

**From:** Kyle Bentley  
Director, City Development & CBO

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**Subject:** Draft Plan of Subdivision Application SP-2019-02  
Zoning By-law Amendment Application A 07/19  
Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.  
Lots 60 and 61, Plan 418  
(467 and 471 Rosebank Road)

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**Recommendation:**

1. That Draft Plan of Subdivision Application SP-2019-02, submitted by Oak Hill Developments Ltd. and White-Pine General Contractors Ltd., on lands being Lots 60 and 61, Plan 418, to establish a residential plan of subdivision consisting of 8 lots for detached dwellings as shown on Attachment #4 to Report PLN 22-20, and the implementing conditions of approval, as set out in Appendix I, be endorsed;
  2. That Zoning By-law Amendment Application A 07/19, submitted by Oak Hill Developments Ltd. and White-Pine General Contractors Ltd., to implement Draft Plan of Subdivision SP-2019-02 on lands being Lots 60 and 61, Plan 418, be approved, and that the draft Zoning By-law Amendment as set out in Appendix II to Report PLN 22-20 be forwarded to Council for enactment;
  3. That Amendment 8 to the Rosebank Neighbourhood Development Guidelines – Precinct No. 3, to allow an exception permitting minimum lot frontages of 12.2 metres for 4 lots fronting Gillmoss Road to implement Draft Plan of Subdivision SP-2019-02, be endorsed as set out in Appendix III; and
  4. That Informational Revision 27 to the Pickering Official Plan Rosebank, Neighbourhood Map 11, to delete the proposed new northerly extension of Dunn Crescent to intersect with the future easterly extension of Gillmoss Road, as set out in Appendix IV, be approved.
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**Executive Summary:** The subject lands are located at the southeast corner of Rosebank Road and Gillmoss Road within the Rosebank Neighbourhood (see Location Map, Attachment #1).

Oak Hill Developments Ltd. and White-Pine General Contractors Ltd. have submitted applications for a Draft Plan of Subdivision and Zoning By-law Amendment to facilitate a residential subdivision development. The original proposal included a total of 11 lots, 3 lots fronting Rosebank Road and 8 lots fronting onto a new public road extending south from Gillmoss Road terminating in a temporary cul-de-sac (see Original Draft Plan of Subdivision, Attachment #3).

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In response to identified concerns, the applicants revised their proposal and zoning standards to ensure that the proposed lot sizes and the scale and massing of the future dwellings are in keeping with the established community character. Key changes to the proposal include: reducing the number of lots from 11 lots to 8 lots; removing the public road (future Dunn Crescent extension); increasing minimum lot sizes; increasing yard setbacks; and reducing lot coverage (see Revised Draft Plan of Subdivision, Attachment #4).

Staff support the proposed draft plan of subdivision and zoning by-law amendment on the basis that the size and configuration of the proposed lots in combination with the proposed zoning provisions will ensure that the final built form will be compatible with the existing neighbourhood. The proposal implements the policies of the Official Plan, the recommendations of the Infill and Replacement Housing Study, and is generally consistent with the Rosebank Neighbourhood Development Guidelines.

Several concerns were expressed by area residents concerning construction activities, compensation for the loss of existing mature trees and vegetation, and the future easterly extension of Gillmoss Road. These matters have been satisfactorily addressed by the applicants through revisions to the plan and conditions of draft plan approval.

Accordingly, staff recommend that Council approve the Draft Plan of Subdivision Application SP-2019-02, and endorse the implementing conditions of approval, as set out in Appendix I. It is also recommended that the zoning by-law amendment as set out in Appendix II be approved. Further, staff recommend that an exception to the Rosebank Neighbourhood Development Guidelines and an informational revision to the Rosebank Neighbourhood Map be approved to permit a reduced lot frontage for 4 lots within the boundaries of the draft plan of subdivision, and to remove the Dunn Crescent road connection to Gillmoss Road, as set out in Appendices III and IV to this report.

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**Financial Implications:** No direct costs to the City are anticipated as a result of the recommendations of this report.

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## 1. Background

### 1.1 Property Description

The subject lands comprise 2 properties located at the southeast corner of Rosebank Road and Gillmoss Road within the Rosebank Neighbourhood (see Location Map, Attachment #1). The subject lands have a combined area of approximately 0.49 of a hectare with approximately 45.0 metres of frontage along Rosebank Road, and approximately 79.0 metres of frontage along the westerly section of Gillmoss Road.

Each property supports a detached dwelling and associated accessory structures, which are proposed to be demolished. Surrounding the subject lands to the north, south, east and west is an established low-density residential neighbourhood consisting of detached dwellings. Further east is the Canadian National Railway (CNR) corridor and the Petticoat Creek Conservation Area (see Air Photo Map, Attachment #2).

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## 1.2 Applicants' Original and Revised Proposal

The applicants have submitted applications for a Draft Plan of Subdivision and an implementing Zoning By-law Amendment to facilitate a low-density residential development within the Rosebank Neighbourhood.

The Original Draft Plan of Subdivision, as shown on Attachment #3, illustrates 11 lots for detached dwellings. Three lots were proposed to front onto the east side of Rosebank Road with a minimum lot frontage of approximately 15.2 metres. The remaining 8 lots were proposed to front onto a new public road extending south from Gillmoss Road terminating in a temporary cul-de-sac. The lots fronting onto the new public road were proposed to have a minimum lot frontage of 11.0 metres. The proposed public road was intended to provide for the future extension of Dunn Crescent.

Through collaboration between City staff and the applicants, the draft plan was revised. The following key changes have been made to the original proposal (see Revised Draft Plan of Subdivision, Attachment #4):

- the total number of lots have been reduced from 11 lots to 8 lots;
- the proposed residential density has been reduced from 28 units per net hectare to 16.4 units per net hectare;
- the new public road initially proposed to extend south from Gillmoss Road has been removed (southerly extension of Dunn Crescent);
- the current paved portion of Gillmoss Road will be completed in a cul-de-sac;
- the minimum lot frontage for the proposed lots fronting Gillmoss Road has been increased from 11.0 metres to 12.2 metres;
- the minimum front yard setback for lots fronting Rosebank Road has been increased from 4.0 metres to 7.5 metres;
- the maximum lot coverage has been reduced from 45 percent to 33 percent for the lots along Rosebank Road, and from 40 percent to 35 percent for the lots along Gillmoss Road;
- the maximum dwelling height has been reduced from 10.0 metres to 9.0 metres; and
- the minimum side yard setback for lots fronting Rosebank Road have increased from 1.2 metres and 0.6 metres to 1.5 metres on both sides.

## 2. Comments Received

### 2.1 September 7, 2019, Statutory Public Meeting

A Statutory Public Meeting was held on September 7, 2019, at which 6 residents attended. The following is a summary of key concerns and comments:

- commented that the proposed 11 lots for detached dwellings represent an overdevelopment of the subject lands;
- commented that the proposed lot sizes would result in dwellings that would not be compatible with the existing dwellings and the established character of the neighbourhood;

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- commented that the proposal does not conform to the Rosebank Neighbourhood Development Guidelines, and the proposed minimum yard requirements are significantly less than the current “R3” zone standards;
  - commented that the proposed dwellings will increase vehicle traffic and parking congestion, and decrease pedestrian and cyclist safety;
  - commented that the easterly extension of Gillmoss Road should be completed as a part of this development to provide a better vehicular connection to Rosebank Road from Cowan Circle and the easterly portion of Gillmoss Road;
  - concerned that the proposed termination of Gillmoss Road does not provide for adequate access by municipal vehicles, and will result in inadequate snow removal;
  - concerned with the future noise and dust impact of the construction of the dwellings and the road, and potential damage the construction will cause to neighbouring properties;
  - commented that the loss of vegetation will result in the proposed development creating a significant negative visual impact on the adjacent property to the south;
  - commented that the removal of all 70 trees on the property is a significant loss of natural vegetation and the proposed cash-in-lieu compensation for all trees removed is not acceptable;
  - outlined that the proposal will result in a large reduction of naturally porous surfaces;
  - commented that tree compensation should be provided through replanting; and
  - requested fencing be provided along the entire south lot line to provide separation between the subject lands and the property immediately to the south and provide screening of the future dwellings and new public road.

A petition was received on October 23, 2019. The petition was signed by 295 residents and noted the following concerns:

- proposed sizes of Lots 4 through 11 are too small and are not in keeping with the existing character of the neighbourhood;
- traffic congestion will increase as a result of the proposal;
- inadequate infrastructure is available to support the development; and
- easterly extension of Gillmoss Road should be completed as a part of this development.

## **2.2 City Departments and Agency Comments**

### **2.2.1 City of Pickering Engineering Services Department**

- no objection to the proposal; and
- matters concerning detailed grading and drainage, stormwater management, construction management/erosion and sediment control, site servicing, detailed right-of-way design, utility locations, easements, tree compensation, fencing details, and-street tree planting will be further reviewed through conditions of draft plan of subdivision approval.

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### 2.2.2 Region of Durham

- the Region has no objection to the zoning by-law amendment and draft approval of the plan of subdivision subject to the Conditions of Draft Approval provided by the Region;
- the proposal is consistent with the Provincial Policy Statement as it will take advantage of existing infrastructure and public services within the neighbourhood;
- the proposed development conforms to the Growth Plan by supporting compact communities and efficiently using existing infrastructure;
- the Regional Official Plan designates the subject lands as “Living Areas”, which are intended to be used predominately for housing purposes;
- sanitary sewer and municipal water supply is available to service the lands;
- the submitted Noise Impact Study, prepared by GHD Inc., addresses potential noise and vibration impacts from the CN Rail line, which is located approximately 135 metres to the west;
- as a condition of draft plan approval, the recommendations, mitigation measures, and warning clauses identified in the Noise Impact Study are to be implemented and included in the subdivision agreement with the City;
- the submitted Site Screening Questionnaire, prepared by V.A. Woods Associates Ltd., does not identify site contamination, and no additional site assessment work is required;
- the site is identified as being within an area of archaeological potential, and the submitted Stage 1 & 2 Archaeological Assessments prepared by The Archaeologists found there are no archaeological sites within the property; and
- a clearance letter from the Ministry of Tourism, Culture and Sport is required.

### 2.2.3 Metrolinx

- the rail traffic volumes contemplated in the submitted Noise Impact Study prepared by GHD Inc. are consistent with the current forecast;
- the consultant has provided required noise control measures to meet the applicable Ministry of the Environment, Conservation and Parks noise criteria;
- a noise warning clause shall be inserted in all development agreements, offers of Purchase and Sale or Lease Agreements of each dwelling unit within 300 metres of the railway right-of-way advising future residents that Metrolinx will not be responsible for any noise or vibration complaints or claims arising from their commuter transit operation; and
- the Owner shall grant Metrolinx an environmental easement for operational emissions, registered on title against the subject residential dwellings in favour of Metrolinx.

### 2.2.4 Durham Catholic District School Board

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

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### 2.2.5 Durham District School Board

- no objections to the proposal; and
- the proposed development is expected to generate 5 pupils and can be accommodated by existing school facilities.

## 3. Planning Analysis

### 3.1 The proposal conforms to the policies and provisions of the Pickering Official Plan and the Neighbourhood Development Guidelines

The subject lands are located within the Rosebank Neighbourhood and are designated as “Urban Residential Areas – Low Density Areas” within the Pickering Official Plan, which provides for housing and related uses with a net residential density of up to and including 30 units per net hectare. The proposed development will result in a density of approximately 16.4 units per net hectare, which is within the density range for the lands designated Low Density in the City’s Official Plan.

