

From: Kyle Bentley
Director, City Development & CBO

Subject: Zoning By-law Amendment Application A 02/19
2545633 Ontario Inc.
Pt Lot 6, Plan 585, Now Pt 11, Plan 40R-2633
(2620 Brock Road)

Recommendation:

1. That Zoning By-law Amendment Application A 02/19, submitted by 2545633 Ontario Inc., to facilitate a residential stacked townhouse condominium development on lands municipally known as 2620 Brock Road, be endorsed subject to provisions contained in Appendix I to Report PLN 19-19, and that staff be authorized to finalize and forward an implementing Zoning By-law to Council for enactment following the conveyance of the land required for the collector road to the City.
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Executive Summary: The subject lands are located on the west side of Brock Road, north of Dersan Street, municipally known as 2620 Brock Road (see Location Map, Attachment #1). 2545633 Ontario Inc. ("Tenkey Lands") has submitted a rezoning application to facilitate a residential condominium development consisting of 30 stacked townhouse units (see Submitted Conceptual Site Plan, Attachment #3).

The proposal conforms to the Provincial Growth Plan and conforms to the Durham Regional Official Plan. The proposal is also consistent with the City's Official Plan policies for the Duffin Heights Neighbourhood and implements the urban design objectives of the Duffin Heights Neighbourhood Development Guidelines. The proposed site layout and design results in an integrated development with the adjoining lands to the north and south owned by Lebovic Enterprise Limited ("Lebovic Lands") and allows for the orderly development of all the 3 properties on the west side of Brock Road (2620 Brock Road, 2630 Brock Road and 2610 Brock Road). Proposed zoning standards will result in a similar built form as the adjacent properties to the north and south.

Accordingly, staff recommend that Council approve Zoning By-law Amendment Application A 02/19, and authorize staff to finalize and forward an implementing Zoning By-law to Council for enactment following the conveyance of the land required for the collector road to the City.

Financial Implications: No direct costs to the City are anticipated as a result of the proposed development.

1. Background

1.1 Property Description

The subject lands are located on the west side of Brock Road, north of Dersan Street within the Duffin Heights Neighbourhood (see Air Photo Map, Attachment #2). The subject lands are approximately 0.38 of a hectare with approximately 23.0 metres of frontage along Brock Road. The westerly portion of the site contains mature vegetation forming part of the significant woodlands to the west.

Surrounding land uses include:

- North and South: Immediately to the north and south are vacant lands owned by Lebovic Enterprises Limited (Lebovic) for which the Ontario Municipal Board (now Local Planning Appeal Tribunal) has approved a Draft Plan of Subdivision and a Zoning By-law Amendment to facilitate a residential condominium development consisting of stacked and townhouse units.
- East: Across Brock Road is a Hydro Corridor. On the north side of the Hydro Corridor are additional lands owned by Lebovic for which the City is currently processing a site plan application to permit residential condominium development consisting of a mix of stacked and townhouse units. South of the Hydro Corridor is an existing residential development consisting of a mix of freehold, stacked and back-to-back townhouse dwellings.
- West: Immediately to the west is a woodlot that is identified as Significant Woodlands in the City's Official Plan.

1.2 Applicant's Proposal

The applicant has submitted a Zoning By-law Amendment application to facilitate a residential condominium development consisting of 30 stacked units. The vehicular access to the internal private road network, located on adjacent lands, will be provided from a new north/south collector road connecting Dersan Street to Zents Drive.

The conceptual site plan illustrates 3 residential blocks (see Submitted Conceptual Site Plan, Attachment #3). Block 1B contains 6 stacked townhouse units sited in close proximity to the Brock Road frontage with the front pedestrian access from Brock Road, and vehicular access from the internal private road. Blocks 2B and 3B contain a total of 24 stacked townhouse units oriented with the front pedestrian access fronting onto a shared mews with the Lebovic proposal to the south. Vehicular access for these 2 blocks will be at the rear of the units from an internal private road located abutting lands to the north owned by Lebovic.

The stacked townhouse blocks will have 4 levels (approximately 12.0 metres in height). The first level includes an internal private garage, storage area, and a mechanical room for each stacked unit. Pedestrian access to a common corridor/stairwell is provided from each garage area leading to each stacked unit. Levels 2, 3 and 4 will each be a single bungalow unit, ranging in size between 94 square metres and 97 square metres. Each unit will have a balcony as their private outdoor amenity area (see Submitted Conceptual Building Elevations, Attachment #4).

Each stacked unit will have 2 parking spaces (1 space within an internal garage and 1 space on the driveway). Visitor parking is provided at a rate of 0.2 spaces per unit for a total of 6 spaces located adjacent to Block 2B. The applicant has also provided an area for snow storage and community mailboxes. The conceptual site plan also illustrates a 1.5 metre wide shared pedestrian walkway with the Lebovic lands to the south.

To ensure the coordinated development of the subject property and the neighbouring lands to the north and south, Tenkey and Lebovic will enter into a cost sharing agreement. Part of the cost sharing agreement is for the construction of the future north/south collector road. The portion of the lands associated with this future collector road will be conveyed to the City prior to finalizing and forwarding the implementing zoning by-law amendment to Council for enactment.

The portion of the lands containing the woodlot (approximately 0.04 of a hectare) will be conveyed to Toronto and Region Conservation Authority (TRCA), and rezoned to an appropriate open space zone category.

