

**1. Disclosure of Interest**

**2. Delegations**

- 2.1 Geoffrey Grayhurst, President, Dorsay Development Corporation  
James Miner, Chief Executive Officer, Sasaki  
Re: Vision for a Proposed New Community in Northeast Pickering
- 2.2 Dayna Gilbert, Director of Development, CAPREIT  
Re: Report PLN 20-19, Zoning By-law Amendment Application, A 06/19
- 2.3 Steve Gilchrist  
Re: Report PLN 20-19, Zoning By-law Amendment Application, A 06/19

**3. Information Reports**

- 3.1 [Information Report No. 14-19](#) **1**  
Zoning By-law Amendment Application A 07/19  
Draft Plan of Subdivision Application SP-2019-02  
Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.  
Lot 60 and 61, Plan 418  
(467 and 471 Rosebank Road)

**4. Planning & Development Reports**

- 4.1 [Director, City Development & CBO, Report PLN 19-19](#) **14**  
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:

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.

- 4.2 [Director, City Development & CBO, Report PLN 20-19](#) **37**  
Zoning By-law Amendment Application A 06/19  
City Initiated: City Facilities and Pickering Town Centre Joint Venture  
Select Lands East and West of Glenanna Road in the City Centre - **REVISED**

Recommendation:

1. That City Initiated Zoning By-law Amendment Application A 06/19 to amend City Centre Zoning By-law 7553/17, as amended, be approved, to:
  - a) introduce new definitions for Net Floor Area and Floor Space Index;
  - b) rezone the City of Pickering lands located on the south side of The Esplanade South, between Glenanna Road and Valley Farm Road, from City Centre Civic (CCC) to City Centre Two (CC2) to permit residential uses, and to permit an increase in height for 2 point tower buildings to **121** metres and **97** metres on the lands, and to reduce the maximum building height to 21 metres on the remaining lands;
  - c) rezone part of the Pickering Town Centre lands, located on the west side of Glenanna Road south of Kingston Road and north of Pickering Parkway, to permit a maximum building height of 125 metres, except for 1 building which may have a maximum height of **153** metres; and,
2. Further, that the draft zoning by-law amendment to implement Zoning By-law Amendment Application A 06/19, as set out in Appendix I to Report PLN 20-19, be forwarded to Council for enactment.

**5. Other Business**

**6. Adjournment**

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

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

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**1. Purpose of this Report**

The purpose of this report is to provide preliminary information regarding applications for a Zoning By-law Amendment and a Draft Plan of Subdivision, submitted by Oak Hill Developments Ltd. and White-Pine General Contractors Ltd., to facilitate an infill residential development. This report contains general information on the applicable Official Plan and other related policies, and identifies matters raised to date.

This report is intended to assist members of the public and other interested stakeholders to understand the proposal. The Planning & Development Committee will hear public delegations on the applications, ask questions of clarification, and identify any planning issues. This report is for information and no decision is to be made at this time. Staff will bring forward a recommendation report for consideration by the Planning & Development Committee upon completion of a comprehensive evaluation of the proposal.

**2. Property Location and Description**

The subject lands comprise two 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 Petticoat Creek Conservation Area (see Air Photo Map, Attachment #2).

**3. Applicant's Proposal**

The applicant has submitted applications for Zoning By-law Amendment and Draft Plan of Subdivision to facilitate a residential subdivision consisting of 11 lots for detached dwellings and a new public road (see Submitted Conceptual Plan, Attachment #3).

Three lots are proposed to front onto the east side of Rosebank Road and will have a minimum lot frontage of approximately 15.2 metres and lot depths of approximately 29.5 metres. The remaining 8 lots will front onto a proposed public road and will have lot frontages ranging between 11.0 metres and 12.8 metres, and lot depths ranging between 27.0 and 36.6 metres.

The new public road is proposed to extend south from Gillmoss Road and terminate in a turning circle. In order to provide access for the new public road, the paved portion of Gillmoss Road will be extended easterly by approximately 39.0 metres (see Submitted Draft Plan of Subdivision, Attachment #4).

The arborist report has identified a total of 56 trees on the subject lands and 14 trees within the municipal boulevard adjacent to the properties. The applicant is proposing to remove all of the trees, including the trees within the boulevard, as a result of the proposal. The applicant has indicated they intend to pay cash-in-lieu as compensation for the loss of the tree canopy.

#### **4. Policy Framework**

##### **4.1 Durham Regional Official Plan**

The Region of Durham Official Plan (ROP) designates the subject lands as “Living Areas”. The “Living Areas” designation shall be used predominately for housing purposes. The Plan also states that lands within the Living Area designation shall be developed in compact urban form through higher densities and by intensifying and redeveloping existing areas. The proposal conforms to the policies and provisions the ROP.

##### **4.2 Pickering Official Plan and Rosebank Neighbourhood Policies**

The subjects lands are within the Rosebank Neighbourhood and are designated “Urban Residential Areas – Low Density Areas” within the Pickering Official Plan, which provides for housing and related uses. This designation permits a density of up to and including 30 units per net hectare. The proposal has a density of approximately 28 units per net hectare.

The Official Plan states that in establishing performance standards, regard shall be had to protecting and enhancing the character of established neighbourhoods by considering matters such as building height, yard setbacks, lot coverage, access to sunlight, parking provisions and traffic implications. The Official Plan also states that where new development is proposed within an existing neighbourhood or established area, City Council shall encourage building design that reinforces and complements existing built patterns such as form, massing, height proportion, position relative to the street, and building area to site ratio.

The policies for the Rosebank Neighbourhood state that City Council shall encourage and where possible require new development to be compatible with the character of existing development in established residential areas along Rosebank Road. In addition, the Rosebank Neighbourhood Map identifies the northerly extension of Dunn Crescent traversing north-south through the subject lands and intersecting with Gillmoss Road (see Rosebank Neighbourhood Map, Attachment #5).

The applicant's proposal will be assessed against the policies and provisions of the Official Plan and the Rosebank Neighbourhood Policies during the further processing of the applications.

#### **4.3 Rosebank Neighbourhood Development Guidelines**

The Rosebank Neighbourhood Development Guidelines identify three distinct Design Precincts, each having their own separate guideline requirements.

The subject properties are situated within Design Precinct No. 3 of the Rosebank Neighbourhood Development Guidelines. Residential development within this precinct shall be limited to single-detached and semi-detached dwellings. New lots created within this precinct for detached dwellings shall have minimum lot frontages of approximately 15.0 metres and minimum lot depths ranging between approximately 30.0 metres and 36.0 metres.

The applicant's proposal will be reviewed against the requirements of the Rosebank Neighbourhood Development Guidelines.