The subject properties are situated within Design Precinct No. 3 of the Council adopted Rosebank Neighbourhood Development Guidelines. This Precinct permits semi-detached and detached dwelling units. The minimum lot frontages for new lots for detached dwellings created within this Precinct is approximately 15.0 metres and the minimum lot depth is approximately 30.0 metres.

The surrounding lots within the immediate neighbourhood have a range of lot frontages. The existing residential subdivisions immediately to the north along Rosebank Road, and to the east along Gillmoss Road and Cowan Circle are also within Design Precinct No. 3. These subdivisions are subject to site-specific zoning by-laws that were previously approved by City Council. The lots to the north, along Rosebank Road, are currently zoned “S”, which permits detached dwellings with lot frontages of 15.0 metres. The lots to the east are zoned “S4-9” and “S4-14”, which permit detached dwellings with a minimum lot frontage of 11.0 metres and 10.5 metres, respectively (see Zoning Map, Attachment #5). Staff supported the proposed developments with reduced lot frontages on the basis that the inclusion of the word “approximately” in the Development Guidelines provides for the consideration of minor deviations from the standards expressed in the guidelines, provided the character of the neighbourhood is maintained.

The lots proposed along Rosebank Road will maintain a minimum lot frontage of 15.0 metres and a minimum lot depth of approximately 33.0 metres. Of the 5 lots proposed along Gillmoss Road, 4 lots (Lots 4 to 7) will have a minimum lot frontage of 12.2 metres, and 1 lot will have a minimum lot frontage of 16.3 metres (Lot 8). All 5 lots will have a minimum lot depth of approximately 45.8 metres. Despite 4 lots not meeting the lot frontage requirements as set out in Design Precinct No. 3, these lots will maintain or exceed the established lot frontage and area requirements of the immediately surrounding area. Staff are satisfied that the proposed lot frontages and lot size along Rosebank Road and Gillmoss Road are in keeping with the established lotting configuration of the surrounding neighbourhood.

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Staff recommend that an exception to the Rosebank Neighbourhood Development Guidelines be approved to permit 4 lots fronting Gillmoss Road for detached dwellings with minimum lot frontages of 12.2 metres, within the boundaries of this draft plan.

### **3.2 The proposal maintains the recommendations of the Infill and Replacement Housing in Established Neighbourhoods Study**

The City retained SGL Planning and Design Inc. (SGL) to undertake the Infill and Replacement Housing in Established Neighbourhoods Study (the Study), which examined how to guide the future evolution of the City's established neighbourhoods by recommending an appropriate scale of infill and replacement housing, and how the City can ensure that neighbourhood character is properly considered through the development and building approval processes.

The Planning Recommendations Report, which was received and endorsed by Council in September 2020, completes the Study. The Report provided final recommendations for implementation tools that the City can use to address the compatibility of future infill and replacement housing in "Established Neighbourhood Precincts", which includes new Official Plan policies, Urban Design Guidelines and zoning by-law performance standards.

The Official Plan and Zoning By-law Amendments required to implement the recommendations of the study have not yet been completed. However, the proposal has been reviewed keeping in mind the recommendations of the study, specifically the proposed built form as it relates to existing adjacent properties.

The subject lands are identified to be within the "Established Neighbourhood Precinct" of the Rosebank Neighbourhood. The recommended Official Plan policies and the new Urban Design Guidelines endorsed by Council outline that when considering applications for infill and/or replacement housing, the proposed development is to be compatible with the character of the neighbourhood with respect to: scale; yard setbacks and separation; lot widths; front yard setbacks; garage location; maximizing front yard landscaping, and preservation of existing mature trees.

Attachments #6 and #7 provide a comparison of the recommended zoning performance standards for the subject lands, the proposed zoning performance standards within the Infill and Replacement Housing In Established Neighbourhood Study, and the existing zoning standards of the immediately surrounding neighbourhood. Two separate charts were prepared to differentiate between the zone standards for lots that front Rosebank Road (see Zoning Provision Comparison Chart – Lots fronting Rosebank Road, Attachment #6), and lots that are located east of Rosebank Road (see Zoning Provision Comparison Chart – Lots fronting Gillmoss Road, Attachment #7).

Lots fronting Rosebank Road are generally characterized as having wider lot frontages, larger lot areas and greater building setbacks than lots located east of Rosebank Road. Lots east of Rosebank Road are generally characterized as having reduced lot sizes, reduced yard setbacks and slightly higher lot coverages.

The applicants have worked with staff to ensure that the zoning performance standards for the proposed lots along Rosebank Road and Gillmoss Road are generally in keeping with recommended zoning standards of the Infill and Replacement Housing in Established Neighbourhoods Study and are consistent with the existing zoning standards in the immediate area. Staff are satisfied that the proposed lot sizes and the recommended zoning standards will ensure that the size, scale, setbacks and building heights for the future dwellings will be in keeping with the established neighbourhood character within the immediate area.

### **3.3 Proposed Lot 8 will be rezoned with an (H) Holding Provision until such time Gillmoss Road is extended further east**

Proposed Lot 8 will not have legal frontage onto the existing Gillmoss Road municipal right-of-way. The applicants are proposing to create Lot 8 through this draft plan to provide for the future development of a single detached dwelling. In the interim, Lot 8 will be land-locked. The Durham Regional Official Plan permits the creation of a land-locked parcel related to a land assembly for a future subdivision proposal, provided that there is an overall plan, indicating the approximate extent of the land assembly and provisions for future access.

It is appropriate to create Lot 8 at this time, subject to a holding provision. The holding symbol will be removed by City Council at such time that Gillmoss Road is extended easterly and Lot 8 obtains legal frontage onto a municipal right-of-way and the necessary services are extended. As a condition of Draft Plan Approval, the applicants will be required to provide an easement over Lot 7 in favour of Lot 8 for access in order to maintain the lands.

### **3.4 Future northerly extension of Dunn Crescent**

The Rosebank Neighbourhood Map 11 of the City's Official Plan identifies the northerly extension of Dunn Crescent traversing north-south through the subject lands and intersecting with Gillmoss Road (see Rosebank Neighbourhood Map, Attachment #8). At the Statutory Public Meeting, Committee Members requested clarification concerning the plans for Dunn Crescent and the potential connection to the westerly portion of Gillmoss Road.

Staff requested that the applicants review the feasibility of the extension of Dunn Crescent from its current terminus, north to intersect with the west portion of Gillmoss Road. The applicants outlined that the extension of Dunn Crescent north to connect with Gillmoss Road, traversing through the subject lands is technically feasible. However, several factors make it an undesirable and inefficient use of land.

Currently, Dunn Crescent terminates in a temporary turning circle. Adjacent to the turning circle immediately to the east is a retaining wall approximately 2.0 metres in height. This retaining wall accounts for the change in grade from Dunn Crescent to the lands to the east. For Dunn Crescent to be extended northerly, this retaining wall would be required to be extended north along the east side of the new Dunn Crescent road allowance. The retaining wall would be required along with the majority of the road extension and would result in only the west side of the road allowance being available for redevelopment.

Additionally, the lands immediately south of the subject lands, municipally known as 463 Rosebank Road, would also be required to provide for the extension of Dunn Crescent. These lands are neither owned by the applicants nor proposed to be redeveloped at this time.

The applicants have indicated that should the lands immediately to the south be redeveloped in the future, Dunn Crescent could be extended north and terminate in a full turn circle to provide access for up to 4 new lots. The applicants have advised that this option would be more viable as it would provide for the completion of Dunn Crescent into a full turning circle without the need for a full length retaining wall.

Staff have reviewed the information submitted by the applicants, and have examined the desirability and feasibility of extending Dunn Crescent north to intersect with Gillmoss Road. The retaining wall required to complete this road connection will present a long-term maintenance liability for the City as it would be located in the municipal right-of-way. The elimination of the road will not compromise community connectivity, as Rosebank Road is located 122 metres to the west, and will continue to provide for appropriate vehicular and pedestrian movements. Dunn Crescent will still maintain the ability to be completed in a full turn circle should the lands immediately to the south of the subject lands be redeveloped.

Staff confirm that the northerly extension of Dunn Crescent to Gillmoss Road is not desirable and therefore, the subject lands are not required to provide for such extension. Staff recommend that an Informational Revision to the Pickering Official Plan Rosebank Neighbourhood Map to delete the northerly extension of Dunn Crescent to the future easterly extension of Gillmoss Road be approved, as set out in Appendix IV.

### **3.5 Easterly extension of Gillmoss Road cannot be completed until lands to the east are redeveloped**

Area residents requested that the easterly extension of Gillmoss Road be completed as a part of this development to provide better vehicular connection and improved access by municipal services such as garbage collection and snow removal to their properties, which are located immediately to the east of the current terminus of the Gillmoss Road municipal right-of-way (520 Gillmoss Road and 529 Gillmoss Road). Snow removal services provided by the City and garbage collection services provided by the Region of Durham are currently provided to these properties; however, these services do not extend beyond the existing municipal right-of-way onto private property.

As a part of the proposed development, the applicants are proposing to extend the paved portion of Gillmoss Road approximately 39.0 metres to the easterly limits of the current right-of-way owned by the City of Pickering. The road will be urbanized and terminated in a cul-de-sac as per the City's technical requirements (see Revised Draft Plan of Subdivision, Attachment #4). The lands beyond the easterly limit of the proposed turning circle are not owned by the applicants or the City. Therefore, the proposed public road cannot be extended further east to connect with the easterly portion of Gillmoss Road until such a time these lands are redeveloped.

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### **3.6 Tree compensation will be required for the loss of existing vegetation**

Several residents expressed concerns about the loss of mature trees from the subject lands as a result of the proposed development. The applicants have submitted an Arborist Report, prepared by Cosburn Nauboris Ltd., dated April 18, 2019, which surveyed and evaluated 70 trees within the boundary of the subject lands and 15 trees adjacent to the subject lands. Initially, the applicants proposed a total of 70 trees to be removed on-site and within the municipal boulevard, due to the proposed layout of the new lots, new road, grading, and driveways. The health condition of the trees proposed to be removed includes poor, fair and good. As a result of the revised proposal, which eliminated the new public road, staff have identified that there may be the opportunity to protect a number of the trees at the southeast corner of the subject lands. As a condition of draft plan approval, a revised Tree Assessment, Tree Assessment Plan and associated report are required to reflect the revised proposal and grading plan.

The Recommended Conditions of Approval (see Appendix I) require the applicants to prepare and submit a Landscape Plan, which provides details regarding replacement tree plantings. The applicants have committed to providing new plantings along the most southerly and easterly portion of the property, adjacent to existing residential properties. Plantings in these two areas will replace the significant number of trees currently existing in these locations. The applicants will also be required to provide compensation to the City through cash-in-lieu payment for the balance of tree compensation required, not satisfied through on-site plantings.

### **3.7 A construction management plan will be implemented to minimize the impact of construction activities**

Area residents also expressed concern with the future noise and dust impact of the construction of the dwellings and potential damage the construction will cause to neighbouring properties.

The Recommended Conditions of Approval (see Appendix I) require that the applicants prepare and submit a Construction Management Plan to the satisfaction of the City's Engineering Services, which addresses a variety of mitigation measures to be implemented during the construction process to minimize any negative noise, dust and traffic impacts. The mitigation measures could include a gravel mud mat and a construction staging area, sediment fencing and a tree protection zone. The Recommended Conditions of Approval require that the applicants enter into a Subdivision Agreement with the City. A condition of the Subdivision Agreement will require that the applicants implement the measures outlined in the submitted Construction Management and Erosion/Sediment Control Plan as approved by City staff.