The applicant has submitted a site plan application, which has been circulated and is currently under review. An application for draft plan of condominium will be required at a later date.

2. Comments Received

2.1 April 1, 2019 Public Information Meeting

At the Public Information Meeting on April 1, 2019, residents expressed concerns regarding the lack of visitor parking. The residents believe a ratio of 0.2 visitor parking spaces per unit will result in an insufficient number of visitor parking spaces.

2.2 City Departments & Agency Comments

2.2.1 Region of Durham

- no concerns with the proposal subject to the requirements of rezoning approval
- the proposed stacked townhouse development is consistent with the Provincial Policy Statement policies that encourage growth, intensification, and redevelopment within settlement areas, and promote the efficient use of land resources, infrastructure and public services
- the application conforms with the objectives of the Growth Plan
- the Regional Official Plan designates the subject lands as “Living Areas” with the “Regional Corridor” overlay
- Living Areas are intended for housing purposes in a compact form through higher densities and by intensification and redevelopment of existing areas
- Regional Corridors are intended for higher density mixed-use development, supporting higher order transit services and pedestrian oriented development
- the Stage 1-2 Archaeological Assessment did not result in the discovery of any material of cultural significance and the report has been entered into the Ontario Public Register

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- as a condition of approval, the Region requires the applicant to include all recommended noise control measures of the Environmental Noise Assessment in the development agreement
 - the Region is satisfied with the Phase One and Phase Two Environmental Site Assessment Reports
 - as a condition of Site Plan Approval, the applicant shall demonstrate to the Regional Works Department how the development will comply with the Region's Water Use By-law and design criteria with respect to bulk metering and fire protection and the requirements for a separate meter room or building
 - the Region requires a waste management plan at the Site Plan Approval stage which shall adhere to the Regional requirements for waste collection on private roadways; alternatively the applicant will be responsible for retaining private waste collection services

2.2.2 Toronto and Region Conservation Authority (TRCA)

- the west side of the subject property is within a TRCA Regulated Area of the Duffins Creek Watershed; the proposed residential development appears to be generally set back from the Regulated Area
- TRCA agrees with the staked dripline of vegetation identified on the Plan of Survey, Part of Lot 6, Registered Plan No. 585
- TRCA has no objections to the approval of Zoning By-law Amendment Application A 02/19 and is prepared to recommend approval, subject to their concerns and minor technical comments being addressed through the review of the site plan application, including further discussion on calculating compensation of lost ecosystem, submission of an Edge Management Plan, and an updated Stormwater Management strategy.

2.2.3 Engineering Services Department

- Engineering Services has no objections to the approval of Zoning By-law Amendment Application A 02/19 and is prepared to recommend approval, subject to the following concerns and minor technical comments be addressed through the review of the draft plan of condominium and site plan application:
 - required revisions are made to the Functional Site Servicing Report regarding grading, drainage, servicing and stormwater management details
 - the site is developed in conjunction with or after adjacent Lebovic lands as the vehicular and servicing access of the site is entirely dependent on the construction of the north/south collector road and servicing
 - the final design of the proposed north/south collector road is reviewed in detailed
 - include pedestrian and bike-paths along Brock Road, as per Duffin Heights Development Guidelines
 - applicant enters into an agreement between the City and adjacent developer, Lebovic, for all off-site works including provisions for installation of services, easements, grading, drainage and other local services, as well as the conveyance of the proposed north/south collector road to the City, and
 - the construction of the Clean Water Collector (CWC) on Brock Road is completed, and the conveyance of easements has occurred, before site works commence

2.2.4 Durham District School Board

- Durham District School Board has no objections to Zoning By-law Amendment A 02/19
- students generated from this development will attend existing neighbourhood schools

2.2.5 Durham Catholic District School Board

- the Board has no objections to Zoning By-law Amendment A 02/19
- students generated from this development will attend St. Wilfrid Catholic Elementary School and St. Mary Catholic Secondary School

3. Planning Analysis

3.1 The proposal is within the density range of the Official Plan and is consistent with the policies for the Duffin Heights Neighbourhood

The developable portion of the subject lands is designated “Mixed Use Areas – Mixed Corridors” within the Duffin Heights Neighbourhood. Residential uses are permitted within Mixed Use Areas at a density range of over 30 units up to and including 140 dwellings per net hectare. The proposed development has a net residential density of approximately 104 units per net hectare.

The westerly portion of the subject lands is designated as “Open Space – Natural Areas” and is identified as Significant Woodlands in the City’s Official Plan. Lands designated as part of the open space system are intended to be used primarily for conservation, restoration, environmental education, recreation, and ancillary purposes. These lands will be conveyed to TRCA through the site plan approval process.

The Duffin Heights Neighbourhood policies of the Pickering Official Plan require a broad mix of housing by form, location, size and affordability within the neighbourhood. The proposed development conforms with the policies for the Mixed Use Areas – Mixed Corridors designation in this neighbourhood by:

- building multi-storey townhouses, with bungalow units, close to the street, providing safe and convenient pedestrian access
- proposing multi-unit housing forms (stacked townhouses) adjacent to Brock Road
- providing shared access for the 3 parcels to the west of Brock Road (Tenkey and Lebovic Lands) via a proposed north/south collector road, minimizing access points along Brock Road
- completing an Environmental Impact Study to support the proposed development by identifying natural heritage features, assessing the impacts of the proposed development on these features, and recommending mitigation measures to ensure that the significant natural features are not adversely impacted by the proposed development
- addressing the Duffin Heights Environmental Servicing Plan (ESP) to the satisfaction of the Region, City and the TRCA
- agreeing to enter into a cost sharing agreement with the Duffin Heights Landowners Group Inc.