#### **4.4 Infill and Replacement Housing in Established Neighbourhoods Study**

The City has retained SGL Planning and Design Inc. (SGL) to undertake the Infill and Replacement Housing in Established Neighbourhoods Study (the Study), which looks at 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 Rosebank Neighbourhood is one of nine "Focus Neighbourhoods" that are the subject of the Study. The subject site is within an area identified within the Study as an "Area of Observed Change", indicating that there has been a significant amount of change observed in the form of new construction related to either infill and/or replacement housing within this area. The Study will be examining these "Areas of Observed Change" and exploring how to sensitively manage future development so that it is appropriately sympathetic to the existing neighbourhood character.

The Study is currently in Phase 2 of a three phase project.

#### **4.5 Zoning By-law 2511**

The subject lands are currently zoned 'R3' – Third Density Residential Zone within Zoning By-law 2511, as amended. The current zoning permits detached dwellings with a minimum lot frontage of 18.0 metres and a minimum lot area of 550.0 square metres.

The properties immediately north of the subject lands, fronting Rosebank Road are currently zoned "S", which permits detached dwellings with lot frontages of 15.0 metres. Lands to the east are zoned "S4-9" and "S4-19", which permit detached dwellings with a minimum lot frontage of 11.0 metres and 10.5 metres, respectively (see Zoning Map, Attachment #6 and Zoning Provisions Comparison Chart, Attachment #7).

The applicant is requesting to rezone the subject lands to allow for site-specific performance standards that are similar to the above-noted zone categories, in order to facilitate the proposal.

## **5. Comments Received**

### **5.1 Resident Comments**

Comments were received from an adjacent property owner, immediately to the east, indicating that they do not support the proposed development. They expressed that the proposed 11 lots for detached dwellings represents an overdevelopment of the subject lands. In addition, they stated 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.

Another area resident provided comments indicating that the easterly extension of Gillmoss Road should be completed as a part of this development in order to provide better vehicular connection to Rosebank Road from Cowan Circle and the easterly portion of Gillmoss Road.

### **5.2 Agency Comments**

- |                              |  |
|------------------------------|--|
| Region of Durham             | • no comments received at the time of writing this report  |
| Metrolinx                    | • no comments received at the time of writing this report  |
| Durham District School Board | <ul style="list-style-type: none"> <li>• approximately 5 elementary school pupils could be generated through the proposed development</li> <li>• pupils generated through this development will attend existing school facilities</li> </ul> |
| Durham Catholic School Board | <ul style="list-style-type: none"> <li>• no objections to the proposed development</li> <li>• students from this development will attend Father Fenelon Catholic Elementary School and St. Mary's Secondary Catholic School</li> </ul>       |

## **6. City Department Comments**

### **6.1 Engineering Services Department**

At the time of writing, no comments have been received.

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

The following is a summary of key concerns/issues or matters of importance raised to date. These matters, and other identified through the circulation and detailed review of the proposal, are required to be addressed by the applicant prior to a final recommendation report to Planning & Development Committee:

- ensuring conformity with the City's Official Plan and the Rosebank Neighbourhood policies, and the Neighbourhood Development Guidelines

- 
- ensuring the proposal has regard for the ongoing Infill and Replacement Housing in Established Neighbourhoods Study
  - ensuring appropriate zoning performance standards are implemented to facilitate dwelling designs that are in keeping with the character of the surrounding residential community
  - ensuring the proposed development does not preclude the future redevelopment of the lands immediately to the south
  - analyzing whether the proposed new public road can be extended further south to connect with Dunn Crescent
  - ensuring that appropriate compensation (financial and/or replacement planting) is provided for the removal of the existing trees

Further issues may be identified following receipt and review of comments from the circulated departments, agencies and public. The City Development Department will conclude its position on the application after it has received and assessed comments from the circulated departments, agencies, and public.

## **7. Information Received**

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

- Draft Plan of Subdivision, prepared by GHD Inc., dated February 2019
- Planning Rationale, prepared by GHD Inc., dated April 2019
- Sustainable Development Brief, prepared by GHD Inc., dated February 2019
- Stage 1 & Stage 2 Archaeological Assessment, prepared by The Archaeologists Inc., dated March 29, 2019
- Noise Impact Study, prepared by GHD Inc., dated April 25, 2019
- Site Screening Questionnaire for 467 Rosebank Road, prepared by V.A. Wood Associates Limited, dated March 18, 2019
- Site Screening Questionnaire for 471 Rosebank Road, prepared by V.A. Wood Associates Limited, dated March 18, 2019
- Geotechnical Report, prepared by V.A. Wood Associates Limited, dated April 2019
- Functional Servicing and Stormwater Management Report, prepared by GHD Inc., dated April 2019
- Tree Inventory & Preservation Plan, prepared by Cosburn Nauboris Limited, dated April 18, 2019

## **8. Procedural Information**

### **8.1 General**

- written comments regarding this proposal should be directed to the City Development Department
- oral comments may be made at the Public Information Meeting
- all comments received will be noted and used as input to a Planning Report prepared by the City Development Department for a subsequent meeting of Council or a Committee of Council

- 
- any member of the public who wishes to reserve the option to appeal Council’s decision must provide comments to the City before Council adopts any by-law for this proposal
  - any member of the public who wishes to be notified of Council’s decision regarding this proposal must request such in writing to the City Clerk

**9. Owner/Applicant Information**

The owner of this property Oak Hill Developments Ltd. and White-Pine General Contractors Ltd. and is represented by GHD Inc.

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**Attachments**

1. Location Map
  2. Air Photo Map
  3. Submitted Conceptual Plan
  4. Submitted Draft Plan of Subdivision
  5. Rosebank Neighbourhood Map
  6. Zoning Map
  7. Zoning Provisions Comparison Chart
- 