### **3.8 Other matters have been addressed**

Area residents also expressed concerns that the proposal will increase vehicle traffic and parking congestion within the immediate area. As noted, the applicants have reduced the number of lots from 11 lots to 8 lots. The lots have also been widened to accommodate dwellings with double car garages to allow for 2 vehicles to be parked within the private garage and 2 vehicles on the driveway. The driveways will be paired to provide for on-street parking. Engineering staff have indicated that the proposed development will not have any traffic impacts on Rosebank Road or other roads within the neighbourhood.

An area resident requested that a privacy fence be installed along the entire south lot line to provide separation between the subject lands and the property immediately to the south. The Recommended Conditions of Approval (see Appendix I) require the applicants to erect a 1.8 metre high wood privacy fence along the south and east lot lines, where there is an adjacent residential property.

### **3.9 Technical matters will be addressed as conditions of subdivision approval**

To ensure appropriate development, the City, Region and agency requirements have been provided as conditions of approval for the subdivision application. Technical matters to be further addressed include, but not limited to:

- architectural treatment;
- noise attenuation measures;
- construction management/erosion and sediment control;
- stormwater management;
- on-site grading and drainage;
- site servicing;
- fencing;
- street tree planting and tree compensation; and
- payment of cash-in-lieu of parkland dedication.

The draft conditions of approval set out in Appendix I to this Report address these (and other) matters. It is recommended that Council endorse these conditions.

## **4. Conclusion**

Staff support the applications for draft plan of subdivision and rezoning. The proposed lot sizes will be in keeping with the established lotting pattern within the surrounding neighbourhood. The recommended zoning by-law provisions provide for yard setbacks, lot coverage, garage and driveway widths, dwelling depth and building height requirements, amongst other requirements, to ensure that the final built form is compatible with the existing dwellings in the immediate area.

Staff recommend that Council approve the Draft Plan of Subdivision and Zoning By-law Amendment applications, subject to conditions of approval as set out in Appendix I, and recommended zoning by-law provisions as set out in Appendix II. Staff also recommend that Amendment 8 to the Rosebank Neighbourhood Development Guidelines and Informational Revision 27 to the Pickering Official Plan, Rosebank Neighbourhood Map, be approved to permit a reduced lot frontage within the boundaries of the draft plan of subdivision and to remove the Dunn Crescent Proposed Road Connection to Gillmoss Road.

## **5. Applicants' Comments**

The applicants have been advised of and support the recommendations of this report.

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## **Appendices**

Appendix I	Draft Conditions of Approval for Subdivision Application SP-2019-02
Appendix II	Recommended Zoning By-law Amendment for Zoning By-law Amendment A 07/19
Appendix III	Proposed Amendment 8 to the Rosebank Neighbourhood Development Guidelines
Appendix IV	Proposed Informational Revision 27 to Official Plan Rosebank Neighbourhood Map 11

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## **Attachments**

1. Location Map
  2. Air Photo Map
  3. Original Draft Plan of Subdivision
  4. Revised Draft Plan of Subdivision
  5. Zoning Map
  6. Zoning Provisions Comparison Chart – Lots fronting Rosebank Road
  7. Zoning Provisions Comparison Chart – Lots fronting Gillmoss Road
  8. Rosebank Neighbourhood Map
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Director, City Development & CBO

Recommended for the consideration  
of Pickering City Council



Marisa Carpino, M.A.  
Interim Chief Administrative Officer

**Recommended Conditions of Approval  
for Draft Plan of Subdivision SP-2019-02**

**Recommended Conditions of Approval for  
Draft Plan of Subdivision SP-2019-02**

**General Conditions**

1. That the Owner shall prepare the final plan generally on the basis of the draft plan of subdivision, prepared by GHD Inc., identified as Drawing Number 11178578 DP-5, dated June 2, 2020, which illustrates 8 lots for detached dwellings, a 0.3 metre reserve block and a road widening.

**Region of Durham**

2. That the Owner shall name the road allowance included in this draft plan to the satisfaction of the Regional Municipality of Durham and the City of Pickering.
3. That the Owner shall submit plans showing the proposed phasing to the Region of Durham and the City of Pickering for review and approval if this subdivision is to be developed by more than one registration.
4. That the Owner shall agree in the City of Pickering Subdivision Agreement to implement the recommended noise control measures and warning clauses of the study entitled, "Noise Impact Study," prepared by GHD Inc., as revised and dated June 2, 2020. The Owner shall agree in the subdivision agreement to implement the recommended noise control measures and warning clauses. The agreement shall contain a full and complete reference to the noise study (i.e., author, title, date and any revisions/addenda) and shall include any required noise control measures and warning clauses recommended in the study.
5. That the Owner shall provide the Regional Municipality of Durham with an archaeological clearance letter from the Ministry of Tourism, Culture and Sport for the report entitled, "Stage 1 and 2 Archaeological Assessment," prepared by The Archaeologists Inc., dated March 29, 2019.
6. That the Owner shall grant to the Region, any easements as may be required to provide Regional services for this development. The easements shall be in locations and of such widths as determined by the Regional Municipality of Durham.
7. That prior to entering into a subdivision agreement, the Regional Municipality of Durham shall be satisfied that adequate water pollution control plant and water supply capacities are available to the proposed subdivision.
8. That the Owner shall provide for the extension of such sanitary sewer and water supply facilities which are external to, as well as within, the limits of this plan that are required to service this plan. In addition, the Owner shall provide for the extension of sanitary sewer and water supply facilities within the limits of the plan which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Regional Municipality of Durham. All arrangements, financial and otherwise, for said extensions are to be made to the satisfaction of the Regional Municipality of Durham, and are to be completed prior to final approval of this plan.

9. That the Owner shall satisfy all requirements, financial and otherwise, of the Regional Municipality of Durham. This shall include, among other matters, the execution of a subdivision agreement between the Owner and the Regional Municipality of Durham concerning the provision and installation of sanitary sewers, water supply, roads and other Regional services.

### **Subdivision Agreement**

10. That the Owner enters into a subdivision agreement with and to the satisfaction of the City of Pickering to ensure the fulfillment of the City's requirements, financial and otherwise, which shall include, but not necessarily be limited to the conditions outlined in this document.

### **40M-Plan**

11. That the Owner submits a Draft 40M-Plan to the satisfaction of the City Development Department.

### **40R-Plan**

12. That the Owner submits a Draft 40R-Plan indicating the easements required for the rear lot catch basins, storm sewer to Dunn Crescent, and for the maintenance of the Gillmoss Road turning circle to the satisfaction of the City.

### **Street Names**

13. That street names and signage be provided to the satisfaction of the Region of Durham and the City of Pickering.

### **Development Charges & Development Review & Inspection Fee**

14. That the Owner satisfies the City financially with respect to the *Development Charges Act*.
15. That the Owner satisfies the City with respect to payment for engineering review fees, residential lot grading review fee and development services inspection fees.

### **Architectural Control**

16. That the Owner submits preliminary model designs for sale to be reviewed and approved by the City's Urban Design Review Consultant. The Owner will be responsible for the City's full cost of undertaking this review.

### **Stormwater**

17. That the Owner satisfies the Director, Engineering Services, respecting the stormwater drainage and management system to service all the lands in the subdivision and any provision regarding easements.

18. That the Owner satisfies the Director, Engineering Services, for contributions for stormwater maintenance fees.

### **Grading**

19. That the Owner satisfies the Director, Engineering Services, respecting the submission and approval of a grading control plan.
20. That the Owner satisfies the Director, Engineering Services, respecting authorization from abutting landowners for all off-site grading.

### **Geotechnical Investigation**

21. That the Owner satisfies the Director, Engineering Services, respecting the submission and approval of a geotechnical soils analysis, including but not limited to, hydrogeological information regarding groundwater conditions and recommendations for foundation drainage.

### **Fill & Topsoil**

22. That the Owner acknowledges that the City's Fill & Topsoil Disturbance By-law prohibits vegetation or soil disturbance, vegetation or soil removal or importation to the site. No on-site works prior to the City issuing authorization to commence works is permitted. A Fill & Topsoil Permit will be required should grading works proceed prior to the execution of a Subdivision Agreement.

### **Construction/Installation of City Works & Services**

23. That the Owner satisfies the Director, Engineering Services, respecting the construction of roads with curbs, storm sewers, sidewalks and boulevard designs.
24. That the Owner satisfy the City respecting arrangements for the provision of all services required by the City.
25. That the Owner satisfies the appropriate authorities respecting arrangements for the provision of underground wiring, street lighting, cable television, natural gas and other similar services.
26. That the Owner agrees that the cost of any relocation, extension, alteration or extraordinary maintenance of existing services necessitated by this development shall be the responsibility of the Owner.

### **Phasing & Development Coordination**

27. That if this subdivision is to be developed by more than one registration, the Owner will be required to submit a plan showing the proposed phasing, all to the satisfaction of the Region of Durham and the City.

### **Dedications/Transfers/Conveyances/Reserves**

28. That the Owner conveys to the City, at no cost, any easements and any reserves as required by the City and an additional right-of-way for Future Gillmoss Road.

### **Easements**

29. That the Owner conveys a 3.0 metre wide easement along the frontage of Lot 7, to the satisfaction of the City, to provide maintenance access to Lot 8.
30. That the Owner conveys, to the satisfaction of the City, at no cost, any required easement for works, facilities or user rights that are required by the City.
31. That the Owner conveys any easements to any utility provider to facilitate the installation of their services in a location(s) to the satisfaction of the City and the utility provider.
32. That the Owner arrange, at no cost to the City, any easements required on third party lands for servicing and such easements shall be in a location as determined by the City and/or the Region and are to be granted upon request any time after draft approval.

### **Construction Management Plan**

33. That the Owner satisfies the City respecting the submission and approval of a Construction Management/Erosion & Sediment Control Plan, with such Plan to contain, among other matters:
- (i) details of erosion and sedimentation controls during all phases of construction and provide maintenance requirements to maintain these controls as per the City's Erosion & Sediment Control Guideline for Urban Construction;
  - (ii) addressing the parking of vehicles and the storage of construction and building materials during servicing and construction, and ensuring that such locations will not impede the flow of traffic or emergency vehicles on existing streets, or the proposed public street;
  - (iii) assurance that the City's Noise By-law will be adhered to and that all contractors, trades and suppliers are advised of this By-law;
  - (iv) the provision of mud and dust control on all roads within and adjacent to the site;
  - (v) type and timing of construction fencing;
  - (vi) location of construction trailers; and
  - (vii) details of the temporary construction access.

### **Fencing**

34. That the Owner satisfies the City with respect to the provision of temporary fencing around the entire perimeter of the subject lands during construction, prior to the commencement of any works.
35. That the Owner agrees to install a 1.8 metre high board-on-board wood privacy fence along the south property lines of all lots, where there is adjacent existing residential lots fronting onto Rosebank Road and along the east property lines, where there is adjacent existing residential lots having access from Gillmoss Road, to the satisfaction of the Director, Engineering Services.

### **Landscaping**

36. That the Owner satisfies the Director, Engineering Services, respecting the submission and approval of a street tree planting plan.
37. That the Owner satisfies the Director, Engineering Services, with the submission of a tree preservation plan which will illustrate the protection of trees and other natural features where appropriate, with specific attention to preservation in all public open spaces prior to the approval of a preliminary grading plan.
38. That the owner satisfies the Director, Engineering Services, with the submission of a Landscape Plan/Replanting Plan.