3.2 The proposal is consistent with the design objectives of the Duffin Heights Neighbourhood Development Guidelines

The Duffin Heights Neighbourhood Development Guidelines provide design objectives for the neighbourhood and the proposal has been assessed against the guidelines. There will be further consideration through processing the Site Plan application.

The proposal is consistent with the guidelines by providing:

- a development integrated with the proposed development to the north and south
- protection of the natural heritage system by conveying lands to public ownership
- the minimum 3 storey massing along Brock Road
- enhanced treatment to the frontage of townhouses facing Brock Road and the future north/south collector road, and
- a coordinated siting, massing and façade design of townhouse units

Through processing the site plan application, the applicant will be encouraged to:

- upgrade the façade treatment to the side and rear elevations visible from public areas, and
- provide significant corner features such as wrap-around porches, wall articulation, turret or bay windows

3.3 A cost sharing agreement and mutual cross-use easements are being negotiated between Tenkey and Lebovic

The applicant is currently in discussion with Lebovic regarding executing a cost sharing agreement for the construction of the north/south collector road and a comprehensive Stormwater Management strategy for the Tenkey and Lebovic Lands. Cross-use easements for the shared use of the private park to the north, private roads, visitor parking spaces, and pedestrian sidewalks will also need to be executed prior to the issuance of a site plan approval to ensure the lands owned by Tenkey and Lebovic are developed in a orderly manner.

3.4 Sufficient resident and visitor parking is provided to support the development

The applicant is proposing 2 parking spaces (1 in the garage and 1 in the driveway) for each dwelling unit. Visitor parking is provided at a ratio of 0.2 visitor parking spaces per dwelling unit adjacent to Block 2B. The ratio of 0.2 visitor parking spaces per dwelling unit is consistent with the other developments in the area, including the development to the lands to the north and south, owned by Lebovic.

The applicant (Tenkey) will enter into an agreement with Lebovic for, amongst other things, shared visitor parking. Overall the 3 parcels are proposing 36 shared visitor parking spaces. There will be sufficient on-site visitor parking spaces to serve both developments. In addition, there will be on-street parking available on the new north/south collector road.

3.5 The applicant is a member of the Duffin Heights cost sharing agreement

The Duffin Heights Neighbourhood policies require landowners within Duffin Heights to become a party to the cost sharing agreement for Duffin Heights or receive an acknowledgement from the Trustee of the Duffin Heights Landowners Group Inc. that the benefitting landowner has made satisfactory arrangements to pay its proportion of the shared development costs. The City has received a letter from the Trustee of the Duffin Heights Landowners Group Inc. that 2545633 Ontario Inc. (Tenkey) became a party to the cost sharing agreement for Duffin Heights Landowners Group effective June 18, 2019.

3.6 Technical matters will be addressed through site plan approval

Detailed design issues will be dealt with through the site plan approval process. These requirements will address matters such as, but not limited to:

- construction management/erosion and sediment control
- comprehensive stormwater management strategy for Lebovic and Tenkey lands
- drainage and grading
- site servicing
- building design and material
- landscaping
- waste management collection
- location of water meter building
- direct pedestrian access to a sidewalk on Brock Road for the buildings fronting Brock Road
- street lighting along pedestrian pathways between Tenkey and Lebovic developments
- location of community mailboxes and snow storage
- preparation and review of the detailed design of the north/south collector road; and
- securities for the construction of the collector road

3.7 Zoning By-law to be finalized and forwarded to Council for enactment

The proposed site-specific zoning performance standards are similar to the standards for the neighbouring Lebovic lands. This will result in the coordinated development of the subject lands (2620 Brock Road) and the properties owned by Lebovic to the north and south (2630 and 2610 Brock Road). The site-specific provisions include, but are not limited to, maximum building height, build-to-zone requirements, minimum private amenity area per unit, and minimum number of resident and visitor parking spaces.

Staff supports the Zoning By-law Amendment Application A 02/19 and recommends that the site specific implementing by-law, containing the standards set out in Appendix I to this report be brought forward to Council for enactment following the applicant conveying the parcel of land for the future north/south collector road to the City.

4. Applicant's Comments

The applicant has been advised of and concurs with the recommendations of this report.