**Prepared By:**

Original Signed By

Cody Morrison  
Planner II

Original Signed By

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

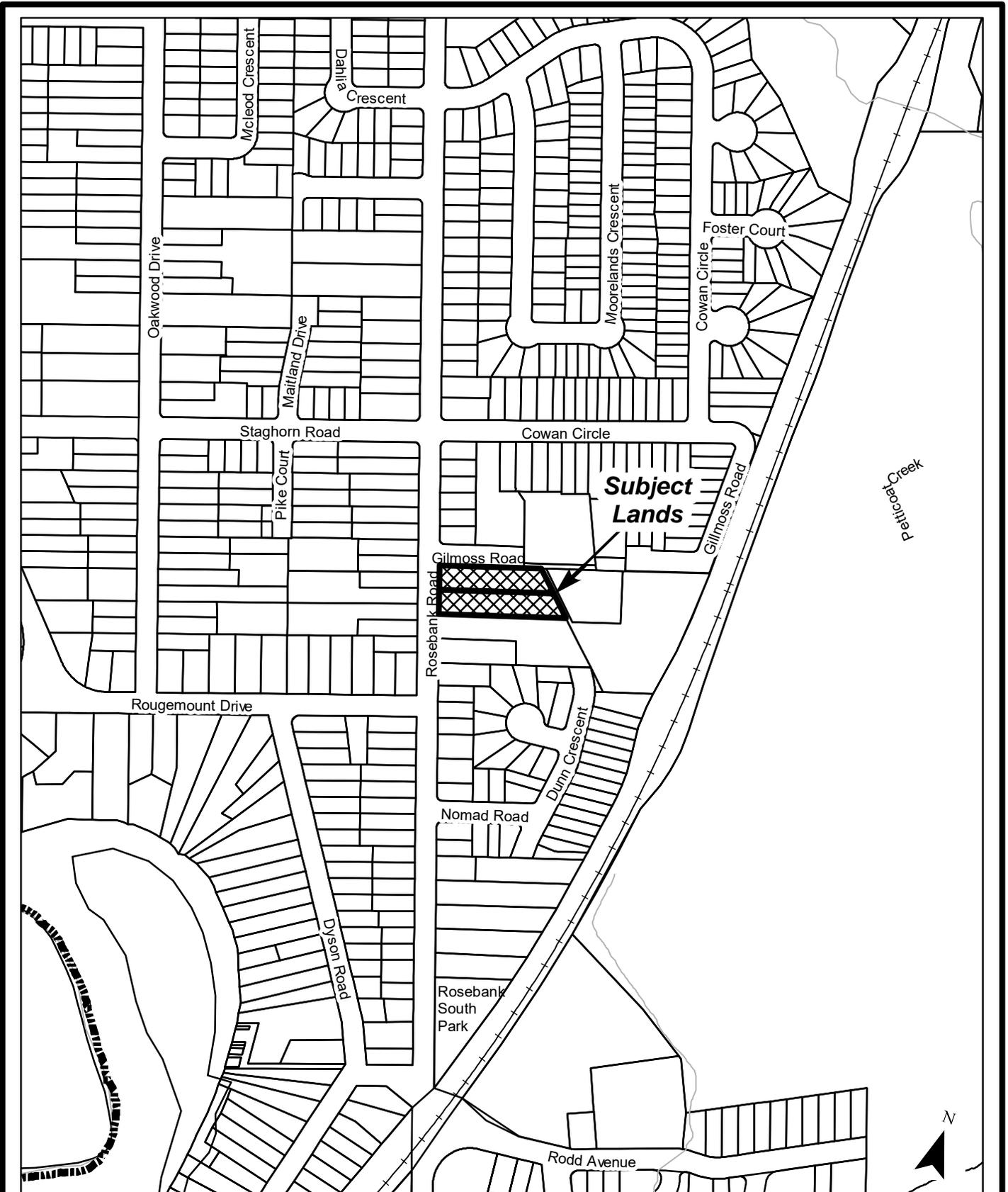
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Date of Report: August 20, 2019

