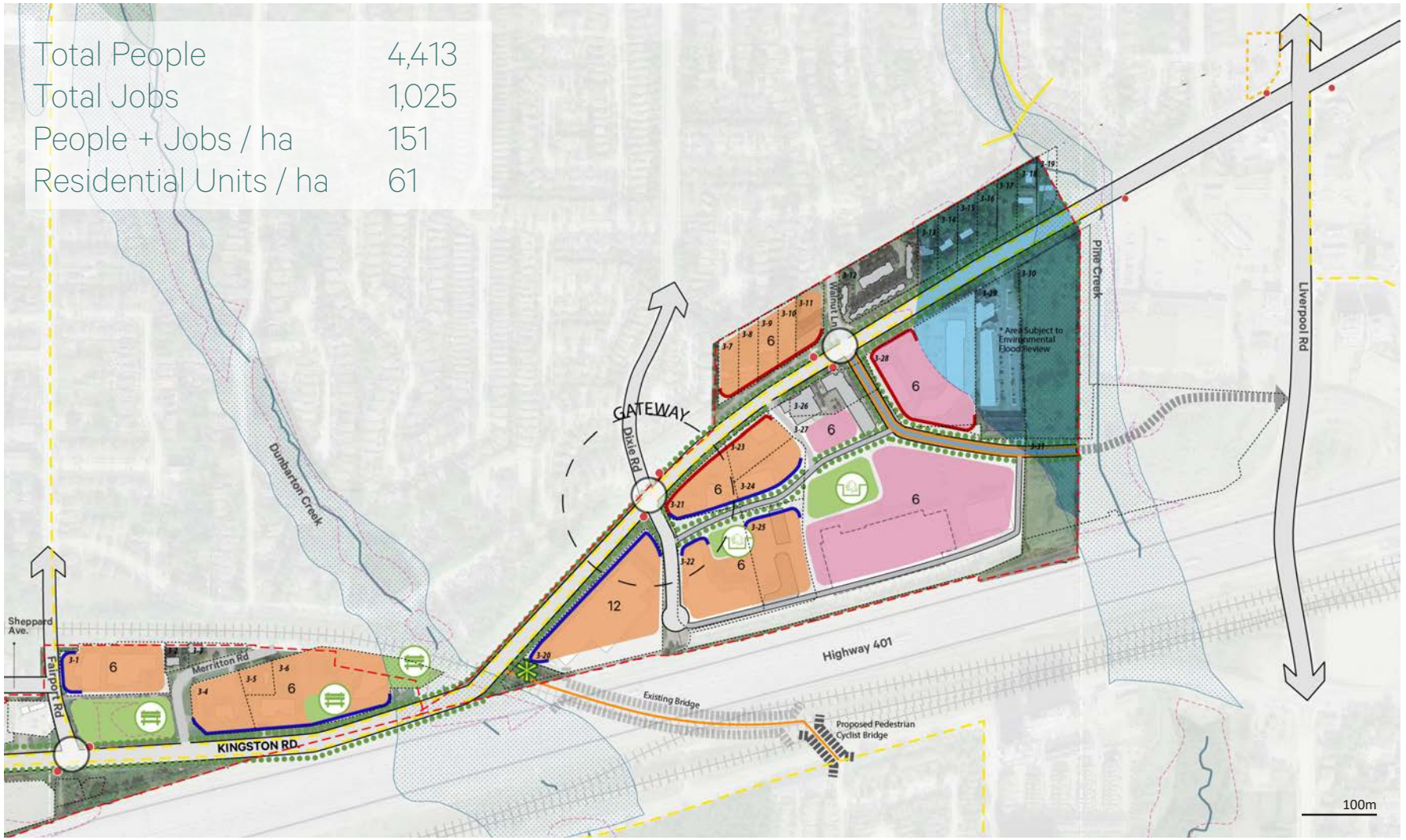
**PROPOSED**

CONNECTIVITY
- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

PLACE MAKING
- Primary Retail Frontage
- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential /Retail
- Mixed Use C Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

# Dunbarton/Liverpool - Alternative B




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Future & Planned Connection Subject to EA
- GO Railway
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY
- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

PLACE MAKING
- Primary Retail Frontage
- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
- Proposed Access to Open Space and Trails
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential /Retail
- Mixed Use C Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

## B.3.4 Brock Precinct

### Connectivity

The Brock Precinct is typified by a mixture in size of parcels along Kingston Road and very large parcels to the southeast of Kingston Road and Brock Road. There are three main land owners within the Specialty Retailing Node Area, and as a result, a number of opportunities are proposed for new connections and public roads within and through these large parcels, featuring strategies for providing better access, more internal routes for circulation, multi-modal routes, and to create additional street frontages.

Alternative A tries to resolve the challenge of better connecting the north part of the node with the south part by reconfiguring the existing intersection east of Brock Road on Pickering Parkway. It also features a proposed public loop road passing through this reconfigured intersection, extending northwards to connect to Bainbridge Drive on the eastern edge of the node, and then back down to Pickering Parkway. In addition a new controlled intersection is proposed further east of the reconfigured intersection on Pickering Parkway to improve traffic access and safety along the winding road.

Alternative B explores an alternate internal public road configuration beginning at the partial intersection south of Kingston Road and Brock Road and moving east and than south to a proposed controlled interaction at Pickering Parkway.

In both Alternatives there is a pedestrian connection from Kingston Road to the internal street network via a linear park. Both alternatives have two additional controlled intersection within the northern part of the node to connect pedestrians all the way south to the southernmost parts. These intersections could take the form of stops or round-abouts.