Appendix

Appendix I Recommended Draft Zoning By-law for Zoning By-law Amendment Application A 02/19

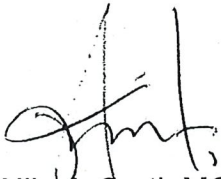
Attachments:

1. Location Map
2. Air Photo Map
3. Submitted Conceptual Site Plan
4. Submitted Conceptual Building Elevations

Prepared By:



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Kyle Bentley, P. Eng.
Director, City Development & CBO

Recommended for the consideration
of Pickering City Council



Aug. 21, 2019

Tony Prevedel, P.Eng.
Chief Administrative Officer

**Recommended Draft Zoning By-law
for Zoning By-law Amendment Application A 02/19**

Draft

The Corporation of the City of Pickering

By-law No. XXXX/19

Being a By-law to amend Restricted Area (Zoning) By-law 3037, as amended, to implement the Official Plan of the City of Pickering, Region of Durham, Part Lot 6, Plan 585, Now Pt 11, Plan 40R-2633, City of Pickering (A 02/19)

Whereas the Council of The Corporation of the City of Pickering received an application to rezone the subject lands being Part Lot 6, Plan 585, Now Pt 11, Plan 40R-2633, in the City of Pickering to permit the development of a condominium development consisting of 30 stacked townhouse units accessed from a private road;

And whereas an amendment to By-law 3037, as amended by By-law 6577/05, is therefore deemed necessary;

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

1. **Schedules I and II**

Schedules I and II to this By-law 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 in, Part Lot 6, Plan 585, Now Pt 11, Plan 40R-2633 in the City of Pickering, designated “MU-30” and “OS-HL” on Schedule I to this By-law.

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) “Air Conditioner” means any mechanical equipment which is required for residential domestic use and which must be installed outdoors including central air conditioning units, heat pumps, heat exchange units, emergency generators and other such equipments.

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- (2) “Amenity Area” means an outdoor area located anywhere on a lot, or the roof of a parking structure, private garage or any other building which includes landscape area, but which may also include areas of decking, decorative paving or other similar surface and includes a balcony, porch or deck and which has direct access from the interior of the dwelling unit.
- (3) “Balcony” means an attached covered or uncovered platform projecting from the face of an exterior wall, including above a porch, which is only directly accessible from within a building, usually surrounded by a balustrade or railing, and does not have direct exterior access to grade.
- (4) “Basement” means a portion of a building below the first storey.
- (5) “Bay, Bow, Box Window” means 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.
- (6) “Building” means a structure occupying an area greater than 10 square metres and consisting of any combination of walls, roof and floor but shall not include a mobile home.
- (7) (a) “Dwelling” means a building or part of a building containing one or more dwelling units, but does not include a mobile home or trailer;
- (b) “Dwelling, Block Townhouse” means a residential use building containing three or more attached principal dwelling units divided vertically, and where all dwelling units are located on one lot and accessed from a private street, laneway or common condominium aisle;
- (c) “Dwelling Unit” means a residential unit that:
- i) consists of a self-contained set of rooms located in a building or structure;
 - ii) is used or intended for use as a residential premises;
 - iii) contains kitchen and bathroom facilities that are intended for the use of the unit only; and
 - iv) is not a mobile home or any vehicle.
- (d) “Dwelling, Stacked” means a residential use building of four or fewer storeys in height containing three or more principal dwelling units where the units are divided horizontally and vertically, and in which each dwelling unit has an independent entrance to the interior.
- (8) “Grade” or “Established Grade” means the average elevation of the finished level of the ground adjoining all exterior walls of a building.

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- (9) “Height” means the vertical distance between the established grade, 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 level between eaves and ridge. When the regulation establishes height in storeys, means the number of storeys. The height requirements of this By-law shall not apply to roof top mechanical penthouses.
- (10) “Lands, Subject” means the lands subject of this by-law.
- (11) (a) “Lot” means 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, Corner” means a lot situated at the intersection of two or more streets or upon two parts of the same street having an angle of intersection not exceeding 135 degrees;
- (c) “Lot, Through” means a lot bounded on opposite sides by a street.
- (12) “Lane” means a thoroughfare not intended for general traffic circulation that provides means of vehicular access to the rear of a lot where the lot also fronts or flanks onto a street, or where a lot fronts onto public or private open space. The lane may be maintained by a condominium corporation as a private road condominium or by a government authority.
- (13) “Mobile Home” means a prefabricated building that is designed to be made mobile and is intended to provide permanent residence but does not include any trailer otherwise defined in this By-law.
- (14) “Parapet Wall” means the portion of an exterior wall extending above the roof.
- (15) “Parking Lot” means a lot or portion thereof provided for the parking of motor vehicles accessory or incidental to the main use.
- (16) “Porch” means a roofed deck or portico structure attached to the exterior wall of a building. A basement may be located under the porch.
- (17) “Premises” means the whole or part of lands, buildings or structures, or any combination of these.
- (18) “Primary Entrance Door” means the principal entrance by which the resident enters or exits a dwelling unit.

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- (19) “Private garage” means 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.
- (20) (a) “Storey” means that portion of a building other than a basement, cellar, or attic, included between the surface of any floor, and the surface of the floor, roof deck or ridge next above it.
- (b) “Storey, First” means the storey with its floor closest to grade and having its ceiling more than 1.8 metres above grade.
- (21) (a) “Street” means a public highway but does not include a lane. Where a 0.3 metre reserve abuts a street, or where a daylight triangle abuts a street, for the purposes of determining setbacks the street shall be deemed to include the 0.3 metre reserve and/or the daylight triangle, however, nothing herein shall be interpreted as granting a public right of access over the 0.3 metre reserve or as an assumption of the 0.3 metre reserve as a public highway for maintenance purposes under the *Municipal Act*.
- (b) “Street Line” means the dividing line between a lot and a street.
- (c) “Street, Private” means:
- i) a right-of-way or roadway that is used by vehicles and is maintained by a condominium corporation;
 - ii) a private road condominium, which provides access to individual freehold lots;
 - iii) a roadway maintained by a corporation to provide vehicular and pedestrian access to parking lots and individual retail/commercial units;
 - iv) a private right-of-way over private property, that affords access to lots abutting a private road; but is not maintained by a public body and is not a lane.
- (22) “Structure” means anything that is erected, built or constructed of parts joined together with a fixed location on the ground, or attached to something having a fixed location in or on the ground and shall include buildings, walls or any sign, but does not include fences below six feet in height or inground swimming pools.
- (23) “Water Meter Building” means a building or structure that contains devices supplied by the Region of Durham which measures the quality of water delivered to a property.