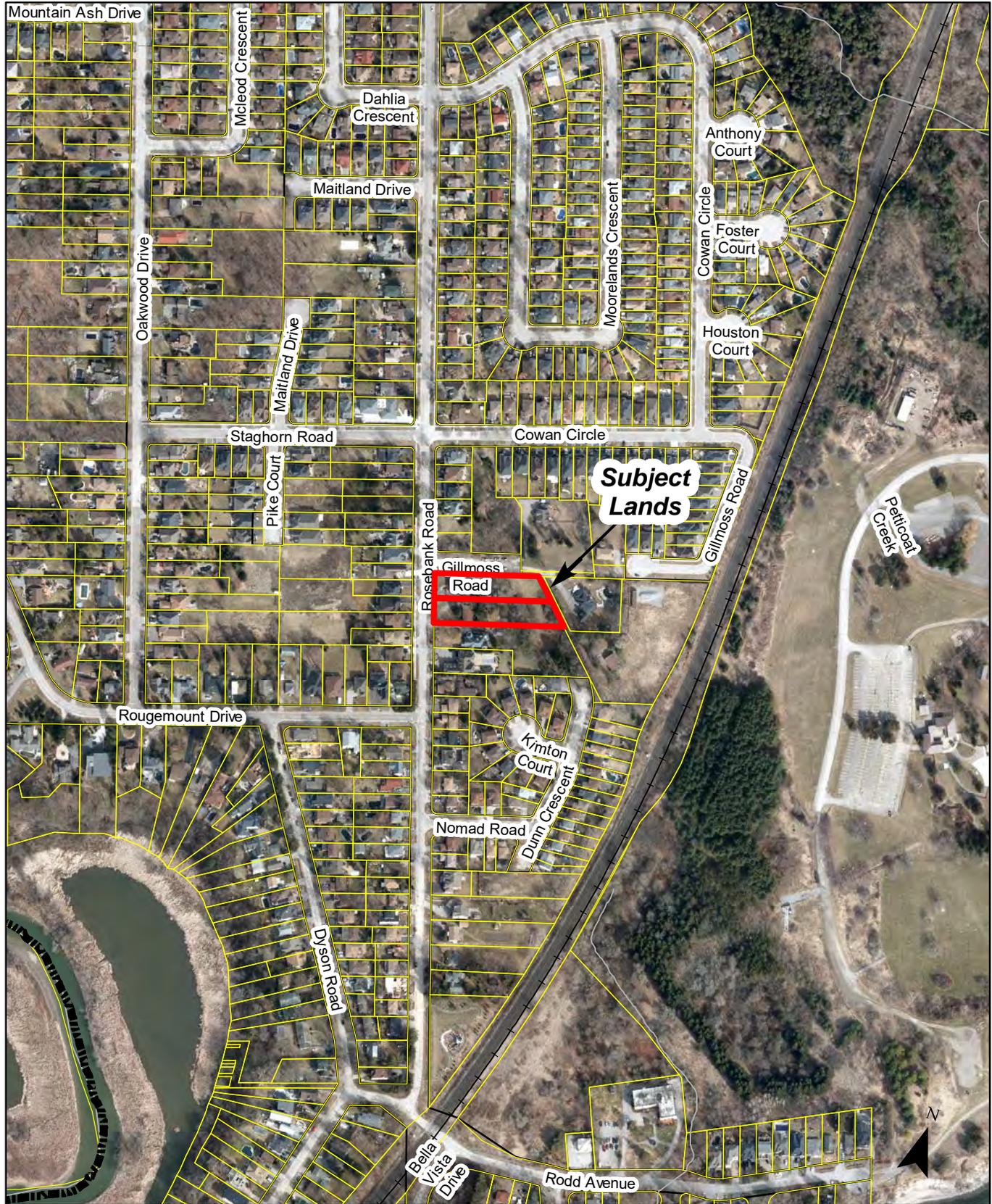
**Approved/Endorsed By:**

Original Signed By

Catherine Rose, MCIP, RPP  
Chief Planner



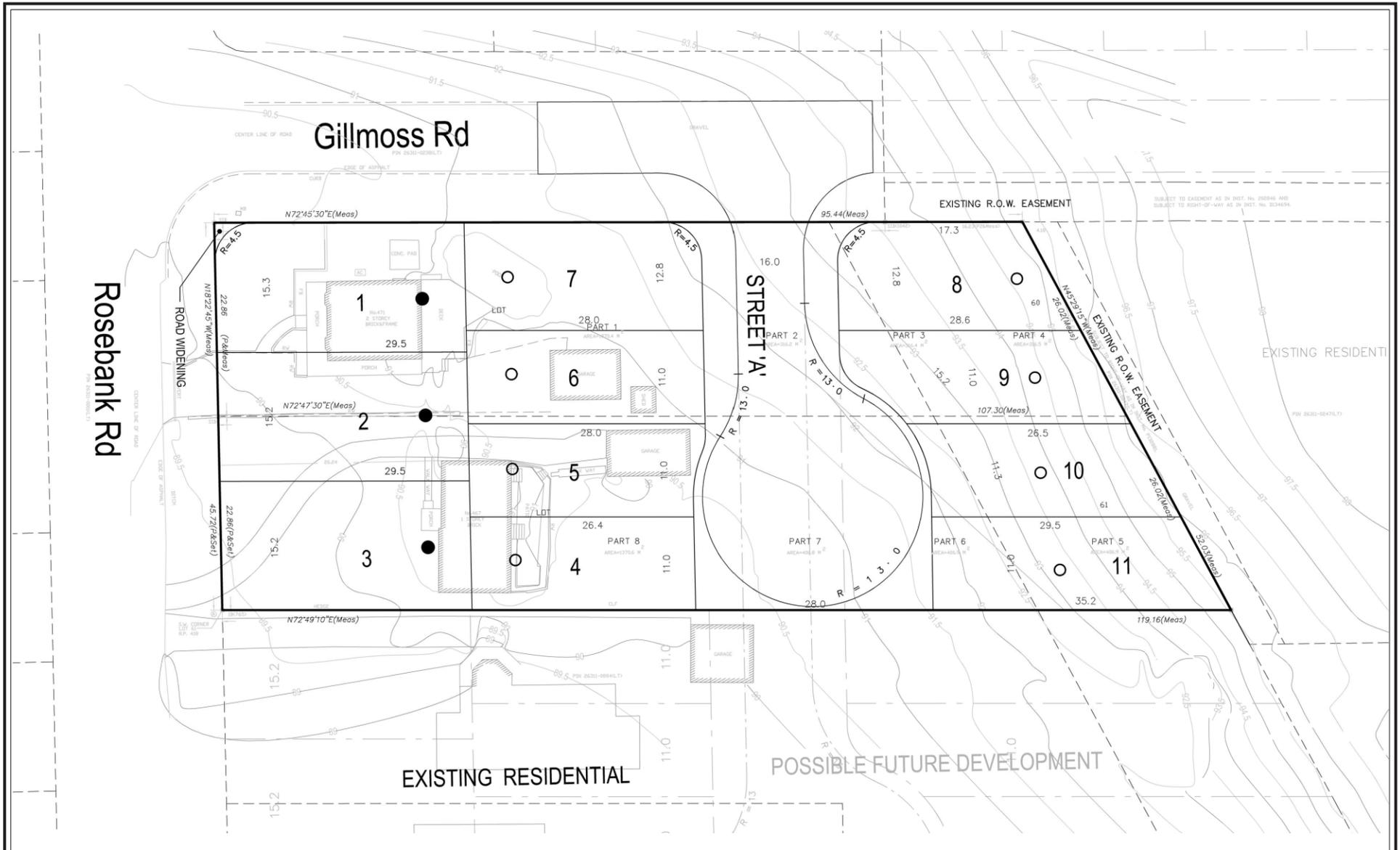
 <b>PICKERING</b> City Development Department	<b>Location Map</b>	
	<b>File:</b> SP-2019-02 and A 07/19	
	<b>Applicant:</b> Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.	
	<b>Property Description:</b> Lot 60 and 61, Plan 418 (467 and 471 Rosebank Road)	
		<b>Date:</b> Aug. 20, 2019
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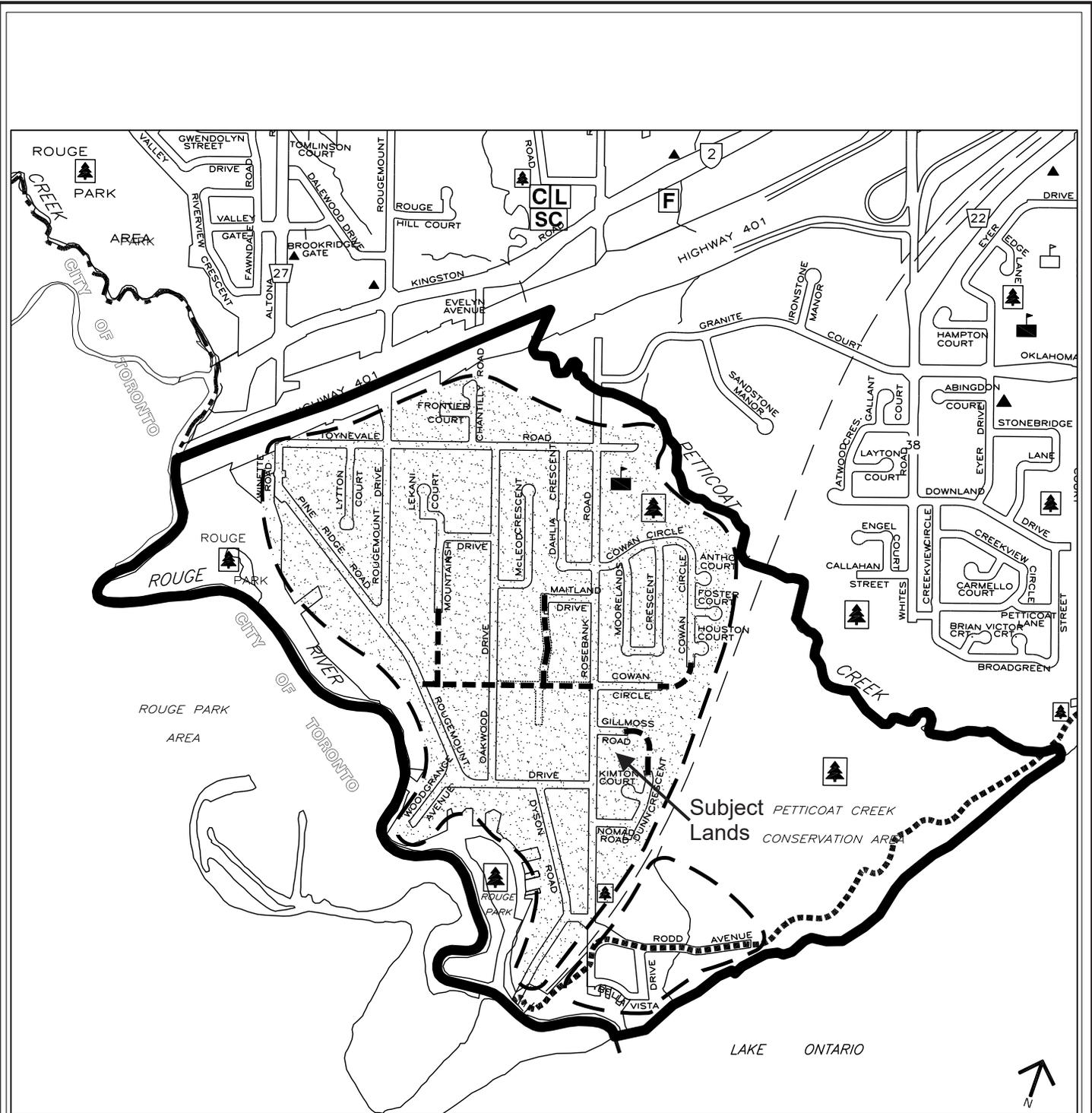
 City Development Department	<b>Air Photo Map</b>	
	<b>File:</b> SP-2019-02 and A 07/19	
	<b>Applicant:</b> Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.	
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 City Development Department	<b>Submitted Conceptual Plan</b>
	<b>File No:</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> Lot 60 and 61, Plan 418 (467 and 471 Rosebank Road)
	<b>DATE:</b> August 20, 2019