### Place-Making

To support the future residential and employment population that would result from the higher densities, both Alternative A and B explores a larger park and moments of respite within the node. The larger areas of open space were contemplated to ensure ease of access to open space for the increased resident population.

Alternative A explores a series of linear open spaces drawing the public from Brock Road and linking the larger open spaces within the node, such as Beechlawn Park, the proposed northern public park and the potential community facility open space. The proposed public park south of Pickering Parkway is linked to these open spaces via the main north-south internal road via an enhanced boulevard.

Alternative B uses the public boulevard as the connector to the main public park, which is located next to Beechlawn Park. Its location allows for two parks to be joint into a larger park. South of Pickering Parkway an open space is proposed along the main internal road as a places of respite from the retail activity. In Alternative B an urban square is envisioned along Brock Road to encourage pedestrian activity along the route.

In terms of primary and secondary frontages Alternative A has two hubs. The first concentrates primary retail frontages within close proximity to Kingston Road and the second concentrates these along the private road running south of Pickering Parkway.

Alternative B has a distribution of primary retail frontages through the entire neighbourhood creating a long “main” street. It starts at the intersection of Kingston Road and Brock Road and extends south along Brock Road to the first partial intersection, from where it follows a proposed public road within the development to Pickering Parkway and connects to the southernmost development, terminating at Brock Road near highway 401.

### Land Use / Built Form

In Alternative A, the greatest densities expressed through the notional heights are clustered in close proximity to the intersection of Brock Road and Pickering Parkway, with additional concentrations within the southern portions near highway 401. The greatest mix of uses are located within proximity to higher order transit. A secondary office hub is located near Brock Road and Pickering Parkway intersection, encouraging the development of office uses to be in closer proximity to the highway and Pickering GO.

In Alternative B, the greatest densities expressed through the notional heights are clustered in close proximity to the intersection of Brock Road and Pickering Parkway, with additional concentrations within the southern portions south of Pickering Parkway near Brock Road. The greatest mix of uses is located to the east of Denmar Park, extending eastwards and on lots near highway 401.

The differentiation between the two Alternatives allowed for contrasting the distribution of higher densities and higher intensities of use.

In Alternative A, the potential mix of uses and densities would result in a total of 7,365 residents and 2,141 jobs on potential redevelopment sites within this precinct, for a combined 211 people and jobs per hectare and 82 residential units per hectare.

In Alternative B, the potential mix of uses and densities would result in a total of 6,432 residents and 1,878 jobs on potential redevelopment sites within this precinct, for a combined 185 people and jobs per hectare and 71 residential units per hectare.