5. Provisions (“MU-30” Zone)**(1) Uses Permitted (“MU-30” Zone)**

- (a) No person shall within the lands zoned “MU-30” on Schedule I to this By-law, use any lot or erect, alter, or use any building or structure for any purpose except the following:

- (i) Dwelling, Stacked

(2) Zone Requirements (“MU-30” Zone)

No person shall within the lands zoned “MU-30” on Schedule I to this By-law, use any lot or erect, alter, or use any building except in accordance with the following provisions:

(a) Building Location and Setbacks:

- (i) No building or part of a building, or structure shall be erected outside of the building envelope as illustrated on Schedule II attached hereto;

- (ii) No building or portion of a building or structure shall be erected unless a minimum of 60 percent of the length of the build-to-zone along the Brock Road frontage;

- (iii) Minimum separation between buildings: 3.0 metres

- (b) Building Height (maximum): 12.0 metres

(c) Parking Requirements (minimum):

- (i) Stacked Dwelling: 2.0 parking spaces per dwelling unit plus 0.2 of a parking space per dwelling unit for visitors

(d) Garage Requirements:

- (i) Stacked Dwelling: Any vehicular entrance for an enclosed private garage shall be located a minimum of 6 metres from the private street that provides vehicle access to the private garage.

(e) Interior Garage Size (minimum):

- (i) Stacked Dwelling: Each parking space within a private garage for stacked dwelling units shall

have a minimum width of 2.7 metres and a minimum depth of 6.0 metres; however, the width may include 1 interior step and the depth may include 2 interior steps.

(3) Special Provisions (“MU-30” Zone)

- (a) Despite Section 5.(2)(a)(i) of this By-law, architectural projections including balconies, covered porches, platforms and awnings, retaining walls, window sills, chimney breasts, fireplaces, belt courses, cornices, pilasters, eaves, eave troughs and other similar architectural features may project outside the building envelope identified on Schedule II of this By-law, to a maximum of 2.5 metres from the main wall of the building, and uncovered steps may project outside the required building envelope to the lot line.
- (b) The minimum pavement width for a private street shall be 6.5 metres.
- (c) Air conditioners shall not be located any closer than 0.6 metres to the building envelope and shall not be located on any easement in favour of the City.
- (d) Amenity Area (minimum) - 14.0 square metres per dwelling unit
- (e) Despite the provisions of Section 5.6 of By-law 3037, as amended, the requirement for the frontage on a public street shall be satisfied by establishing frontage on a private street.
- (f) Despite provision 5.(1)(a) and 5.(2) of this By-law, a water meter building required by the Region of Durham for the purpose of measuring the quantity of water delivered shall be exempt from the “MU-30” zone use provisions and zone requirements.
- (g) Clauses 5.19.2(a), 5.19.2(b), 5.19.2(e), 5.19.2(f), 5.19.2(g), and 5.19.2(k) of By-law 3037, as amended, shall not apply.

6. Restrictions on the Parking and Storage of Vehicles

No person shall use any lot for the parking or storage of vehicles except in accordance with the following provisions:

(1) Number of Vehicles:

A maximum of 4 vehicles, only 1 of which may be a trailer, are permitted to park on a driveway.

(2) Size of Vehicles:

- (a) for those vehicles parked on any lot, the maximum permissible height is 2.6 metres, and the maximum permissible length is 6.7 metres;
- (b) notwithstanding Section (a) above, 1 vehicle parked on a driveway in a side yard or rear yard can be of a size up to a maximum permissible height of 3.5 metres, and a maximum permissible length of 8.0 metres; and
- (c) height is measured from the established grade immediately beside the vehicle up to the vehicle's highest point, which excludes lights, antennas and other such items ancillary to the vehicle's body.

(3) Location of Vehicles:

No part of any front yard except a driveway is to be used for the parking or storage of vehicles and no vehicle is to encroach onto any road allowance.

(4) Inoperative Vehicles:

The parking or storage of an inoperative vehicle is not permitted on any lot unless it is entirely within a fully enclosed building or structure.

(5) Construction Vehicles:

The parking or storage of a construction vehicle or a commercial vehicle is not permitted, unless it is entirely within a fully enclosed building or structure.

(6) Oversize Vehicles:

A vehicle that exceeds the maximum permissible vehicle size provisions of Section 7.(2), is permitted to park temporarily on a lot for the sole purpose of delivering to, servicing or constructing the premises on that lot.

7. Provisions (“OS-HL” Zone)

(1) Uses Permitted (“OS-HL” Zone)

No person shall within the lands zoned “OS-HL” on Schedule I to this By-law, use any lot or erect, alter, or use any building or structure for any purpose except the following:

- (i) preservation and conservation of the natural environment, soil and wildlife;
- (ii) resource management;
- (iii) pedestrian and walkways.