<p><i>City of</i> <b>PICKERING</b>  City Development Department</p>	<b>Submitted Draft Plan of Subdivision</b>	
	<b>File No:</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> Lot 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.		<b>DATE:</b> August 20, 2019



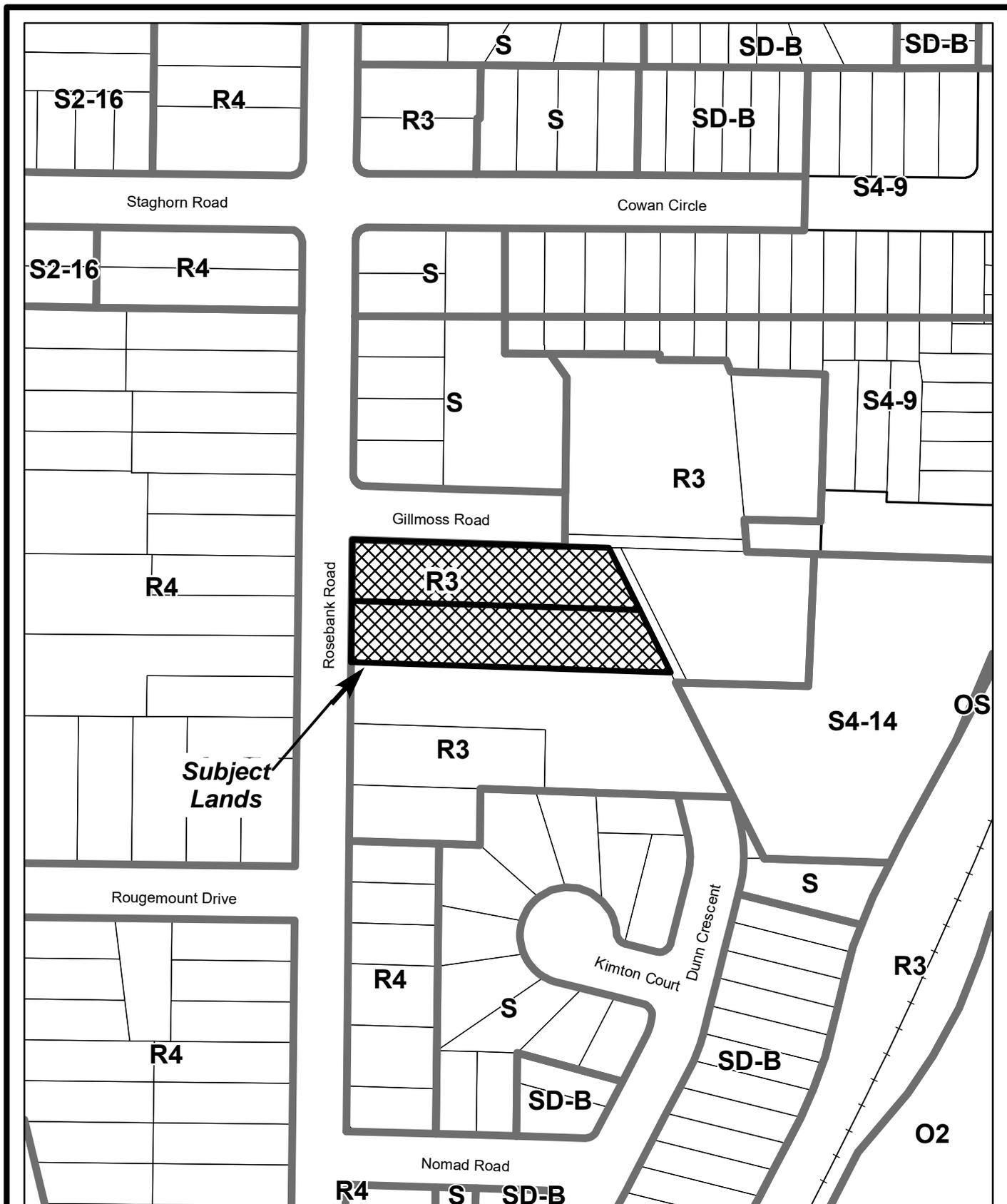
--- NEW ROAD CONNECTIONS (PROPOSED)

City of  
**PICKERING**  
City Development  
Department

**Rosebank Neighbourhood Map**  
**File No:** SP-2019-02 and A 07/19  
**Applicant:** Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.  
**Property Description:** Lot 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



City of  
**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> Lot 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.	
Date: Aug. 20, 2019	SCALE: 1:2,000
THIS IS NOT A PLAN OF SURVEY.	

### Zoning Provisions Comparison Chart

Attachment #7 to Information Report #14-19

Provision	Proposed Zoning Standard A 07/19	Existing "R3" Zone Standards	Existing "R4" Zone Standards	Existing "S4-14" Zone Standards	Existing "S" Zone Standards	Existing "S4-9" Zone Standards
Permitted Uses	Detached dwelling	Detached Dwelling	Detached Dwellings	Detached Dwelling	Detached Dwelling	Detached Dwelling
Lot Area (min)	290 square metres	550 square metres	460 square metres	300 square metres	450 square metres	325 square metres
Lot Frontage (min)	11.0 metres	18.0 metres	15.0 metres	10.5 metres	15.0 metres	11.0 metres
Front yard (min)	4.0 metres	7.5 metres	7.5 metres	6.0 metres	6.0 metres or 7.6 metres if the lot fronts Rosebank Road	6.0 metres
Interior Side Yard (min)	1.2 metres on one side & 0.6 of a metre on the other side	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	1.2 metres one side & 0.6 of a metre on the other side	1.5 metres	1.2 metres on one side & 0.6 of a metre on the other side
Flankage Yard (min)	3.0 metres	4.5 metres	4.5 metres	2.7 metres	4.0 metres	2.7 metres
Rear Yard (min)	7 metres	7.5 metres	7.5 metres	7.0 metres, or 10.0 metres if lot depth exceed 40 metres	7.5 metres	7.0 metres, or 10.0 metres if lot depth exceed 40 metres
Lot Coverage (max)	45 percent	33 percent	33 percent	45 percent, or 35 percent if lot depth exceeds 40 metres	35 percent	42 percent
Building Height (max)	10.0 metres	9.0 metres	9.0 metres	10.0 metres	12.0 metres	12.0 metres

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

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**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)

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**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.
- 

**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.

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

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## 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

- 
- 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 an 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.