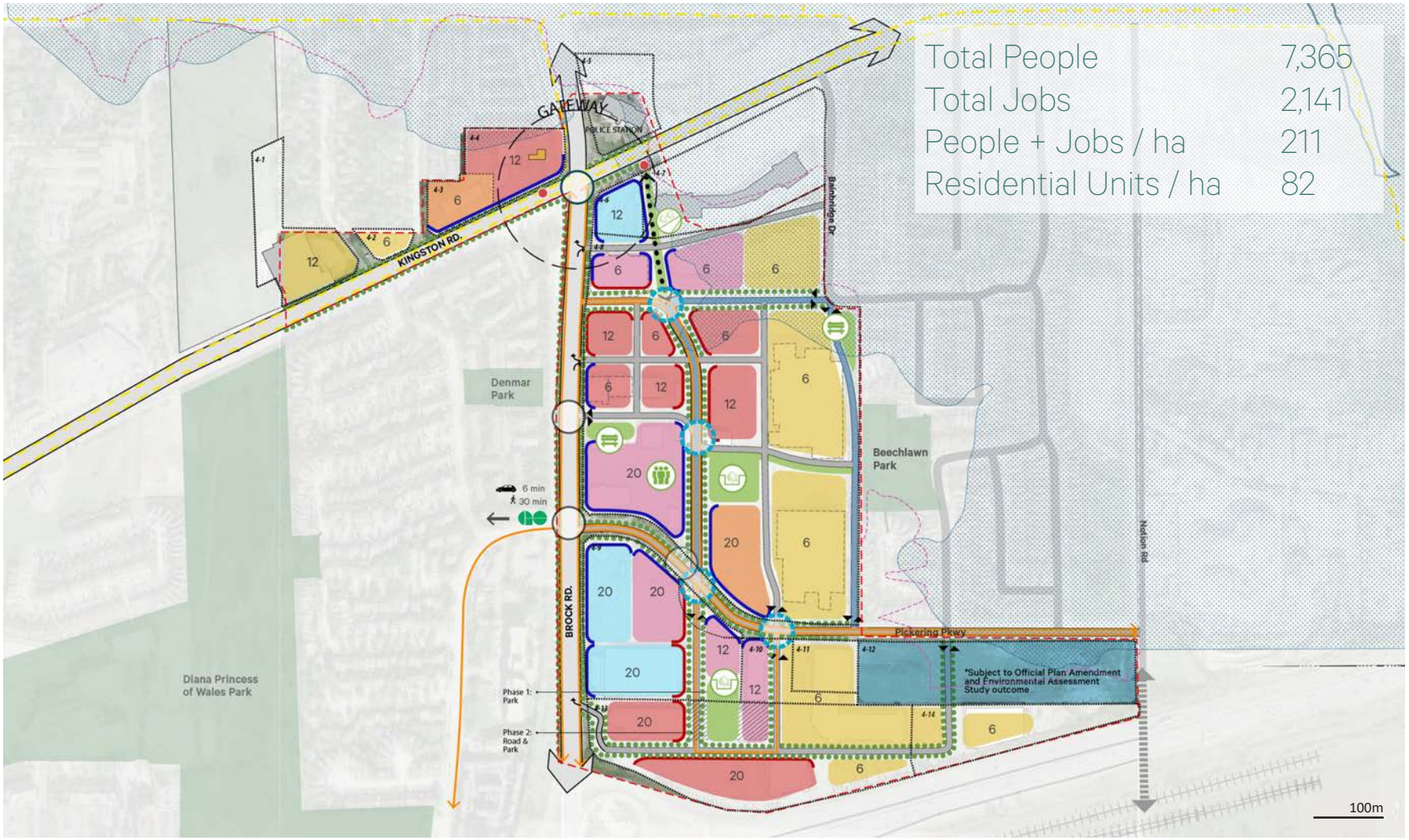
**Figure 44** Multi modal streets

**Figure 45** Open spaces

**Figure 46** Opportunities for a variety of scales or retailers

**Figure 47** Neighborhood focused retail

# Brock - Alternative A




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Future & Planned Connection Subject to EA
- GO Railway
- Buildings To Remain
- Properties of Heritage Significance
- #-# Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY

- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

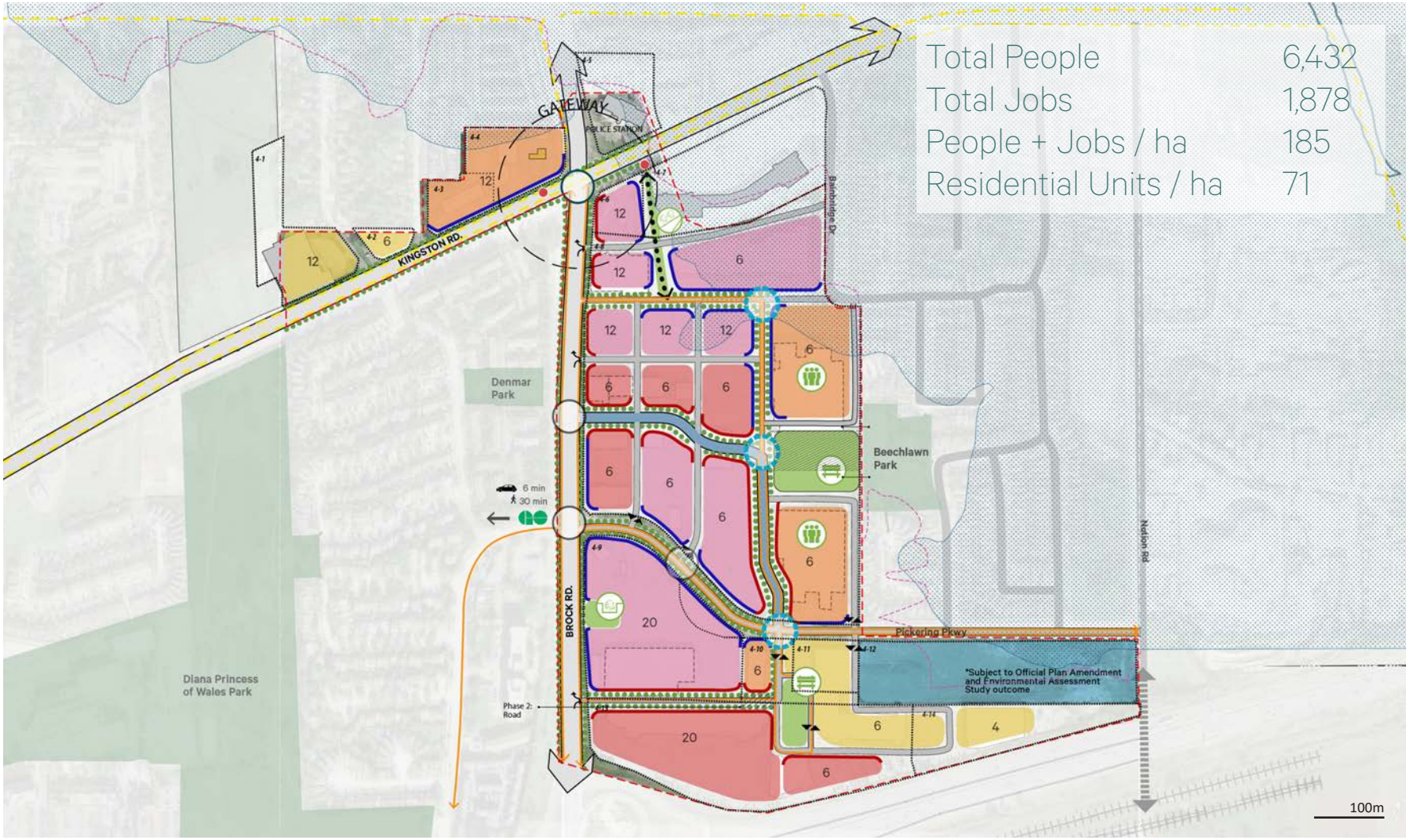
PLACE MAKING

- Primary Retail Frontage
- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
- Proposed Access to Open Space and Trails
- Exploration Trail
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM

- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential /Retail
- Mixed Use C Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