(2) **Zone Requirements (“OS-HL” Zone)**

No buildings or structures shall be permitted to be erected, nor shall the placing or removal of fill be permitted, except where buildings or structures are used only for the purposes of flood and erosion control, resource management, or pedestrian trail and walkway purposes.

8. **Model Homes**

- (1) Notwithstanding any provisions in By-law 3037 to the contrary, a maximum 1 block, 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 these lands by registration of a plan of subdivision;
- (2) For the purpose of this By-law, “Model Home” shall mean a dwelling unit which is not used for residential purposes, but which is used exclusively for sales, display and marketing purposes pursuant to an agreement with the City of Pickering.

9. **By-law 3037**

By-law 3037, 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 Schedules I and II to this By-law. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provisions of By-law 3037, as amended.

10. **Effective Date**

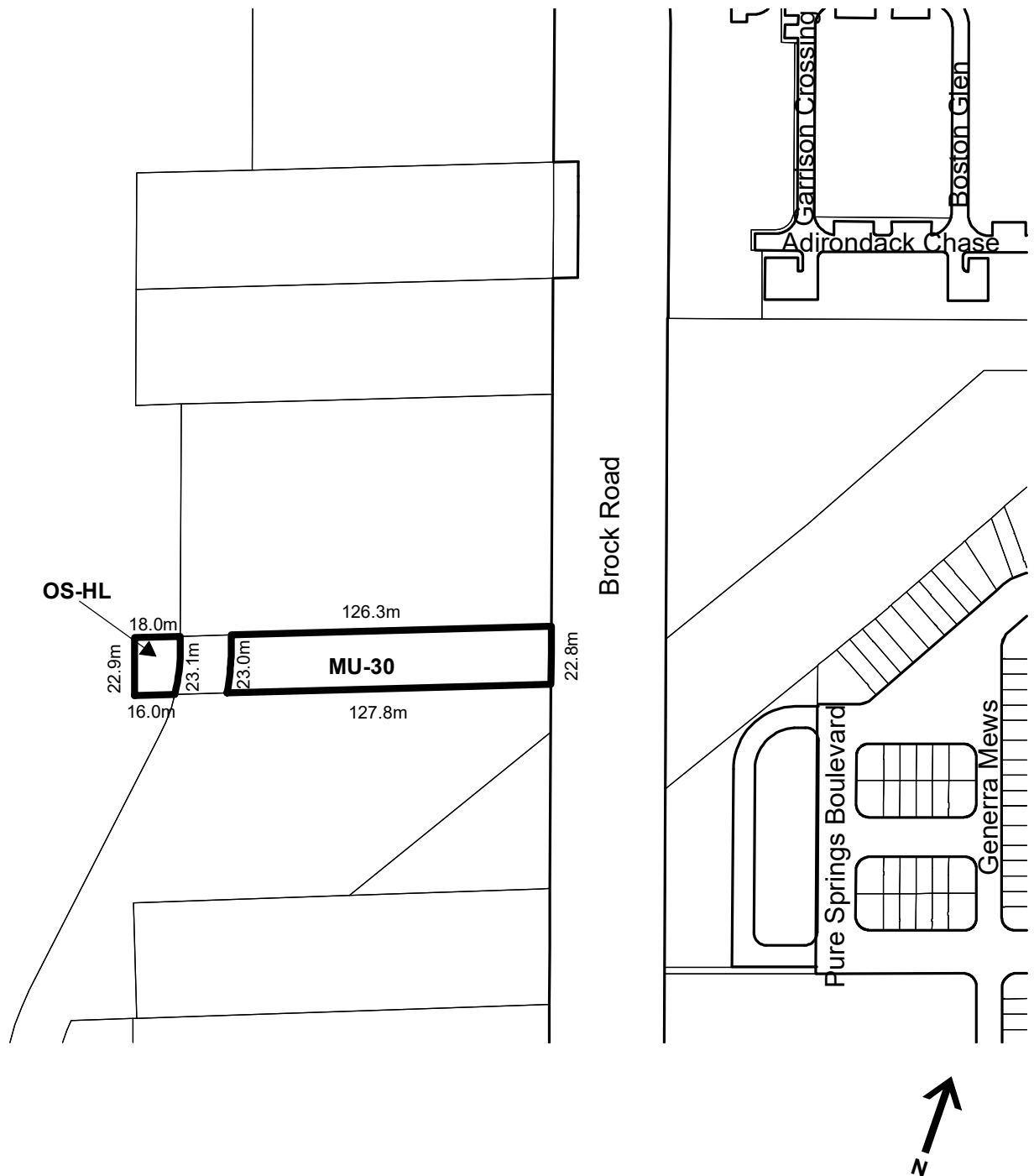
This By-law shall come into force in accordance with the provisions of the *Planning Act*.

By-law passed this XX day of XXXX, 2019.