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### **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:**

Original Signed By

Tanjot Bal  
Planner I

Original Signed By

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

TB:NS:ld

**Approved/Endorsed By:**

Original Signed By

Catherine Rose, MCIP, RPP  
Chief Planner

Original Signed By

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

Recommended for the consideration  
of Pickering City Council

Original Signed By

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**

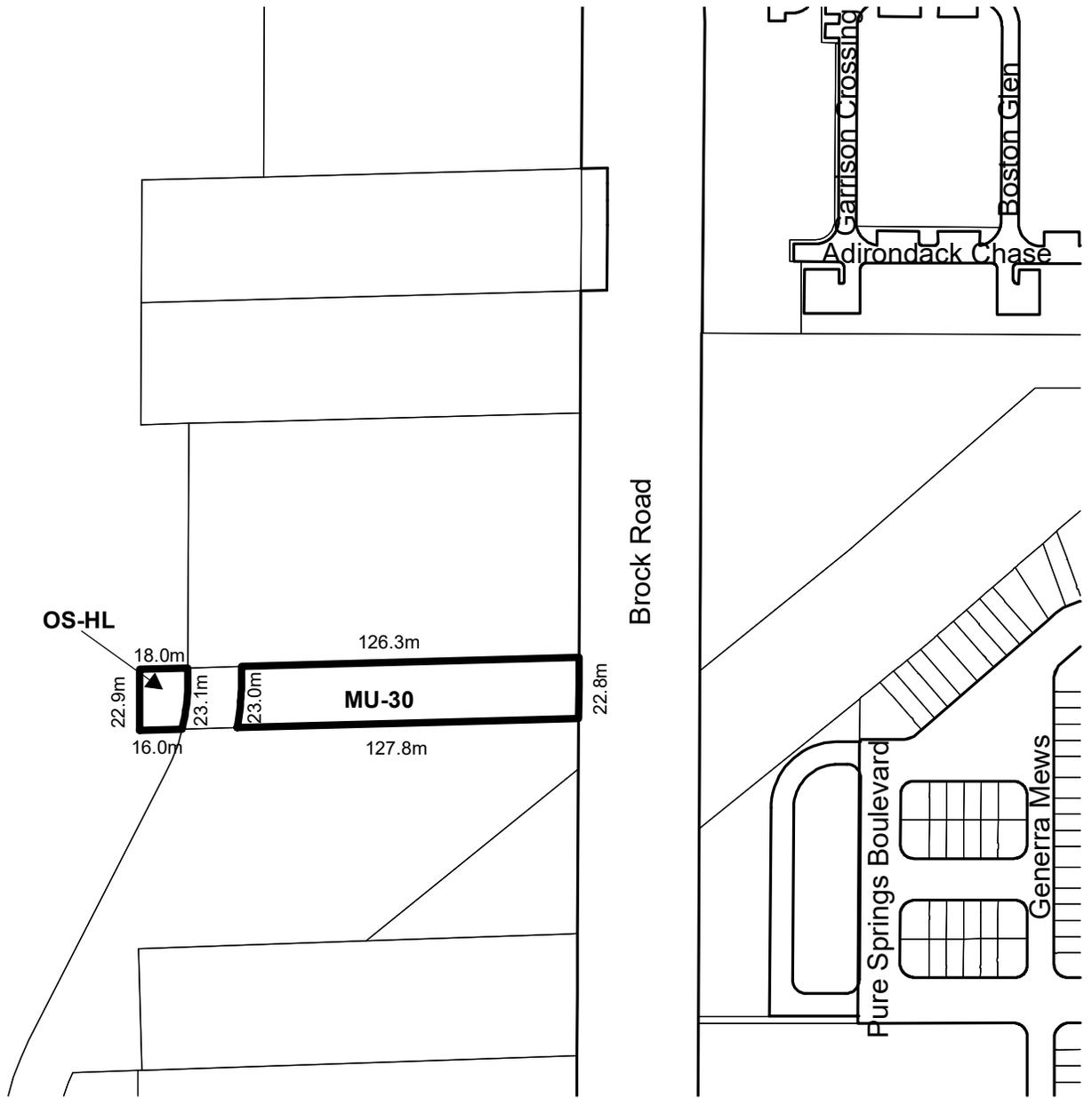
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David Ryan, Mayor