# Brock - Alternative B




**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
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- Existing Road / Laneways
- Existing Cycling Network
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- Future & Planned Connection Subject to EA
- GO Railway
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops

**PROPOSED**

CONNECTIVITY
- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

PLACE MAKING
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- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
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- Potential Linear Park
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- Proposed Enhanced Boulevard

LAND USE / BUILT FORM
- Mixed Use A Residential / Retail / Office
- Mixed Use B Residential /Retail
- Mixed Use C Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

## B.4 Assessment of Alternative Intensification Scenarios

Following the preparation of the Precinct Alternative Intensification Scenarios, the Alternatives were evaluated using a multi-criterion evaluation framework based on the Study's draft recommended vision, goals and objectives. This evaluation resulted in the selection of an emerging preferred Alternative for each precinct, which collectively constituted the emerging Preferred Intensification Scenario for the corridor and node as a whole. This emerging Preferred Intensification Scenario was then further refined based on input from City of Pickering stakeholders, the Public Agency Advisory Committee, and members of the public.

The evaluation framework that was prepared consisted of a number of criteria associated with the various objectives of the Study, which in turn were related to the goals and ultimately to the overall draft recommended vision. Each criterion provided a qualitative or quantitative measure for identifying the level to which the associated objective was achieved by Alternative A and Alternative B. The Alternative that best achieved the objective was assigned a score of 2, and the objective that was second best at achieving the objective was assigned a score of 1. Where both Alternatives performed equally relative to an objective, a score of 1 was assigned to both.

The scores for each objective are totaled by goal in the subsections that follow, and then across all nine goals to produce a total score that is presented in the Key Findings subsection. Neither the individual objective scores nor the aggregate goal scores have been weighted.

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## B.4.1 Goal 1 – Advance the concept of place-making and create complete communities

In all precincts, Alternative Intensification Scenario A achieved the highest aggregate score for all objectives under the goal of advancing the concept of place-making and creating complete communities. This result was driven in part by its ability to create a more distinct character for the corridor and node through its concentration of density and mix of uses at key intersections within each of the precincts. It also provided for a greater degree of variation within the precincts, with greater variance in the precise mix of uses within these intersection-focused clusters, and generally a greater variation in density as expressed through notional heights.

This higher score also resulted from its ability to achieve a broader range of housing types and tenures in a variety of building forms. Alternative A featured a greater variety in density and notional heights that would more easily provide for various housing types and tenures, and the ability to achieve or exceed the minimum density target for Regional Corridors.

The two Alternatives were generally balanced within all precincts when it came to creating a strong sense of community, healthy lifestyles and a high quality of life as measured through their provision of potential open space and community facilities. While Alternative B generally provided a higher ration of open space to residential units, Alternative A generally provided a higher amount of open space as a percentage of total developable area. Both Alternatives featured an identical number of potential community facilities.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 1.1 Create a distinct character for the corridor and node as a whole while also providing for variation based on the unique conditions and adjacencies within each precinct | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 |
| 1.2 Create a strong sense of community, a context for healthy lifestyles and a high quality of life | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 1.3 Plan for a full range of housing types and tenures in a variety of building forms | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 |
| Total Score | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 |

**Figure 48** Scores for objectives aimed at advancing place-making and creating complete communities

## B.4.2 Goal 2 – Promote sustainability in the design and full life-cycle of the streetscape, open spaces and buildings

For the goal of promoting sustainability in the design and full life-cycle of the streetscape, open spaces and buildings, Alternatives A and B performed roughly equally to one another, with the exception of the Dunbarton / Liverpool Precinct, where Alternative A achieved a higher score. The two Alternatives were relatively balanced in terms of their ability to provide capacity to support growth beyond the horizon of the plan, with Alternatives A and B in the Whites and Brock Precincts both projecting significantly more residential units per hectare that the minimum target for Regional Corridors. In the Dunbarton / Liverpool Precinct, Alternative B just met the minimum density target and was therefore deemed to not have sufficient additional capacity, leading to a lower score for this objective. In the Rougemount Precinct, neither of the Alternatives achieved the minimum density target of 60 residential units per hectare due to the relatively limited numbers of redevelopment sites and generally lower site densities within this precinct.

Alternatives A and B scored equally in all precincts in ensuring that sustainability principles and green infrastructure are fully incorporated in the streetscape, open space and built form. This is largely a result of the assumption that regardless of the differing distributions of connections, open spaces, land use and density within the Alternatives, all would have the ability to incorporate sustainable design and green infrastructure as a core component of the future community. As the Intensification Plan and Design Guidelines are developed in Phase 3, specific recommendations and guidelines will be developed to ensure that sustainability and green infrastructure are core components of all future redevelopment.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 2.1 Ensure that the ultimate streetscape, open space and redevelopment concepts have capacity to support growth beyond the horizon of the plan | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 2 |
| 2.2 Ensure that sustainability principles and green infrastructure are incorporated as a foundational element of all streetscape, open space and built form concepts | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Score | 2 | 2 | 3 | 3 | 3 | 2 | 3 | 3 |

**Figure 49** Scores for objectives under the goal of promoting sustainability in design and full life-cycle of streetscape, open spaces and buildings