Draft

David Ryan, Mayor**Draft**

Susan Cassel, City Clerk



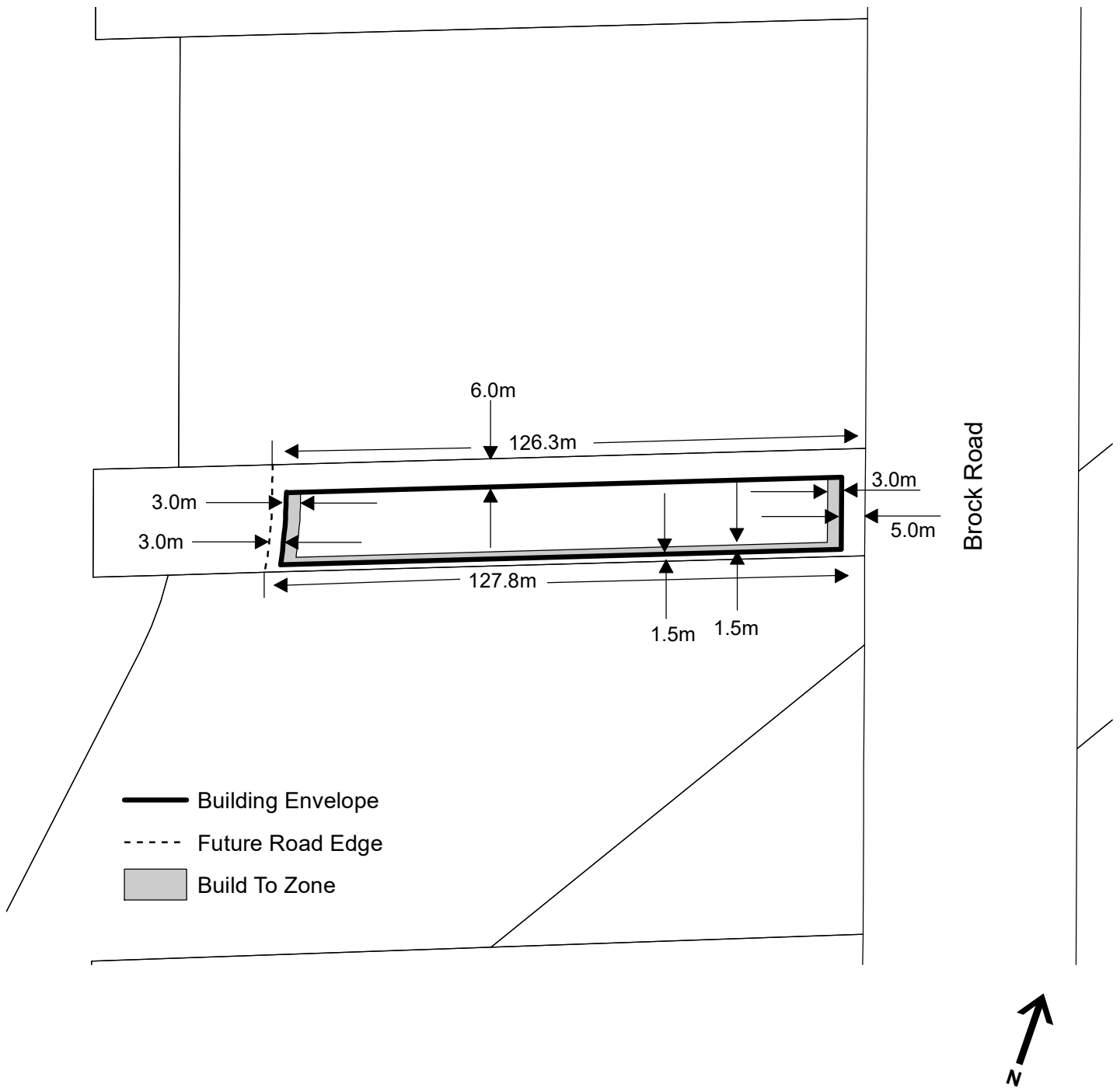
Schedule I to By-Law XXXX/19
 Passed This XXrd
 Day of XXXX 2019