### **Tree Compensation**

39. That the Owner agrees that prior to final approval of the draft plan, compensation for the loss of tree canopy will be required either through replacement planting or cash-in-lieu, to be paid to the City of Pickering. In accordance with Council Resolution #387/18, approved on January 15, 2018, tree removal compensation is to be calculated in accordance with the City of Pickering Tree Inventory, Preservation and Removal Compensation requirements. Where compensation through replanting is being considered, the Owner will be required to provide a Landscape Plan indicating the location, size and species of all trees, including boulevard trees, to the satisfaction of the Director, Engineering Services.

### **Engineering Plans**

40. That the Owner ensures that the engineering plans are coordinated with the streetscape/architectural drawings and further that the engineering plans coordinate the location of driveways, street hardware and street trees to ensure that conflicts do not exist and that asphalt is minimized and all objectives of the streetscape/architectural control guidelines can be achieved.
41. That the Owner satisfies the City respecting the submission of appropriate engineering drawings that detail, among other things: City services, roads, storm sewers, sidewalks, lot grading, streetlights, fencing, tree planting; and financially-secure such works.

42. That the Owner ensures the engineering plans are coordinated with the architectural design objectives.

### **Noise Attenuation**

43. That the Owner shall agree in the subdivision agreement to implement the recommended noise control measures and warning clauses of the study entitled, "Noise Impact Study," prepared by GHD Inc., as revised and dated June 2, 2020.

### **Parkland Dedication**

44. That the Owner satisfies the City with respect to the payment of cash-in-lieu in accordance with the parkland dedication requirements of the *Planning Act*.

### **Fire**

45. That the Owner agrees that no development will proceed on any land until adequate services are available including adequate water pressure to the satisfaction of the City's Fire Services Department.

### **Model Homes**

46. That the Owner enters into a model home agreement with the City, if applicable for this draft plan. All model homes must satisfy all architectural requirements.

### **Canada Post**

47. That the Owner agrees to include in all offers of purchase and sale, a statement that advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
48. That the Owner agrees to consult with Canada Post Corporation to determine suitable location for the placement of Community Mailbox and to indicate these locations on appropriate servicing plans.
49. That the Owner agrees to provide an appropriately sized sidewalk section (concrete pad) for the Community Mailbox to be placed on, any required walkway across the boulevard and any required curb depression for barrier free access.
50. That the Owner agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox location.

## **Metrolinx**

51. That the following warning clause shall be inserted in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of each dwelling unit within 300 metres of the railway right-of-way:

**Warning:** Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest operate commuter transit service within 300 metres from the land which is the subject hereof. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.

52. That the Owner shall grant Metrolinx an environmental easement for operational emissions, registered on title against the subject residential dwellings in favour of Metrolinx.

## **Other Approval Agencies**

53. That any approvals which are required from the Region of Durham, Metrolinx or any utility for the development of this plan be obtained by the Owner and upon request written confirmation be provided to the City as verification of these approvals.
54. That the Owner, through the approval of the Utility Coordination Plan, is to enter into an agreement with Canada Post Corporation for the provision of a Community Mailbox(es) including technical specifications and financial terms.

## **Plan Revisions**

55. That the Owner acknowledges and agrees that the draft plan of subdivision and associated conditions of approval may require revisions to the satisfaction of the City, to implement or integrate any recommendation resulting from studies required as conditions of approval.
56. That the Owner revises the draft plan as necessary to the satisfaction of the City, to accommodate any technical engineering issues which arise during the review of the final engineering drawings. Required revisions may include revising the number of residential building lots or reconfiguring the roads or lots to the City's satisfaction.
57. That the Owner agrees to implement the requirements of all studies that are required by the City for the development of this draft plan of subdivision to the satisfaction of the City.

**Recommended Zoning By-law Provisions  
for Zoning By-law Amendment A 07/19**

# Draft

## The Corporation of the City of Pickering

### By-law No. XXXX/20

Being a By-law to amend Restricted Area (Zoning) By-law 2511, as amended, to implement the Official Plan of the City of Pickering, Region of Durham, being Lots 60 and 61, Plan 418, City of Pickering (A 07/19)

Whereas the Council of The Corporation of the City of Pickering received an application to rezone the subject lands being Lots 60 and 61, Plan 418, in the City of Pickering to permit the development of 8 lots for detached dwellings accessed from an internal public road;

And whereas an amendment to Zoning By-law 2511, as amended, is required to permit such uses;

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

#### 1. **Schedule I**

Schedule I attached hereto with notations and references shown thereon are hereby declared to be part of this By-law.

#### 2. **Area Restricted**

The provisions of this By-law shall apply to those lands being Lots 60 and 61, Plan 418, in the City of Pickering, designated "S4-18", "S4-19" and "(H) S4-19" on Schedule I attached hereto.

#### 3. **General Provisions**

No building, structure, land or part thereof shall hereafter be used, occupied, erected, moved or structurally altered except in conformity with the provisions of this By-law.

#### 4. **Definitions**

In this By-law,

- (1) "Bay, Bow, Box Window" shall mean a window that protrudes from the main wall, usually bowed, canted, polygonal, segmental, semicircular or square sided with window on front face in plan; one or more storeys in height, which may or may not include a foundation; may or may not include a window seat; and may include a door.
- (2) (a) "Dwelling" shall mean a building or part of a building containing one or more dwelling units, but does not include a mobile home or trailer.

- (b) “Dwelling Unit” shall mean one or more habitable rooms occupied or capable of being occupied as a single, independent, and separate housekeeping unit containing a separate kitchen and sanitary facilities.
  - (c) “Dwelling, Detached” shall mean a single dwelling which is freestanding, separate and detached from other main buildings or structures.
- (3) “Dwelling Depth” shall mean a horizontal distance measured from the minimum front yard setback to the rear wall of a dwelling, excluding any allowable projection.
- (4) "Floor Area - Residential" shall mean the area of the floor surface contained within the outside walls of a storey or part of a storey.
- (5) “Front Entrance” shall mean the principal entrance oriented towards the front lot line providing access to the interior of a dwelling from the exterior and does not include an access provided through an attached private garage. In the case of a corner lot, the principal entrance providing access to the interior of a dwelling from the exterior may be oriented towards the side lot line that is adjacent to the street, or abutting on a reserve on the opposite side of which is a street.
- (6) “Height, Building” shall mean the vertical distance between the established grade, at the front of the house, and in the case of a flat roof, the highest point of the roof surface or parapet wall, or in the case of a mansard roof the deck line, or in the case of a gabled, hip or gambrel roof, the mean height between eaves and ridge.
- (7)
  - (a) “Lot” shall mean an area of land fronting on a street which is used or intended to be used as the site of a building, or group of buildings, as the case may be, together with any accessory buildings or structures, or a public park or open space area, regardless of whether or not such lot constitutes the whole of a lot or block on a registered plan of subdivision.
  - (b) “Lot Frontage” shall mean the width of a lot between the side lot lines measured along a line parallel to and 7.5 metres distant from the front lot line.
- (8) “Private Garage” shall mean an enclosed or partially enclosed structure for the storage of one or more vehicles, in which structure no business or service is conducted for profit or otherwise.
- (9)
  - (a) “Yard” shall mean an area of land which is appurtenant to and located on the same lot as a building or structure and is open, uncovered, and unoccupied above ground except for such accessory buildings, structures, or other uses as are specifically permitted thereon.

- (b) “Front Yard” shall mean a yard extending across the full width of a lot between the front lot line of the lot and the nearest wall of the nearest main building or structure on the lot.
  - (c) “Front Yard Depth” shall mean the shortest horizontal dimension of a front yard of a lot between the front lot line and the nearest wall of the nearest main building or structure on the lot.
  - (d) “Rear Yard” shall mean a yard extending across the full width of a lot between the rear lot line of the lot, or where there is no rear lot line, the junction point of the side lot lines, and the nearest wall of the nearest main building or structure on the lot.
  - (e) “Rear Yard Depth” shall mean the shortest horizontal dimension of a rear yard of a lot between the rear lot line of the lot, or where there is no rear lot line, the junction point of the side lot lines, and the nearest wall of the nearest main building or structure on the lot.
  - (f) “Side Yard” shall mean a yard of a lot extending from the front yard to the rear yard, and from the side lot line to the nearest wall of the nearest main building or structure on the lot.
  - (g) “Side Yard Width” shall mean the shortest horizontal dimension of a side yard of a lot between the side lot line and the nearest wall of the nearest main building or structure on the lot.
  - (h) "Flankage Side Yard" shall mean a side yard immediately adjoining a street or abutting on a reserve on the opposite side of which is a street.
  - (i) "Flankage Side Yard Width" shall mean the shortest horizontal dimension of a flankage side yard of a lot between the lot line adjoining a street or abutting on a reserve on the opposite side of which is a street, and the nearest wall of the nearest main building or structure on the lot.
  - (j) “Interior Side Yard” shall mean a side yard other than a flankage side yard.
- (10) “Wall, Front” shall mean the wall of the dwelling closest to the front lot line.

## 5. Provisions

- (1) Uses Permitted (“S4-18” and “S4-19” Zone)

No person shall within the lands zoned “S4-18” and “S4-19” on Schedule I attached hereto, use any lot or erect, alter, or use any building or structure for any purpose except the following:

- (a) Detached Dwelling

## (2) Zone Requirements (“S4-18” and “S4-19” Zones)

No person shall within the lands zoned “S4-18” and “S4-19” on Schedule I attached hereto, use any lot or erect, alter, or use any building except in accordance with the following provisions:

		“S4-18” Zone	“S4-19” Zone
(a)	Lot Frontage (minimum)	15.0 metres	12.2 metres
(b)	Lot Area (minimum)	500 square metres	
(c)	Front Yard Depth (minimum)	7.5 metres	6.0 metres
(d)	Side Yard Depth (minimum)	1.5 metres on both sides	1.2 metres on one side, and 0.6 of a metre on the other side
(e)	Flankage Yard Depth (minimum)	4.0 metres	
(f)	Rear Yard Depth (minimum)	7.5 metres	10.0 metres
(g)	Dwelling Depth (maximum)	17.7 metres	
(h)	Height of Front Entrance (maximum)	1.2 metres between established grade and the top of the floor immediately inside the front entrance	
(i)	Building Height (maximum)	9.0 metres	
(j)	Lot Coverage (maximum)	33 percent	35 percent
(k)	Parking Requirements (minimum)	A minimum of 2 parking spaces per dwelling unit for resident, one of which must be provided within an attached private garage.	
(l)	Driveway Width (maximum)	Maximum driveway width shall not exceed the width of the exterior walls of the private garage(s).	
(m)	Garage Requirements	Minimum one private garage per lot attached to the main building, the vehicular entrance of which shall be located not less than 6.0 metres from the front lot line, and not less than 6.0 metres from any side lot line immediately adjoining a street or abutting on a reserve on the opposite side of which is a street.	

		"S4-18" Zone	"S4-19" Zone
(n)	Interior Garage Size (minimum)	Each parking space within a private garage shall have a minimum width of 5.6 metres and a minimum depth of 6.0 metres; however, the width may include one interior step and the depth may include two interior steps.	
(o)	Garage Projection	A maximum 2.0 metres projection beyond the wall containing the main entrance to the dwelling unit, except where a covered and unenclosed porch extends a minimum of 1.8 metres from the wall containing the main entrance to the dwelling unit, in which case no part of any attached private garage shall extend more than 3.0 metres beyond the wall containing the main entrance to the dwelling unit.	