## B.4.3 Goal 3 – Stimulate economic growth and vitality

In all precincts, Alternative A was better able to achieve the goal of stimulating economic growth and vitality than Alternative B. This higher score largely resulted from a greater proportion of Mixed Use A (which features office uses) and Retail / Office uses in Alternative A than contained in Alternative B. This inevitably led to a higher proportion of potential office and retail gross floor area within Alternative A in all four precincts. Furthermore, by providing for retail and office uses in both stand-alone buildings and in integrated mixed use buildings / sites, Alternative A was likely to provide greater options for retail and office floorplates, providing greater flexibility and responsiveness to market demand and supporting a variety of business types and sizes.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 3.1 Maintain space for various sizes of retail uses and encourage the expansion of office and commercial service uses | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 |
| Total Score | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 |

**Figure 50** Scores for objectives that focus on stimulating economic growth and vitality

## B.4.4 Goal 4 – Promote mixed use development with an emphasis on higher density residential and employment uses integrated within a building or site

For the goal of promoting mixed use development with an emphasis on higher density residential and employment uses integrated within a building or site, Alternative A preformed more strongly on aggregate in the Rougemount and Whites Precincts, and equal with Alternative B in the Dunbarton / Liverpool and Brock Precincts. These results stemmed from a mix of scores across the three objectives contained within this goal. In terms of planning for a transition to a mix of uses over time, Alternatives A and B performed equally in all. While Alternative B generally featured a greater number of sites planned for a mix of uses (i.e. fewer sites with retail / office or residential-only uses), Alternative B generally provided for a more balanced ratio of people to jobs, leading to the balanced score.

In terms of planning for higher density forms of employment within close proximity to transit, both Alternatives A and B in the Rougemount and Dunbarton / Liverpool Precincts did not feature any uses that would contain offices on sites with direct frontage on to a DRT Pulse stop. Notwithstanding this lack of direct frontage, uses that could contain offices were located within a 500 metre radius of the transit stops, placing them in close walking distance to transit. In the Whites and Brock Precincts, Alternative A featured a greater proportion of such uses with direct frontage on transit stops, leading to a higher score for this objective than Alternative B.

Lastly, in terms of planning for the greatest mix of uses and highest densities within close proximity to transit, the two Alternatives generally performed equally with the exception of the Rougemount Precinct where Alternative A scored higher. Generally, Alternative B featured a greater area of sites with a mix of uses than Alternative A. This largely stemmed from prioritizing office uses in close proximity to transit in Alternative A, with some precincts featuring office-only uses on sites with direct frontage to transit stops. In contrast, Alternative A generally had a higher amount of total Gross Floor Area on sites with direct frontage to transit stops, meaning that a greater level of density was contemplated in these locations as compared to Alternative B.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 4.1 Plan for existing single use sites to transition over time to a mix of uses, either through full scale redevelopment or infill on underutilized portions of a site | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 4.2 Plan for higher density forms of employment including office uses, within close proximity to higher order transit stops | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 |
| 4.3 Plan for the greatest mix of uses and highest densities within close proximity to higher order transit stops | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Score | 4 | 3 | 4 | 3 | 3 | 3 | 4 | 3 |

**Figure 51** Scores for objectives aimed to promote mixed use development with an emphasis on higher density residential and employment uses integrated within a building or site

## B.4.5 Goal 5 – Design all public roads and private connections to be complete streets and emphasize transit and pedestrian oriented development

In all four precincts, both Alternatives achieved an equal score on aggregate for the goal of designing all public roads and private connections to be complete streets and emphasizing transit and pedestrian oriented development. In both Alternatives, all proposed public streets and private connections were drawn at the same width, assuming that private connections that performed an internal block access and circulation function would be designed to the same standards as public streets. The street width was set such that there would be space for vehicular, cycling and pedestrian movement in dedicated zones on these streets and connections.

Furthermore, notwithstanding the different distributions of primary and secondary frontages within the two Alternatives in each of the precincts, an overall transit and pedestrian oriented strategy was employed to ensure that buildings are located in close proximity to and oriented towards the public realm, providing for active edges to animate these spaces. Thus, both Alternatives featured continuous active frontages (primary or secondary) all along Kingston Road and Brock Road, and on all new significant public streets proposed within larger parcels / blocks.

Ensuring the provision of complete streets, and transit and pedestrian oriented development will be further explored during the development of the Intensification Plan and Design Guidelines in Phase 3, where recommendations and performance standards for street design and building siting and massing will be detailed.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 5.1 Ensure that all users of public roads and private connections have distinct and delineated spaces to separate modes of travel moving at different speeds | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5.2 Ensure that buildings are located in close proximity to and are oriented towards the public realm and provide active edges to create an environment that encourages walking | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Score | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

**Figure 52** Scores for objectives aimed at designing complete streets and emphasize transit and pedestrian oriented development

## B.4.6 Goal 6 – Improve access management and connectivity for all transportation modes

For the goal of improving access management and connectivity for all transportation modes, Alternative A achieved a higher score on aggregate in the Rougemount and Dunbarton / Liverpool precincts while Alternative B did so in the Whites and Brock precincts. This resulted from the differing provisions for the number of contiguous connections proposed with access off of Kingston Road, where fewer connections was deemed to be superior as it implied a greater degree of access consolidation. It was also driven by the differing provisions for the number of contiguous connections proposed within / across parcels, where a greater number of these internal connections was deemed to be superior for providing alternative routes and new frontages for development. In many cases, the scores for these two objectives (and therefore thee number of connections) were equal between the two Alternatives. Where one Alternative did provide more of one type of connection than the other Alternative, the overall difference in count was relatively small.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 6.1 Plan for the consolidation of driveways with access to and from Kingston Road | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 |
| 6.2 Plan for the creation or enhancement of internal street networks on larger parcels to provide for alternative routes and new frontages for development | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 |
| Total Score | 3 | 2 | 2 | 3 | 3 | 2 | 3 | 2 |