Draft

 Mayor

Draft

 Clerk



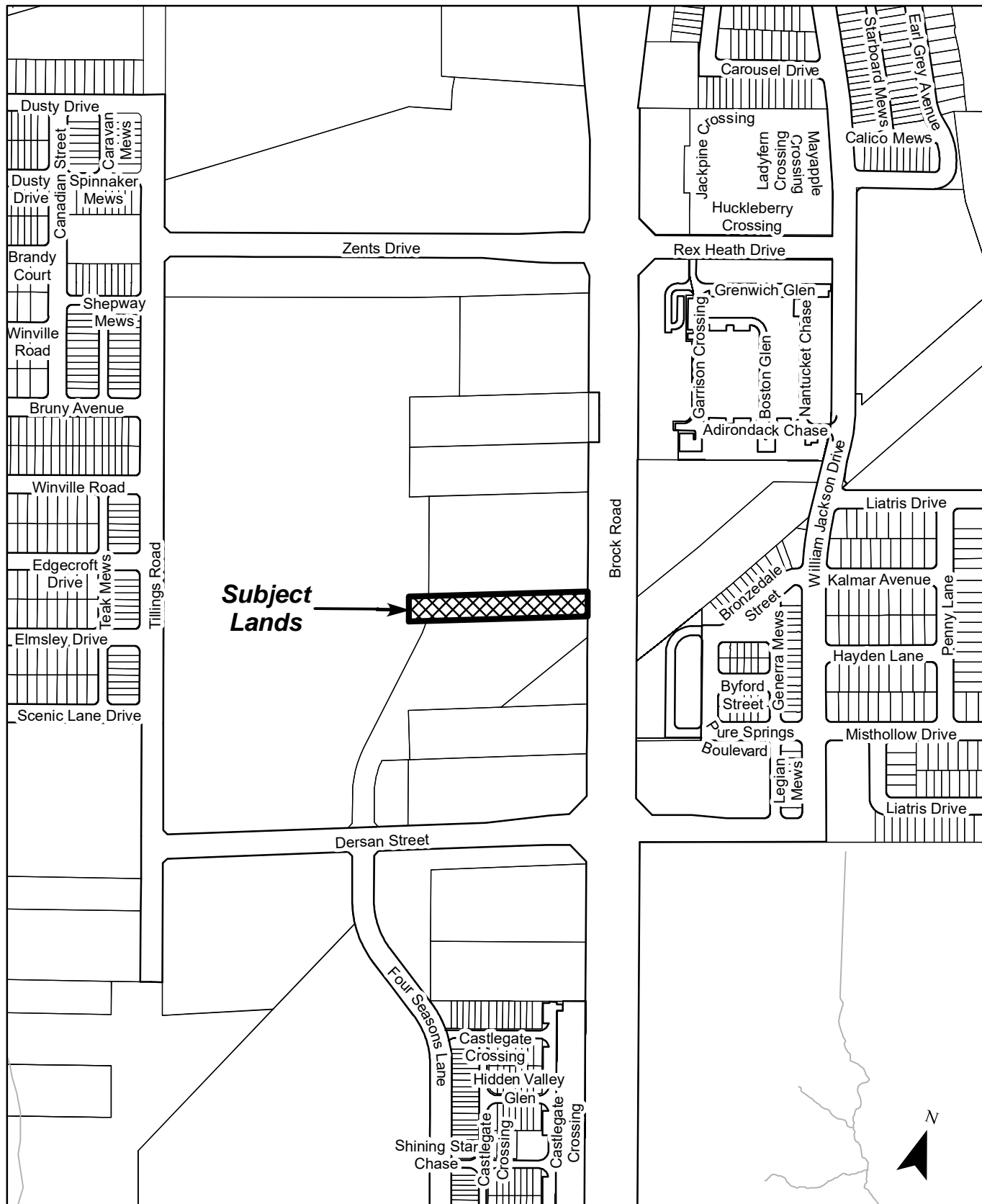
Schedule II to By-Law XXXX/19
 Passed This XXrd
 Day of XXXX 2019

Draft

Mayor

Draft

Clerk



City of
PICKERING
City Development
Department

Location Map

File: A 02/19

Applicant: 2545633 Ontario Inc.

Property Description: Pt Lot 6, Plan 585, Now Pt 11, Plan 40R-2633
(2620 Brock Road)

Date: Mar. 12, 2019

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SCALE: 1:5,000

THIS IS NOT A PLAN OF SURVEY.



City of
PICKERING
City Development
Department

Air Photo Map

File: A 02/19

Applicant: 2545633 Ontario Inc.

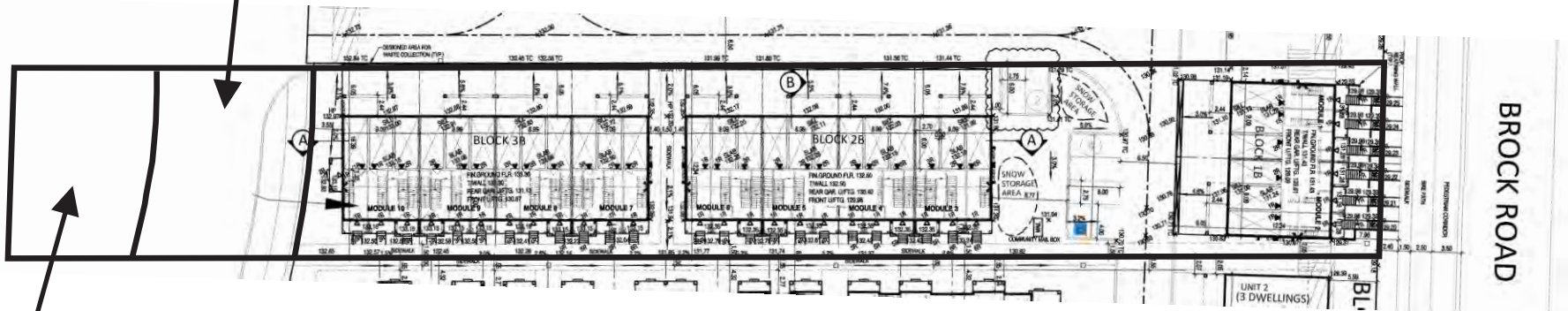
Property Description: Pt Lot 6, Plan 585, Now Pt 11, Plan 40-R2633
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Future Collector Road: Parcel to be conveyed to the City of Pickering prior to approving the rezoning application.



Woodland: Parcel to be conveyed to public ownership and rezoned to “open space”.

City of
PICKERING

City Development
Department

Submitted Conceptual Site Plan

File No: A 02/19

Applicant: 2545633 Ontario Inc

Property Description: Part of Lot 6, Plan 585, Now Part 11, Plan 40R-2633
(2620 Brock Road)

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

DATE: August 1, 2019



City of
PICKERING
City Development
Department

Submitted Conceptual Building Elevations

File No: A 02/19

Applicant: 2545633 Ontario Inc

Property Description: Part of Lot 6, Plan 585, Now Part 11, Plan 40R-2633
(2620 Brock Road)

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

DATE: August 1, 2019