### (3) Special Provisions

The following special provisions shall apply to lands zoned "S4-18" and "S4-19" on Schedule I:

- (a) Obstruction of Yards (maximum):
- (i) uncovered and covered unenclosed porches and associated stairs not exceeding 1.5 metres in height above established grade may encroach a maximum of 2.0 metres into the minimum required front or flankage yard;
  - (ii) uncovered balconies, decks and associated stairs, not exceeding 1.5 metres in height above grade may encroach a maximum of 3.0 metres into the required rear yard, provided they are setback 0.6 metres from a side lot line;
  - (iii) balconies located above the first floor projecting or inset in the rear are prohibited;
  - (iv) bay, box or bow window, with or without foundation, having a width of up to 4.0 metres may encroach a maximum of 0.6 metres into any required yard or half the required side yard, whichever is less; and
  - (v) window sills, chimney breasts, fireplaces, belt courses, cornices, pilasters, eaves, eaves troughs, and other similar architectural features are permitted to project a maximum of 0.6 metres into any required yard and are required to be setback 0.6 metres from a side lot line.
- (b) Despite Section 2.46(c) of By-law 2511, as amended, the following definitions shall apply to the lands identified in a cross-hatched pattern on Scheule I:
- (i) "Front Lot Line" shall mean the most northerly lot line.
  - (ii) "Rear Lot Line" shall mean the lot line running parallel to and opposite of the front lot line.

- (iii) “Side Lot Line” shall mean all other lot lines that are not a front lot line or rear lot line.

**6. Provisions (“(H) S4-19” Zone)**

- (1) Uses Permitted (“(H) S4-19” Zone)

Until such time as the “(H)” Holding Provision is lifted, the lands shall not be used for any purposes other than the following:

- (a) Private Open Space
- (2) Zone Requirements (“(H) S4-19” Zone)

The “(H)” Holding Symbol shall be removed from the “S4-19” zone until the completion of the following:

- (a) Gillmoss Drive is extended further east to the satisfaction of the City.

**7. Model Homes**

- (1) Despite the provisions of Clause 6.1 of By-law 2511, a maximum of 2 model homes, together with not fewer than two parking spaces per Model Home, may be constructed on the lands set out in Schedule I attached to this By-law prior to the division of those lands by registrations of a plan of subdivision or enacting a by-law exempting those lands from the Part Lot Control provisions of the *Planning Act*.
- (2) For the purpose of this By-law, “Model Home” shall mean a dwelling unit which is not used for residential purpose, but which is used exclusively for sales, display and marketing purposes pursuant to an agreement with the City of Pickering.

**8. By-law 2511**

By-law 2511, as amended, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as it applies to the area set out in Schedule I attached hereto. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provisions of By-law 2511, as amended.

**9. Effective Date**

This By-law shall come into force in accordance with the provisions of the *Planning Act*.

By-law passed this XX<sup>th</sup> day of XXX, 2020.

**Draft**

\_\_\_\_\_  
Dave Ryan, Mayor

**Draft**

\_\_\_\_\_  
Susan Cassel, City Clerk



Schedule I to By-Law XXXX/20  
 Passed This XX<sup>rd</sup>  
 Day of XXXX 2020

**Draft**

\_\_\_\_\_  
 Mayor

**Draft**

\_\_\_\_\_  
 Clerk

**Amendment 8 to the  
Rosebank Neighbourhood Development Guidelines**

## Amendment 8 to the Rosebank Neighbourhood Development Guidelines

---

**Purpose:** The purpose of this amendment is to permit, as an exception to the 15.0 metre minimum frontage requirement for new lots for single detached dwellings within Design Precinct No.3, minimum frontages of 12.2 metres for new lots for single detached dwellings within the proposed subdivision plan boundaries established by subdivision file SP-2019-02.

**Location:** The subject lands are approximately 0.49 of a hectare in area and are located on the south east corner of Rosebank Road and Gillmoss Road. The lands fall within Lots 60 and 61, Plan 418.

**Basis:** The amendment has been determined to be appropriate because it will establish a built form which is in character with the immediate neighbourhood.

### **Actual**

**Amendment:** The City of Pickering Rosebank Neighbourhood Development Guidelines are hereby amended by:

1. Adding a third “Exception” paragraph to section A1.1.3, Design Precinct No. 3, as follows:

**“Despite the minimum frontage requirements for new lots for single detached dwellings within Design Precinct No. 3, new lots for single detached dwellings within subdivision file SP-2019-02 are permitted a minimum frontage of 12.2 metres (see Exhibit A).”**

Cross Reference:  
Informational Revision to the Official Plan Compendium Document  
(Related Files: SP-2019-02 and A 07/19)  
(Applicant: Oak Hill Developments Ltd. & Oak Hill General Contractors Ltd.)  
(Date: November 2, 2020)

**Exhibit “A” to  
Amendment 8 to the  
Rosebank Neighbourhood  
Development Guidelines**

**Rosebank Neighbourhood  
Development Guidelines**

The following Rosebank Neighbourhood Development Guidelines were adopted by Pickering Council on January 22, 1979, and amended as follows: No.1 on February 4, 1985; No. 2 on October 15, 1991; No. 3 on May 4, 1992; No. 4 on October 19, 1992 and No. 5 on July 14, 2010, .No. 6. on August 16, 2010 (OMB); and No. 7 on May 14, 2018.

**Section A1.1**

As indicated on the map, the Neighbourhood comprises three design precincts. The following provides detailed guidelines for each of these precincts.

**A1.1.1 Design Precinct No. 1**

Within Precinct No. 1, residential development shall be limited to the provision of single detached dwellings only. All new lots created in this precinct shall have minimum lot frontages of approximately 15.0 metres and minimum lot depths ranging between approximately 33 metres and 60 metres, unless the character of the area is such that a smaller lot frontage or smaller lot depth is desirable.

**A1.1.2 Design Precinct No. 2**

Within Precinct No. 2, residential development shall be limited to the provision of single detached dwellings only. All new lots created in this precinct shall have minimum lot frontages of approximately 15.0 metres and minimum lot depths ranging between approximately 30 metres and 36 metres.

**A1.1.3 Design Precinct No. 3**

Within Precinct No. 3, residential development shall be limited to the provisions of single detached and semi-detached dwellings. All new lots created in this precinct for semi-detached dwellings shall have minimum lot frontages of approximately 10.5 metres and minimum lot depths of approximately 30 metres. New lots for single detached dwellings shall have the same minimum lot dimensions as new lots in Precinct No. 2.

Despite the minimum frontage requirements for single detached dwellings within Design Precinct No. 3, new lots for single detached dwellings within the subdivision connecting Cowan Circle and Gillmoss Road (subdivision file SP-2008-02) are permitted a minimum frontage of 11.0 metres (Exception Amendment No. 6).

Despite the minimum frontage requirements for new lots for single detached dwellings within Design Precinct No. 3, new lots for single detached dwellings within subdivision file SP-2016-04 are permitted a minimum frontage of 10.5 metres and a minimum lot depth of 27 metres (Exception Amendment No. 7).

Despite the minimum frontage requirements for new lots for single detached dwellings within Design Precinct No. 3, new lots for single detached dwellings within subdivision file SP-2019-02 are permitted a minimum frontage of 12.2 metres (**Proposed Exception Amendment No. 8**).

**Proposed Information Revision 27  
to Official Plan Rosebank Neighbourhood Map 11**

## Informational Revision 27 to the Pickering Official Plan

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**Purpose:** The purpose of this revision is to change Map 11, Neighbourhood 1: Rosebank, of the Pickering Official Plan, to delete a proposed new road connection.

**Location:** The subject lands are located at the southwest corner of Rosebank Road and Gillmoss Road, municipally known as 467 and 471 Rosebank Road.

**Basis:** The informational revision has been determined to be appropriate to keep the Official Plan up to date with current development approvals. Based on grading information and a review of neighbourhood connectivity, it has been determined that a new road connection is not desirable or necessary.

The lands are to be developed as a residential subdivision development consisting of 8 lots for detached dwellings.

### **Actual**

**Revision:** The City of Pickering Official Plan is hereby revised by:

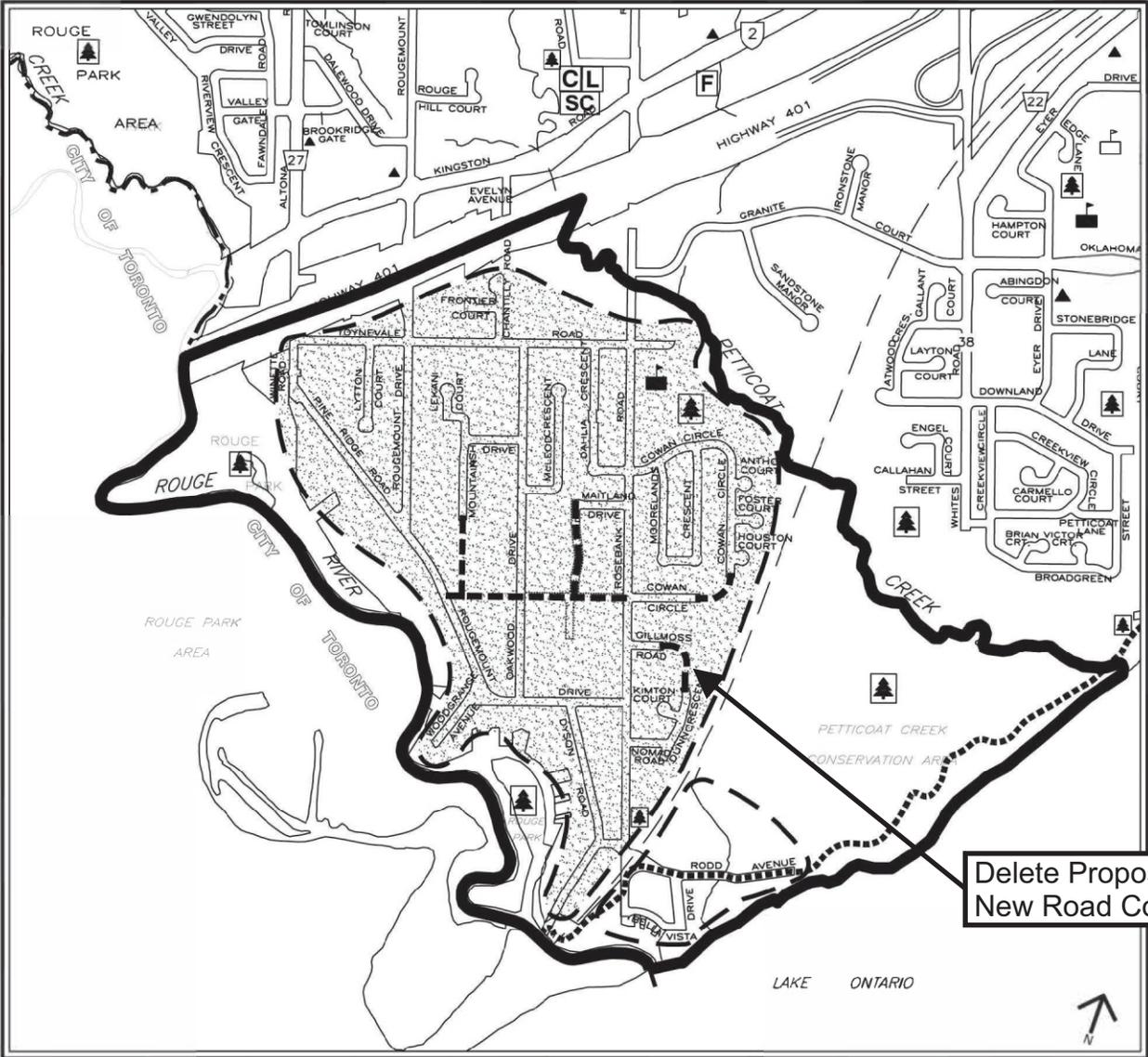
1. Deleting the “**New Road Connection (Proposed)**” between Gillmoss Road and Dunn Crescent, as illustrated on Schedule ‘A’ attached to this Informational Revision.