**Figure 53** Scores for objectives under the goal of improving access management and connectivity for all transportation modes

## B.4.7 Goal 7 – Encourage the optimization of infrastructure

In terms the goal of encouraging the optimization of infrastructure, both Alternatives in all four precincts achieved equal scores. In the absence of a specific density target for areas or sites within proximity to higher order transit at this stage of the Study, objective 7.1 was measured through an assessment of sites with direct frontage on Durham Regional Transit (DRT) Pulse stops with a density higher than the minimum density target for Regional Corridors (60 residential units/ gross hectare). All sites with residential uses in both Alternatives in all precincts with direct frontage on to DRT Pulse stops achieved a density higher than this minimum target.
Both Alternatives in all four precincts also achieved the same score with regard to ensuring infrastructure capacity is in place to support intensification. This equal score was a result of the key assumption (see section A1.2) that such capacity is already in place or would be provided in the future to support this growth.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 7.1 Establish a density target for areas or sites within proximity to higher order transit stops to optimize transit ridership | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7.2 Ensure that intensification can be supported by existing infrastructure capacity and that additional infrastructure is phased in step with development | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Score | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

**Figure 54** Scores for goal of encouraging optimization of infrastructure

## B.4.8 Goal 8 – Enhance and restore natural heritage features and functions

Both Alternatives achieved an equal score for the goal of enhancing and restoring natural heritage features and functions. In part, this was driven by key assumptions (see section A1.2) and redevelopment potential criteria (see section A1.3) that do not permit encroachment into natural heritage features and exclude redevelopment potential within areas that fall within the Regional floodplain limits.

Furthermore, the arrangement of new open spaces within the two Alternatives in each of the precincts was identical in terms of identifying potential open spaces adjacent to natural heritage features, providing a green extension of these natural areas and views / connections into them.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 8.1 Provide physical and visual connections between the corridor and the natural heritage features that it intersects | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 8.2 Restore natural heritage corridors, ensure no incremental loss of natural heritage and consider stormwater management on an area wide basis | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Score | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

**Figure 55** Scores for objective of enhancing and restoring natural heritage features and functions

## B.4.9 Goal 9 – Support implementation by considering phasing, flexibility and intermediate interventions

The goal of supporting implementation by considering phasing, flexibility and intermediate interventions was deemed to be achieved by both Alternatives within each precinct, given that they both expressed multiple ways of achieving well-performing configurations of streets, blocks and open spaces. Implementation will be more thoroughly considered in Phase 3, particularly with regard to recommendations that support the phasing of development and flexibility to secure internal connections that cross multiple parcels under separate ownership, and/or larger parcels under single ownership that will likely be developed in multiple phases.

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| 9.1 Ensure that the overall arrangement of streets, blocks, open spaces and buildings can be achieved in multiple ways and that sites are designed in a manner that anticipates change over time | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Score | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

**Figure 56** Scores for goal of supporting implementation by considering phasing, flexibility, and intermediate interventions

## B.4.10 Key Findings

Based on the overall assessment of the Alternative Intensification Scenarios, Alternative A in all four precincts achieved a higher score on aggregate than Alternative B. The scores for the two Alternatives in each precinct for each of the 9 goals and total aggregate score are summarized in the table below. The key findings of the assessment included the following key points of differentiation that led to a higher score on aggregate for Alternative A:

- Alternative A provides more open space than Alternative B in all Precincts except Brock
- Alternative A provides a higher number of residential units per hectare than Alternative B in all precincts
- Alternative A produces more retail and office GFA than Alternative B in all precincts
- Alternative A has a more balanced ratio of people to jobs than Alternative B in all precincts
- Alternative A concentrates a greater amount of GFA on sites adjacent to DRT Pulse stops than Alternative B in all precincts
- Alternative B has fewer access points of off Kingston Road than Alternative A in the Whites and Brock precincts
- A combined Alternative A was carried forward as an emerging Preferred Intensification Scenario for consultation with the TWG, PAAF and members of the public. Based on feedback received from these groups and further analysis (see sections A2.A2. and A2.5). Alternative A was further modified and a Recommended Intensification Scenario was prepared (see section 4).

| | Rougemount Precinct | | Whites Precinct | | Dunbarton / Liverpool Precinct | | Brock Precinct | |
|---|---|---|---|---|---|---|---|---|
| Objective | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B | Alt A | Alt B |
| Goal 1 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 |
| Goal 2 | 2 | 2 | 3 | 3 | 3 | 2 | 3 | 3 |
| Goal 3 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 |
| Goal 4 | 4 | 3 | 4 | 3 | 3 | 3 | 4 | 3 |
| Goal 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Goal 6 | 3 | 2 | 2 | 3 | 3 | 2 | 3 | 2 |
| Goal 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Goal 8 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Goal 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Score | 23 | 18 | 23 | 20 | 23 | 18 | 24 | 19 |

**Figure 57** Overall scores for both scenarios A and B

# Combined Alternative A - Preferred Intensification Scenario

**EXISTING**

- Study Area Boundary
- Valleylands and Stream Corridors
- Regional Stormwater Flood Plain
- Existing Park
- Area Subject to Further Assessment
- Lot Lines
- Developable Lots
- Buildings To Remain
- Properties of Heritage Significance
- Lot Identifier
- Existing Controlled Intersection
- Bus Stops
- Existing Main Road
- Existing Road / Laneways
- Existing Cycling Network
- Planned Cycling Network
- Future & Planned Connection Subject to EA
- GO Railway