**Draft**

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Susan Cassel, City Clerk



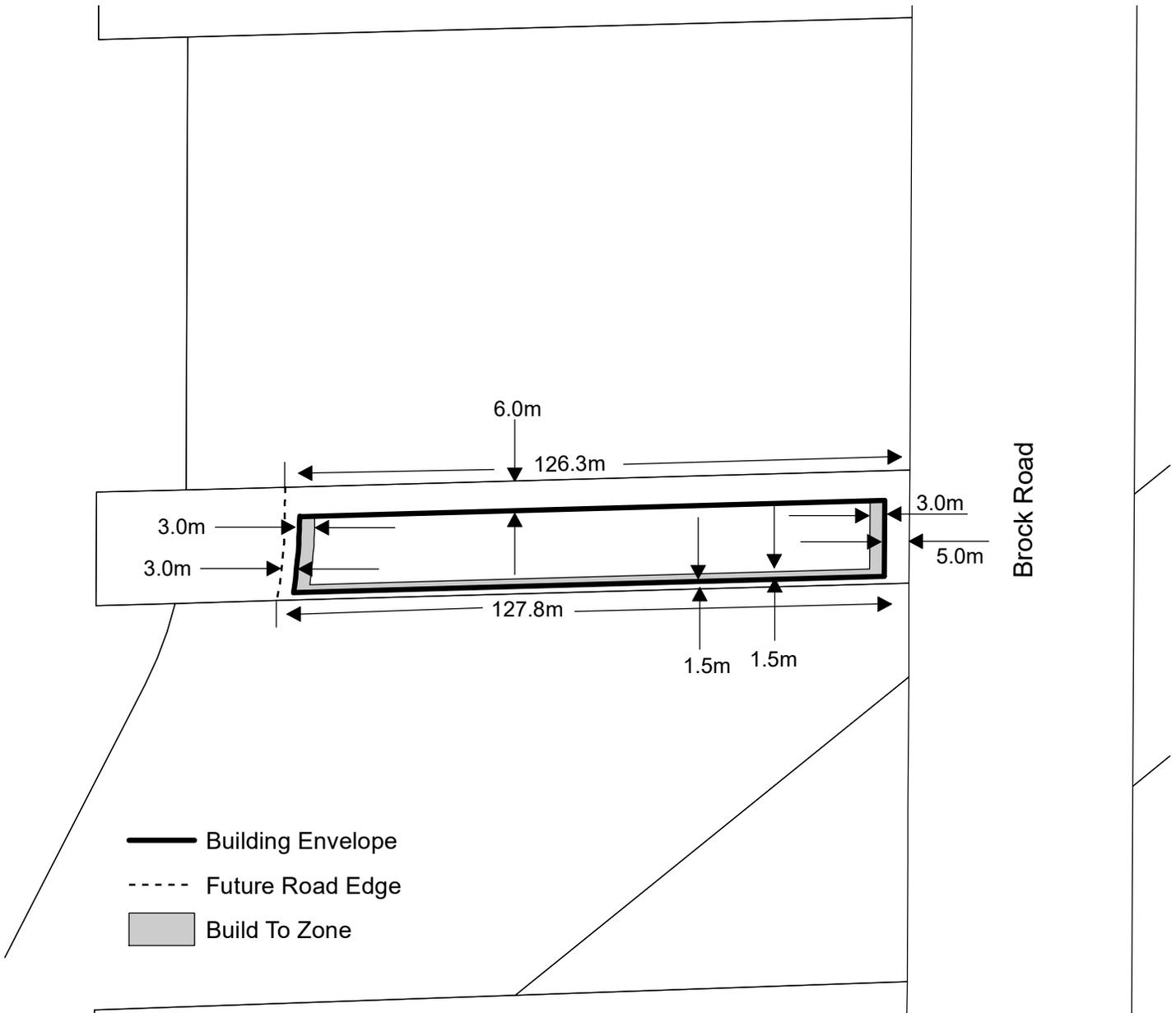
Schedule I to By-Law XXXX/19  
 Passed This XX<sup>rd</sup>  
 Day of XXXX 2019

**Draft**

\_\_\_\_\_  
 Mayor

**Draft**

\_\_\_\_\_  
 Clerk



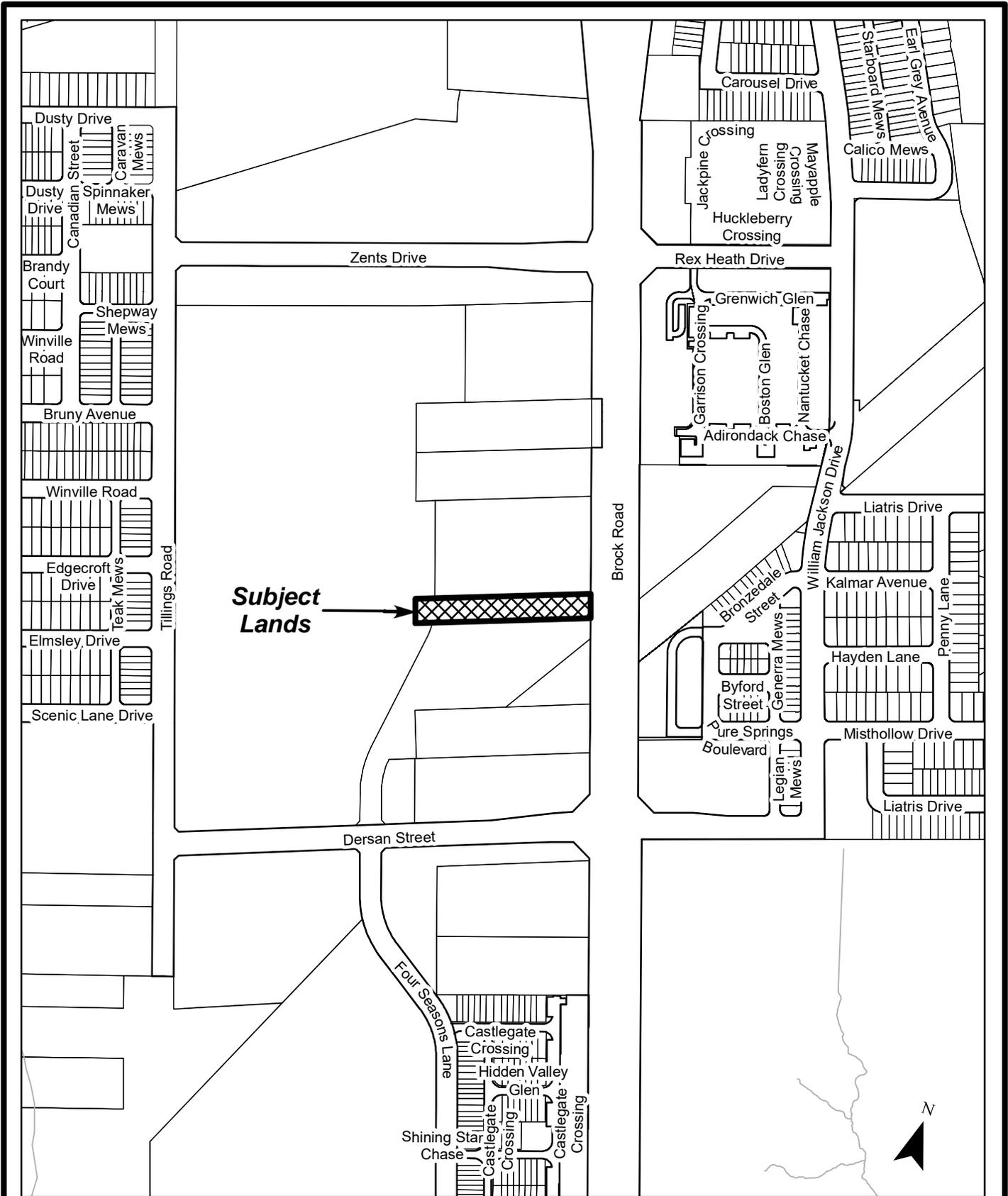
Schedule II to By-Law XXXX/19  
 Passed This XX<sup>rd</sup>  
 Day of XXXX 2019