**Implementation:** The provisions set forth in the City of Pickering Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Revision.

**Interpretation:** The provisions set forth in the City of Pickering Official Plan, as amended, regarding the interpretation of the Plan shall apply in regard to this Revision.

Cross Reference:  
(Related Files: SP-2019-02 & A 07/19)  
(Applicant: Oak Hill Developments Ltd. & White-Pine General Contractors Ltd.)  
(Date: November 2, 2020)

Map 11: Neighbourhood 1: Rosebank



LEGEND

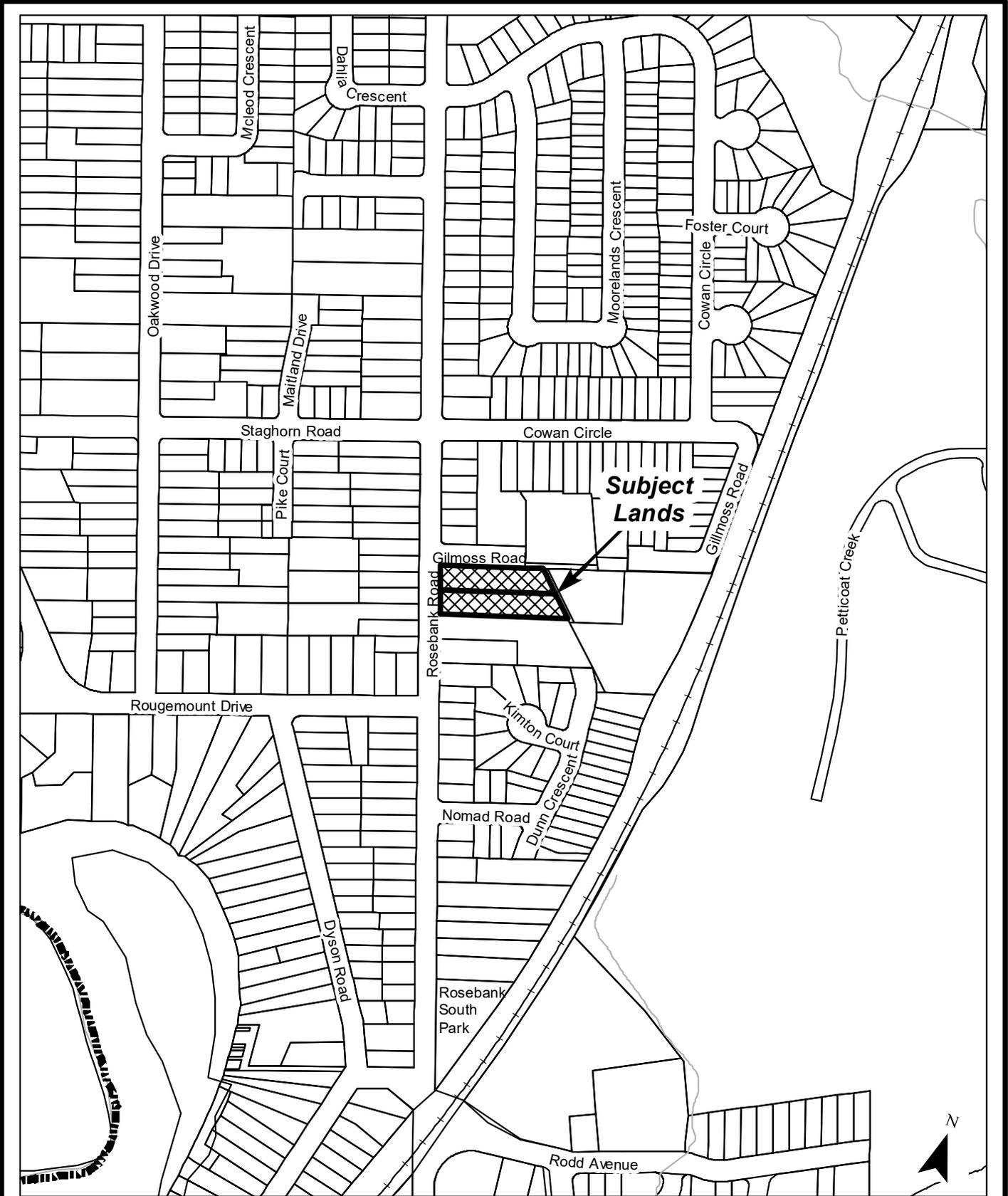
- NEW ROAD CONNECTIONS (PROPOSED)
- DETAILED REVIEW AREA
- WATERFRONT TRAIL
- LANDS FOR WHICH COUNCIL HAS ADOPTED DEVELOPMENT GUIDELINES (REFER TO COMPENDIUM DOCUMENT)

SYMBOLS

- NEIGHBOURHOOD BOUNDARY
- PUBLIC ELEMENTARY SCHOOL
- SEPARATE ELEMENTARY SCHOOL
- COMMUNITY CENTRE
- LIBRARY
- PARK
- PROPOSED PARK
- PLACE OF WORSHIP
- FIREHALL
- SENIOR CENTRE

CITY OF PICKERING  
 CITY DEVELOPMENT DEPARTMENT  
 JULY, 2018  
 © THIS MAP FORMS PART OF EDITION 8 OF THE PICKERING OFFICIAL PLAN AND MUST BE READ IN CONJUNCTION WITH THE OTHER SCHEDULES AND THE TEXT.

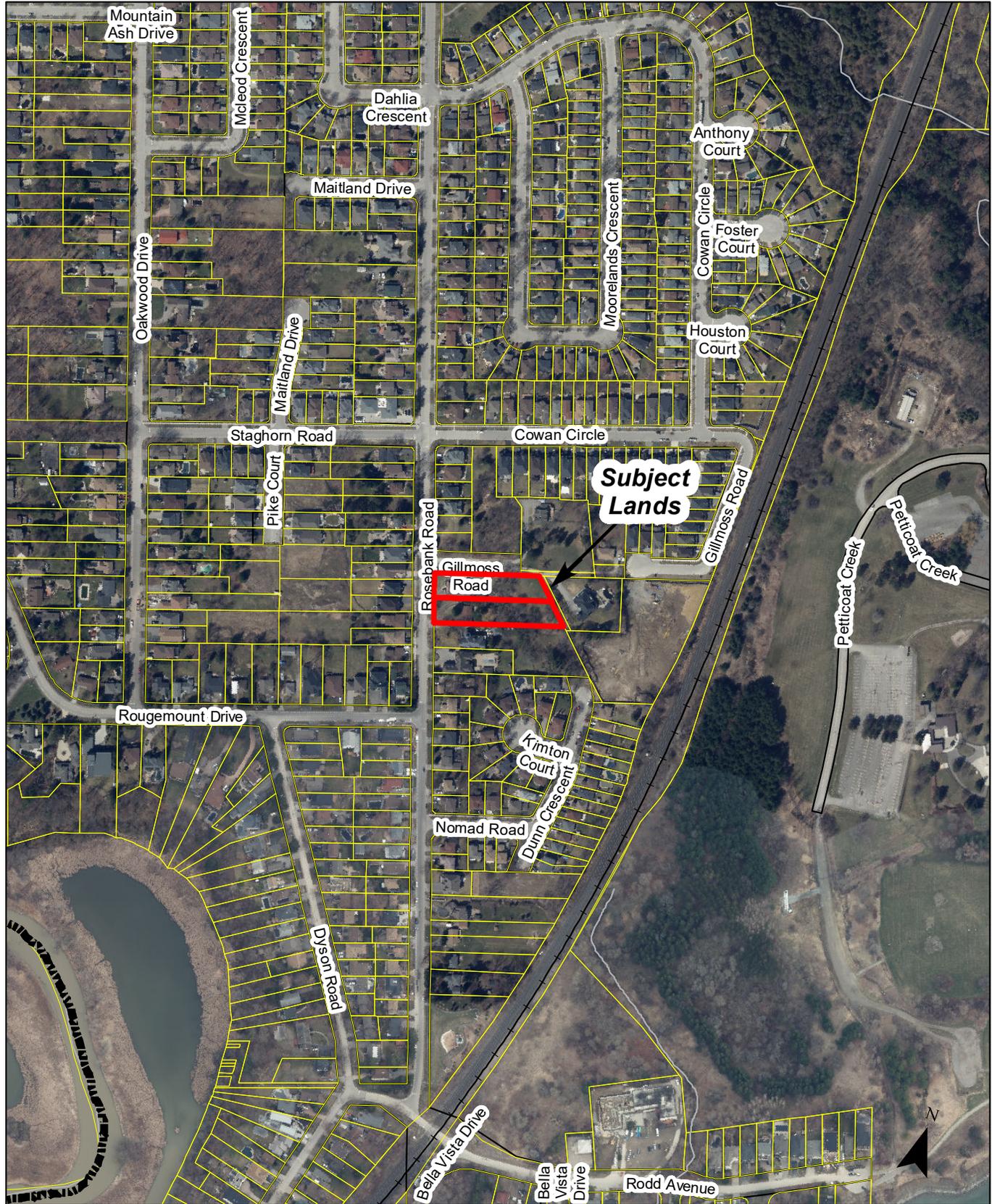
NOTE: LAND USE DESIGNATIONS APPEAR ON SCHEDULE I