**PROPOSED**

CONNECTIVITY

- Potential Controlled Intersection
- Proposed Public Road
- Proposed Private Road
- Proposed Cycling Network
- Proposed Pedestrian Connection

PLACE MAKING

- Primary Retail Frontage
- Secondary Retail Frontage
- Potential Gateway
- Potential Community Facility
- Proposed Access to Open Space and Trails
- Exploration Trail
- Potential Urban Square
- Potential Green Space
- Potential Linear Park
- Potential Lookout
- Proposed Enhanced Boulevard

LAND USE / BUILT FORM

- Mixed Use A - Residential / Retail / Office
- Mixed Use B - Residential /Retail
- Mixed Use C - Residential / Retail
- Residential
- Retail / Office
- Potential Long Lease
- # Notional Height (Storeys)

0 100 m 300 m 500 m

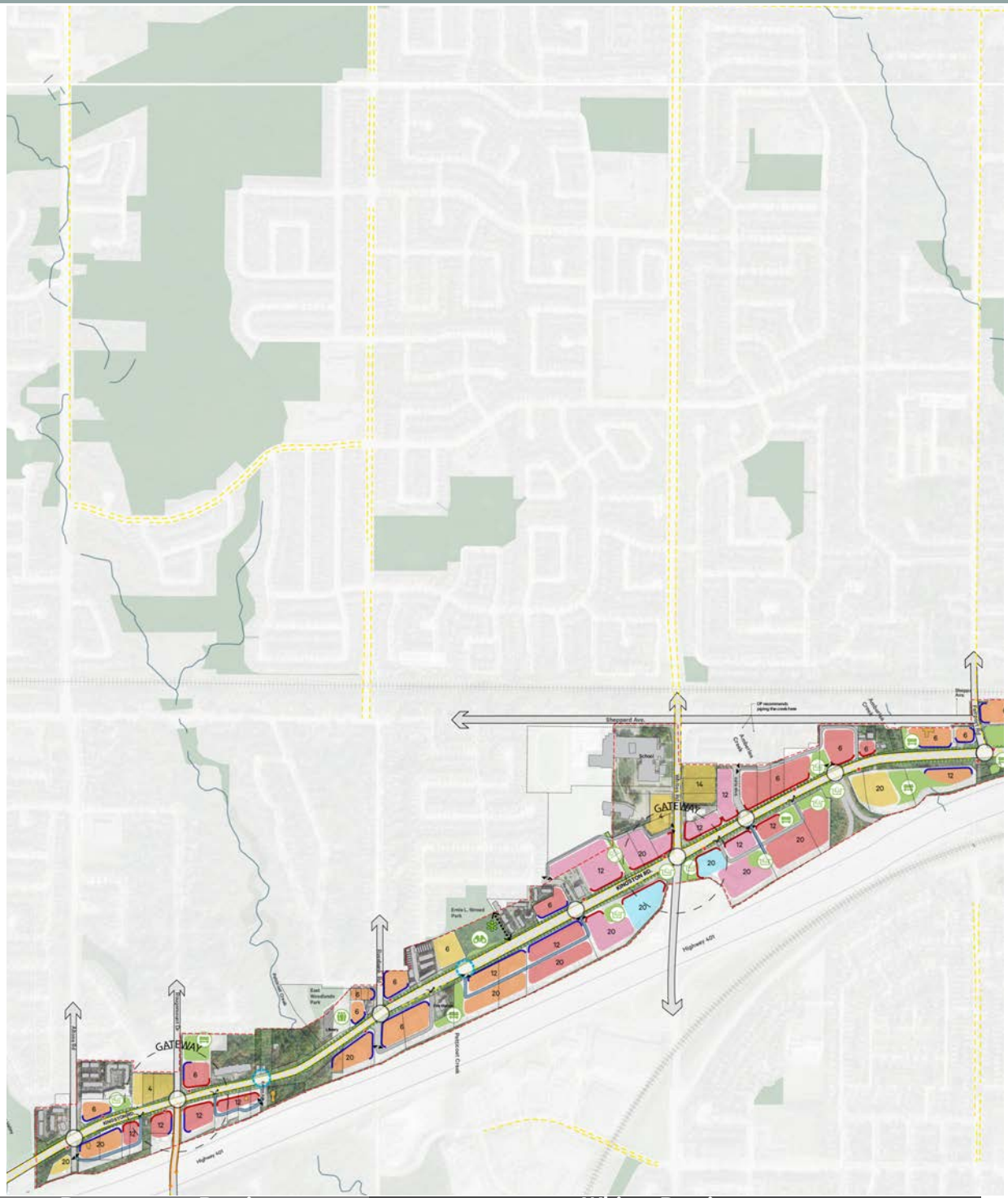


**Figure 58** Combined Alternative A Preferred Intensification Scenario Plan


GATEWAY
KINGSTON RD.
BROCK RD.
Highway 401
Proposed Pedestrian Cyclist Bridge
Petticoat Creek
Pine Creek
Duffins Creek
Dunbarton/Liverpool Precinct
Brock Precinct

# B.5 Open House Summary (December 2018)

A public open house was held in December 2018 following the preparation and assessment of the Alternative Intensification Scenarios. Both Alternatives for all four precincts were presented with preliminary results of the assessment, including that Alternative A performed better in achieving the goals and objectives of the Study.

**Figure 59** Group discussions during Open House

Participants were asked to provide suggested refinements to Alternative A for each precinct. The feedback they provided informed further refinements to the Preferred Intensification Scenario. Some of the key themes and points of feedback participants shared at this meeting included the following:

## Study Area-wide

- Consider more residential and retail/office only uses
- Ensure that there is space for office uses throughout the corridor and node
- Ensure that there is safe access for pedestrians within redevelopment sites
- Consider the needs of an aging population in considering connectivity, place making and land use / built form

## Rougemount Precinct

- Consider ways to provide more direct access to the Rouge Park
- Consider adding a trail system running parallel to Highway 401 within the highway setback area
- Consider measures to reduce speed and to better manage the volume of traffic on Kingston road, particularly west of Altona Road

## Whites Precinct

- Consider further connections for pedestrians and cyclists between the school and Kingston Road
- Consider providing additional open space, although there was support for the current pattern with open spaces spread throughout development parcels
- Consider a hotel as a potential use

## Dunbarton / Liverpool Precinct

- Consider locations for seniors housing
- Consider measures to reduce speed and to better manage the volume of traffic on Kingston road, particularly west of the rail bridge

## Brock Precinct

- Support for a broad range of uses
- Support for connections to the existing Beechlawn Park
- Support for locating higher densities adjacent to Highway 401 and within larger parcels where there is space to transition to adjacent lower rise buildings
- Consider flexibility in determining locations of new public streets and private connections within the large parcels
- Ensure that safe and comfortable access is provided for pedestrians and cyclists on existing and new streets / connections
- Allow flexibility for the phasing of development over time

## B.6 Comments received from Agencies and Stakeholders

The results of the evaluation of the Alternatives were shared with members of the City's Technical Working Group (TWG) and the Public Agency Advisory Forum (PAAF) in November 2018.
The TWG provided the following key points of feedback:

- The access roads off of Rougemount Drive in the Rougemount Precinct Alternative B were noted to be problematic due to the topography in this area and proximity to the Kingston Road and Rougemount Drive intersection, thus it was recommended to use the Alternative A configuration as the preferred recommendation
- The proposed access road on Whites Road north of Kingston Road is too close to the existing intersection
- The pedestrian connection leading to Ernie L. Stroud Park should be moved to the east side as the topography makes this location more feasible
- A combination of Brock Alternative A and Alternative B should be developed into the Preferred Alternative keeping the existing configuration of the first crossing east of Brock Road along Pickering Parkway at a 90 degree angle as per current condition and providing a second crossing further away and associated with eastern proposed public road within the Smart Centres development
- Each proposed intersection in the preferred scenario may have a different methods of traffic control thus it was recommended to replace "Potential Signalized Intersection" with "Potential Controlled Intersection"

The PAAF provided the following key points of feedback:

- Rougemount Scenario A needs to strengthen the corridor's relationship with Rouge National Urban Park by focusing on building a strong relationship between the park and the existing and developing community. "As Pickering's east-west main street, Kingston Road will likely provide a main entrance to Rouge National Urban Park. With the large river valley, Glen Rouge Campground, and plans for an improved north-south trail network right next to Pickering, this area will only increase in relevance for Pickering residents as the Kingston Road corridor redevelops."
- The exact location of the proposed intersections on Kingston Road on the east and west side of Rosebank Road in the Rougemount and Whites Precincts and on Pickering Parkway in the Brock Precinct should be subject to the outcome of future detailed analysis
- Whites Precinct Alternative B linear park configuration is more desirable because it is better aligned with an existing signalized intersection
- The Dunbarton/Liverpool Precinct is undergoing an Environmental Assessment for the extension of Walnut Lane which may alter the Pine Creek Flood Boundaries and thus it was recommended to not propose land uses or built form at this time and to mark the "Area Subject to Environmental Flood Review"
- In the Brock Precinct a combination of Alternative A and Alternative B should be developed into the Preferred Alternative. It was suggested to keep the existing configuration of the first crossing east of Brock Road along Pickering Parkway and to locate another intersection at least 300m east
- Within the Brock Precinct the proposed north-south internal road on the Smart Centres property should be 200m to Brock Street, if it is to be a signalized intersection, and its exact location and design would be subject to further detailed studies as part of a development application process.

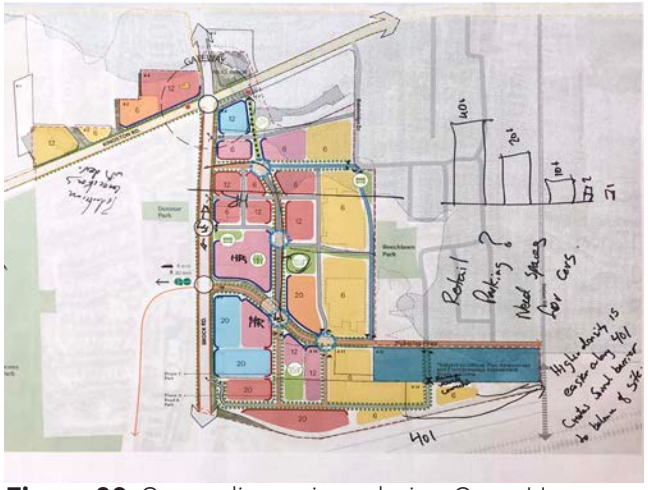

**Figure 60** Group discussions during Open House