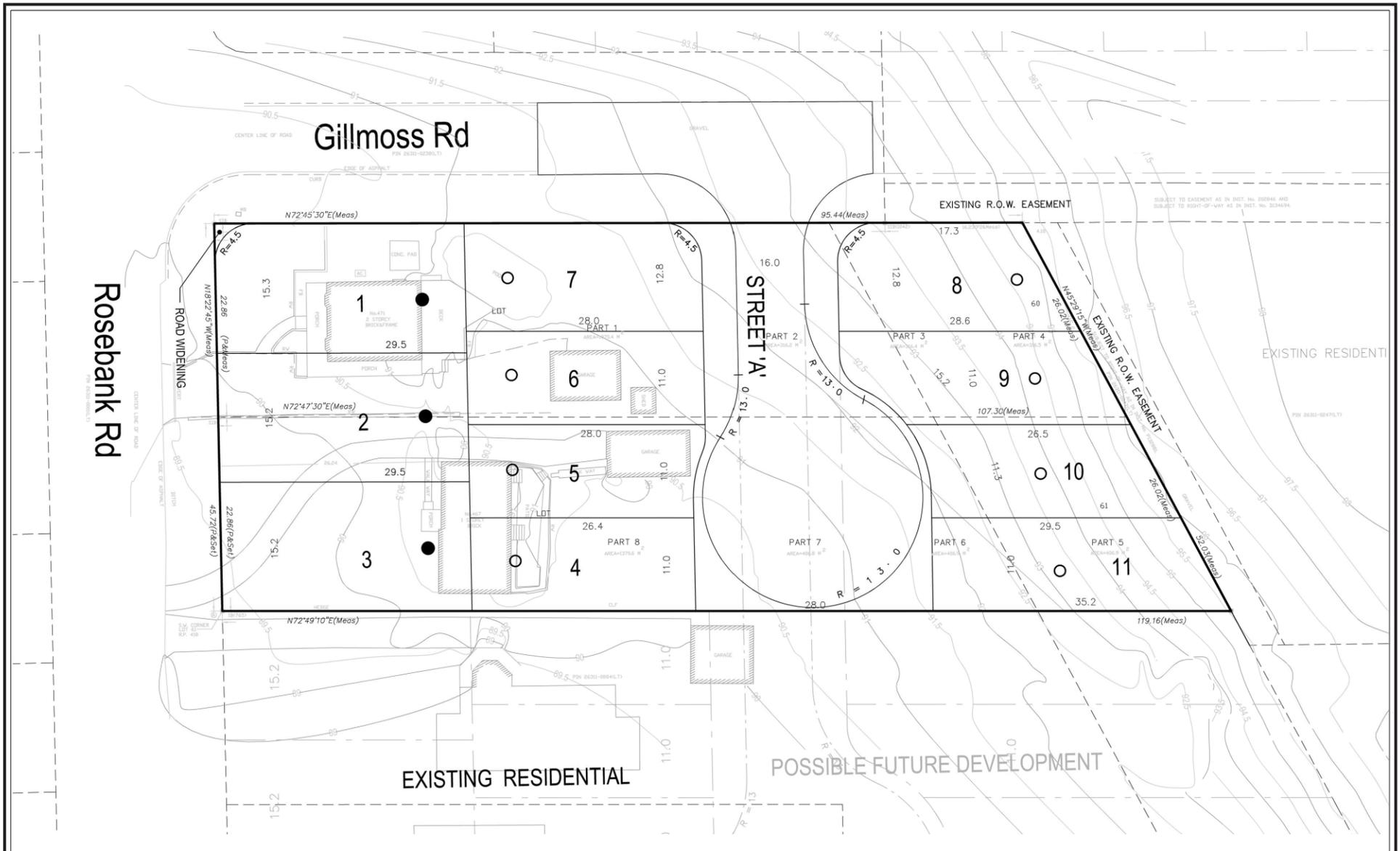
  
**PICKERING**  
 City Development  
 Department

<b>Location Map</b>	
<b>File:</b> SP-2019-02 and A 07/19	
<b>Applicant:</b> Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.	
<b>Property Description:</b> Lots 60 and 61, Plan 418 (467 and 471 Rosebank Road)	
<b>Date:</b> Oct. 06, 2020	<b>SCALE:</b> 1:5,000 <small>THIS IS NOT A PLAN OF SURVEY.</small>

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 <b>PICKERING</b> City Development Department	<b>Air Photo Map</b>	
	<b>File:</b> SP-2019-02 and A 07/19	
	<b>Applicant:</b> Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.	
	<b>Property Description:</b> Lots 60 and 61, Plan 418 (467 and 471 Rosebank Road)	
		<b>Date:</b> Oct. 06, 2020
<small>© The Corporation of the City of Pickering Produced (in part) under license from: © Queens Printer, Ontario Ministry of Natural Resources. All rights reserved. © Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved. © Teranet Enterprises Inc. and its suppliers all rights reserved. © Municipal Property Assessment Corporation and its suppliers all rights reserved.</small>		<b>SCALE:</b> 1:5,000 <small>THIS IS NOT A PLAN OF SURVEY.</small>



City of  
**PICKERING**

City Development  
Department

**Original Draft Plan of Subdivision**

**File No:** SP-2019-02 and A 07/19

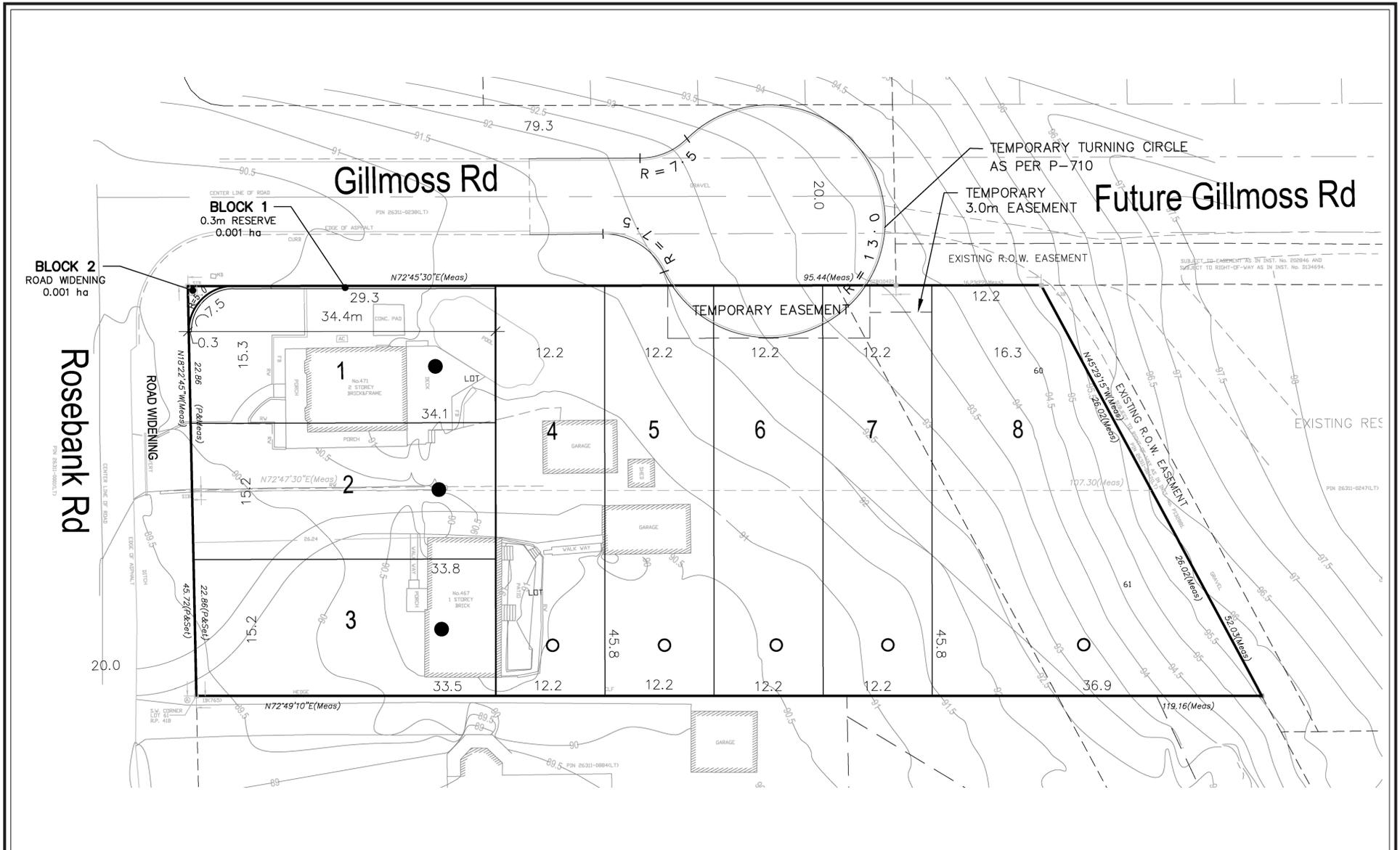
**Applicant:** Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.

**Property Description:** Lots 60 and 61, Plan 418

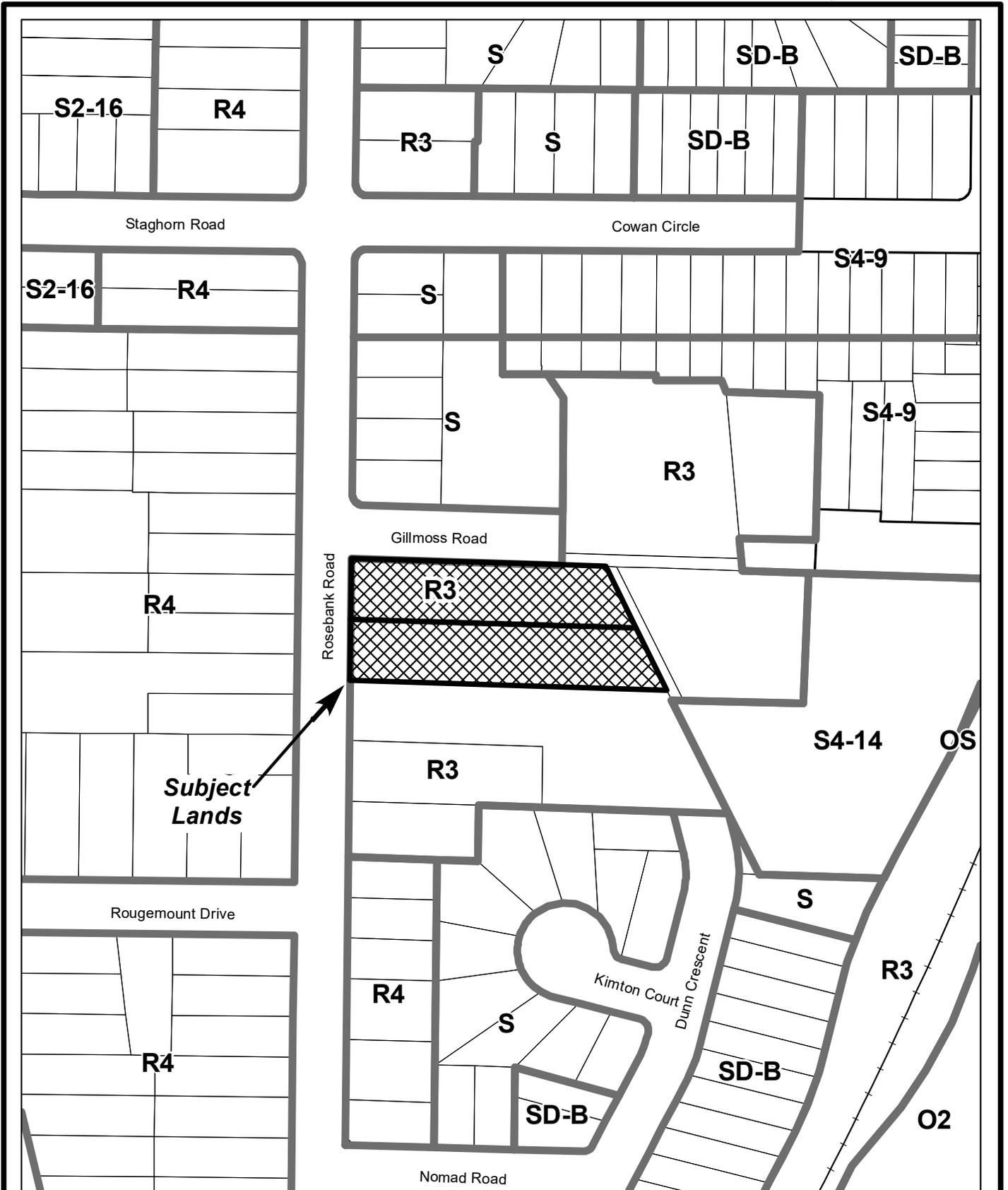
(467 and 471 Rosebank Road)

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

**DATE:** August 20, 2019



<p>City of <b>PICKERING</b> City Development Department</p>	<p><b>Revised Draft Plan of Subdivision</b></p>
	<p><b>File No:</b> SP-2019-02 and A 07/19</p>
	<p><b>Applicant:</b> Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.</p>
	<p><b>Property Description:</b> Lots 60 and 61, Plan 418 (467 and 471 Rosebank Road)</p>
<p>FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING CITY DEVELOPMENT DEPARTMENT.</p>	
<p><b>DATE:</b> Oct. 15, 2020</p>	



  
**PICKERING**  
 City Development  
 Department

<b>Zoning Map</b>	
<b>File:</b> SP-2019-02 and A 07/19	
<b>Applicant:</b> Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.	
<b>Property Description:</b> Lots 60 and 61, Plan 418 (467 and 471 Rosebank Road)	
The above map is a digital extraction of the zoning schedule. The zoning schedules in Zoning By-law 2511, as amended, are the official schedules.	
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<small>THIS IS NOT A PLAN OF SURVEY.</small>	<b>SCALE:</b> 1:2,000

### Zoning Provisions Comparison Chart – Proposed Lots fronting Rosebank Road

Provision	Recommended Zoning Standards for Lots Fronting Rosebank (Lots 1 to 3)	Existing “R3” Zone Standards	Existing “R4” Zone Standards	Existing “S” Zone Standards	Recommended Zoning Standards – Infill & Replacement Housing In Established Neighbourhoods Study
Permitted Uses	Detached Dwelling	Detached Dwelling	Detached Dwellings	Detached Dwelling	N/A
Lot Area (min)	500 square metres	550 square metres	460 square metres	450 square metres	N/A
Lot Frontage (min)	15.0 metres	18.0 metres	15.0 metres	15.0 metres and 17.0 metres for corner lots	N/A
Front yard (min)	7.5 metres	7.5 metres	7.5 metres	6.0 metres or 7.6 metres if the lot fronts Rosebank Road	<p>i. Minimum Front Yard Setback shall be equal to the smaller front yard setback of the immediately abutting lots located along the same side of the street and within the same block. For corner lots, the minimum front yard setback shall be equal to the smaller front yard setback of the dwellings on the nearest two lots located along the same side of the street and within the same block;</p> <p>ii. Maximum Front Yard Setback shall be 1.0 metre greater than the average of the existing front yard</p>

Provision	Recommended Zoning Standards for Lots Fronting Rosebank (Lots 1 to 3)	Existing “R3” Zone Standards	Existing “R4” Zone Standards	Existing “S” Zone Standards	Recommended Zoning Standards – Infill & Replacement Housing In Established Neighbourhoods Study
					setback of the dwellings on the immediately abutting lots located along the same side of the street and within the same block. For corner lots, the maximum front yard setback shall be 1.0 metre greater than the average of the existing front yard setback of the dwellings on the nearest two lots located along the same side of the street and within the same block;
Maximum Height of Front Entrance	1.2 metres	N/A	N/A	N/A	1.2 metres
Maximum Dwelling Depth	17.7 metres	N/A	N/A	N/A	i. for lots with depths up to 40 metres: 17 metres; ii. for lots with depths greater than 40 metres: 20 metres
Interior Side Yard (min)	1.5 metres on both sides (Rosebank Road)	1.8 metres, other side 3.0 metres or 1.8 metres on both sides with attached garage	1.5 metres, other side 2.4 metres or 1.5 metres on both sides with attached garage	1.5 metres	N/A
Flankage Yard (min)	4.0 metres	4.5 metres	4.5 metres	4.0 metres	N/A

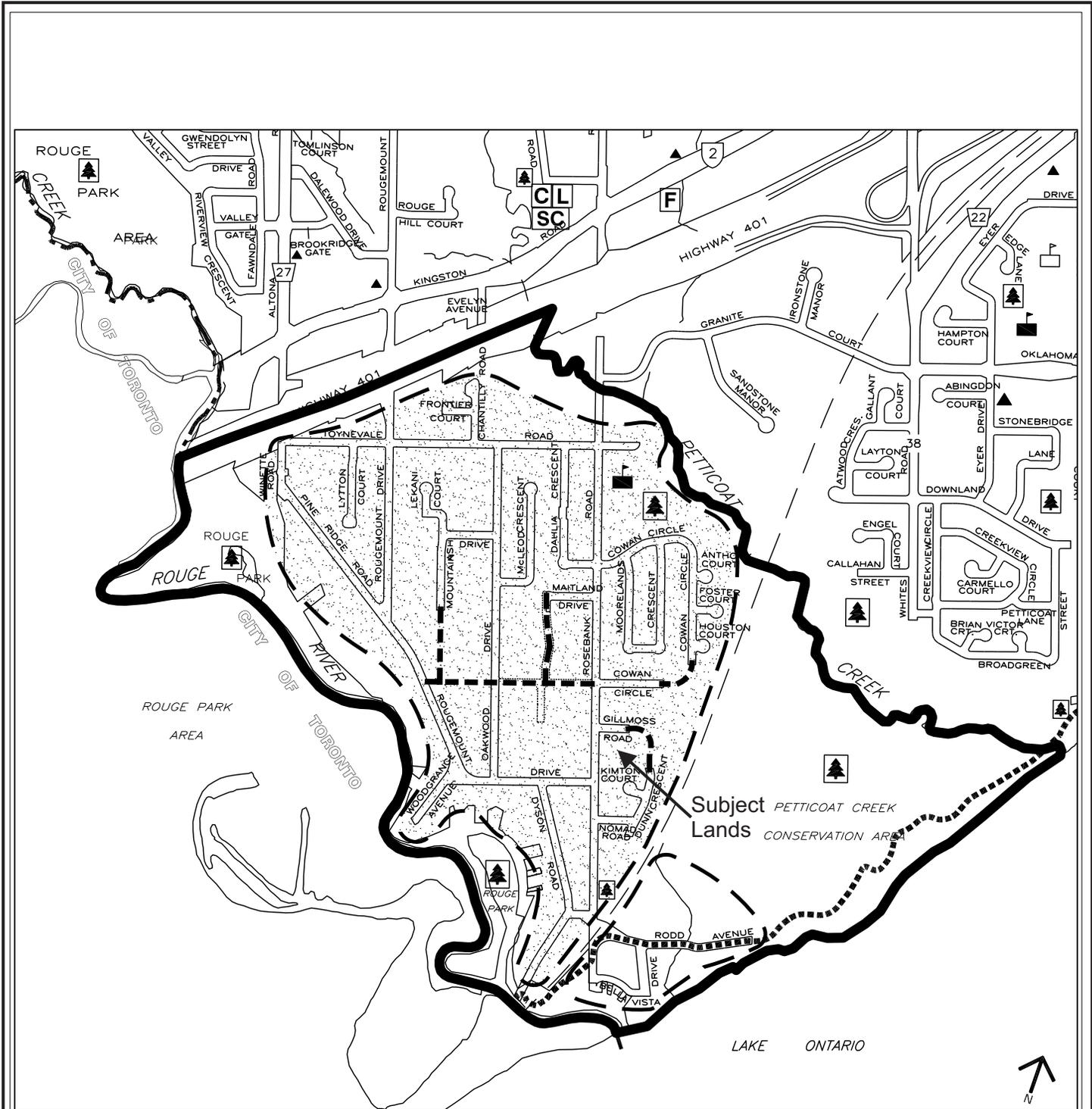
<b>Provision</b>	<b>Recommended Zoning Standards for Lots Fronting Rosebank (Lots 1 to 3)</b>	<b>Existing “R3” Zone Standards</b>	<b>Existing “R4” Zone Standards</b>	<b>Existing “S” Zone Standards</b>	<b>Recommended Zoning Standards – Infill &amp; Replacement Housing In Established Neighbourhoods Study</b>
Rear Yard (min)	7.5 metres	7.5 metres	7.5 metres	7.5 metres	N/A
Maximum Width of Garage	N/A	N/A	N/A	N/A	50 percent of the overall width of a dwelling
Maximum Driveway Width	shall not exceed the width of the garage	N/A	N/A	N/A	6.0 metres or no greater than the width of the entrance of the garage
Lot Coverage (max)	33 percent	33 percent	33 percent	35 percent	30 percent
Building Height (max)	9.0 metres	9.0 metres	9.0 metres	12.0 metres	9.0 metres

### Zoning Provisions Comparison Chart – Lots fronting Gillmoss Road

Provision	Recommended Zoning Standards for Lots fronting Gillmoss Road (Lots 4 to 8)	Existing “S4-14” Zone Standards	Existing “S4-9” Zone Standards	Recommended Zoning Standards – Infill & Replacement Housing In Established Neighbourhoods Study
Permitted Uses	Detached Dwelling	Detached Dwelling	Detached Dwelling	N/A
Lot Area (min)	500 square metres	300 square metres	325 square metres	N/A
Lot Frontage (min)	12.2 metres	10.5 metres	11.0 metres	N/A
Front yard (min)	6.0 metres	6.0 metres	6.0 metres	<p>i. Minimum Front Yard Setback shall be equal to the smaller front yard setback of the immediately abutting lots located along the same side of the street and within the same block. For corner lots, the minimum front yard setback shall be equal to the smaller front yard setback of the dwellings on the nearest two lots located along the same side of the street and within the same block;</p> <p>ii. Maximum Front Yard Setback shall be 1.0 metre greater than the average of the existing front yard setback of the dwellings on the immediately abutting lots located along the same side of the street and within the same block. For corner lots, the maximum front yard setback shall be 1.0 metre greater than the average of the existing front yard setback of the dwellings on the nearest two lots located along the same side of the street and within the same block;</p>

<b>Provision</b>	<b>Recommended Zoning Standards for Lots fronting Gillmoss Road (Lots 4 to 8)</b>	<b>Existing “S4-14” Zone Standards</b>	<b>Existing “S4-9” Zone Standards</b>	<b>Recommended Zoning Standards – Infill &amp; Replacement Housing In Established Neighbourhoods Study</b>
Maximum Height of Front Entrance	1.2 metres	N/A	N/A	1.2 metres
Maximum Dwelling Depth	17.7 metres	N/A	N/A	i. for lots with depths up to 40 metres: 17 metres; ii. for lots with depths greater than 40 metres: 20 metres
Interior Side Yard (min)	1.2 metres on one side and 0.6 of a metre on the other side	1.2 metres one side and 0.6 of a metre on the other side	1.5 metres for lots 15.0 metres or greater 1.2 metres for lots 12.0 metres to 14.9 metres 1.2 metres on one side and 0.6 metres on the other for lots less than 12.0 metres.	N/A
Flankage Yard (min)	4.0 metres	2.7 metres	2.7 metres	N/A
Rear Yard (min)	10.0 metres	7.0 metres, or 10.0 metres if lot depth exceed 40 metres	7.0 metres, or 10.0 metres if lot depth exceed 40 metres	N/A
Maximum Width of Garage	N/A	N/A	N/A	50 percent of the overall width of a dwelling
Maximum Driveway Width	shall not exceed the width of the garage	N/A	N/A	6.0 metres or no greater than the width of the entrance of the garage
Lot Coverage (max)	35 percent	45 percent, or 35 percent if lot depth exceeds 40 metres	42 percent	30 percent

Provision	Recommended Zoning Standards for Lots fronting Gillmoss Road (Lots 4 to 8)	Existing "S4-14" Zone Standards	Existing "S4-9" Zone Standards	Recommended Zoning Standards – Infill & Replacement Housing In Established Neighbourhoods Study
Building Height (max)	9.0 metres	10.0 metres	12.0 metres	9.0 metres



--- NEW ROAD CONNECTIONS (PROPOSED)



City of  
**PICKERING**  
City Development  
Department

**Rosebank Neighbourhood Map**  
**File No:** SP-2019-02 and A 07/19  
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