**Draft**

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 Mayor

**Draft**

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 Clerk



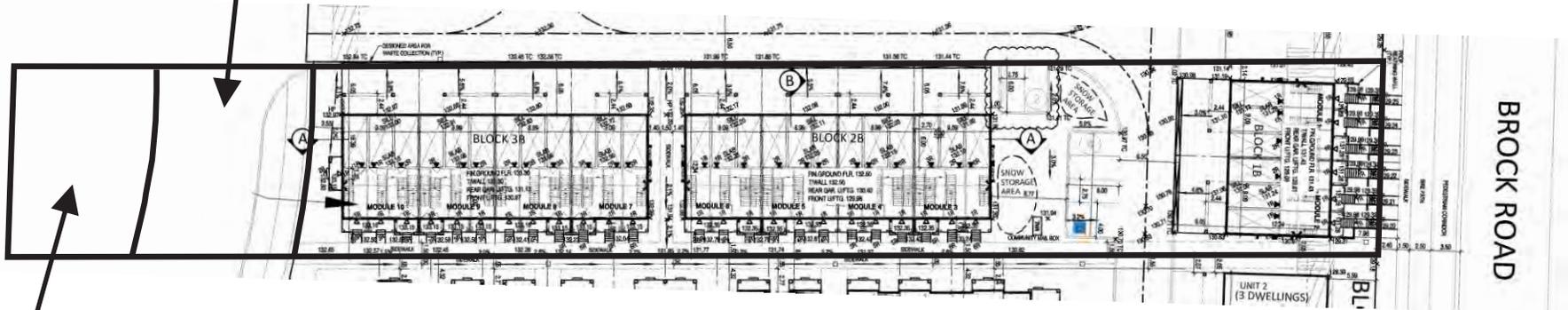
 City Development Department	<b>Location Map</b>	
	<b>File:</b> A 02/19	
	<b>Applicant:</b> 2545633 Ontario Inc.	
	<b>Property Description:</b> Pt Lot 6, Plan 585, Now Pt 11, Plan 40R-2633 (2620 Brock Road)	
		<b>Date:</b> Mar. 12, 2019
<small>© The Corporation of the City of Pickering Produced (in part) 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. © Valpar Property Assessment Corporation and its suppliers all rights reserved.</small>		<b>SCALE:</b> 1:5,000 THIS IS NOT A PLAN OF SURVEY.



<p><i>City of</i> <b>PICKERING</b> City Development Department</p>	<b>Air Photo Map</b>	
	<b>File:</b> A 02/19	
	<b>Applicant:</b> 2545633 Ontario Inc.	
	<b>Property Description:</b> Pt Lot 6, Plan 585, Now Pt 11, Plan 40-R2633 (2620 Brock Road)	
		<b>Date:</b> Mar. 12, 2019
<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 THIS IS NOT A PLAN OF SURVEY.

**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



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

**Revised**

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**Subject:** Zoning By-law Amendment Application A 06/19  
City Initiated: City Facilities and Pickering Town Centre Joint Venture  
Select Lands East and West of Glenanna Road in the City Centre

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**Recommendation:**

1. That City Initiated Zoning By-law Amendment Application A 06/19 to amend City Centre Zoning By-law 7553/17, as amended, be approved, to:
  - (a) introduce new definitions for Net Floor Area and Floor Space Index;
  - (b) rezone the City of Pickering lands located on the south side of The Esplanade South, between Glenanna Road and Valley Farm Road, from City Centre Civic (CCC) to City Centre Two (CC2) to permit residential uses, and to permit an increase in height for 2 point tower buildings to 121 metres and 97 metres on the lands, and to reduce the maximum building height to 21 metres on the remaining lands;
  - (c) rezone part of the Pickering Town Centre lands, located on the west side of Glenanna Road south of Kingston Road and north of Pickering Parkway, to permit a maximum building height of 125 metres, except for 1 building which may have a maximum height of 153 metres; and
2. Further, that the draft zoning by-law amendment to implement Zoning By-law Amendment Application A 06/19, as set out in Appendix I to Report PLN 20-19, be forwarded to Council for enactment.

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**Executive Summary:** This City initiated zoning by-law amendment proposes to increase the maximum building heights on certain lands in the City Centre, add residential uses to the City's lands south of The Esplanade South, revise the definition of floor space index, and introduce a new definition of net floor space for the City Centre.

This rezoning has been brought forward as part of the Memorandum of Understanding ("MOU") entered into between the City of Pickering and OPB Realty Inc. ("OPB Realty"), owners of Pickering Town Centre mall ("PTC"), to enable a partnership redevelopment of certain lands in the City Centre. Three new City facilities consisting of a new expanded Central Library, a Seniors & Youth Centre and a Performing Arts Centre will be constructed on land and air space parcels to be acquired from PTC opposite the current Civic Complex. A 50-storey rental apartment building will be located on top of the Seniors & Youth Centre. The City owned lands south of The Esplanade South road will be transferred to OPB Realty and developed for mixed-use residential development with 2 point towers.

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The City Centre has official plan and zoning permissions to permit high density development in keeping with the City's vision of the City Centre as a distinct urban place – a place that inspires, a place to live, work and play, all in a compact and walkable environment. Although higher building heights are being proposed, careful attention will be paid to the design of buildings at the ground level and to the quality of the public realm spaces to ensure a human scale development.

With the addition of residential uses to the City's lands (approximately 0.9 of a hectare), there will be a small increase in the total amount of residential units that could be built compared to the current zoning permissions across the City Centre. Similarly, the proposed changes to the definition of floor space index, and the addition of a definition for net floor area, will result in only a minor increase in the floor area within the development compared with what could be constructed under the current zoning. The key difference is that the built form will now be able to include taller buildings for a greater variation of building heights.

Since the actual amount of development is not significantly greater than what would have been permitted under the existing official plan and zoning, the anticipated impact on services is no greater than what was anticipated. Staff have initiated the required engineering works to address servicing. The street network in this area was designed to accommodate the traffic associated with nearly a million square feet of retail as well as office and residential uses. Some of that retail traffic will now be replaced with residential traffic. Concerns expressed by residents respecting wind effects and bird safety will be addressed through the site plan approval process. Shadow impacts on the Esplanade Park have been reviewed and are acceptable. Staff is also working with OPB Realty to address the need for green parkland, and to coordinate development schemes between OPB Realty and CAPREIT (the landowner abutting the City's lands), to ensure significant placemaking features are secured.

A high density urban area that is well-designed, walkable and attractive is the future for the City Centre. This type of mixed-use redevelopment is being planned or is occurring in other city centres and shopping malls across the Greater Toronto Area including Toronto, Mississauga and Vaughan. Taller buildings can be integrated with the overall vision for the City Centre providing the buildings' impacts on shadowing, sky views, wind and bird safety are carefully addressed.

The proposed zoning by-law amendment is recommended for approval. It is consistent with the Provincial Policy Statement, conforms with the Provincial Growth Plan, and the Durham Regional and Pickering Official Plans. The amendment does not significantly change the amount of development that can occur, but allows taller buildings in locations intended to have the highest density and intensity of development in the City. It is recommended the draft by-law attached as Appendix I to this report be forwarded to Council for enactment.

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**Financial Implications:** No direct cost to the City are anticipated as a result of the recommendations of this report. Financial implications associated with the construction of the new City facilities are addressed in Reports CAO 07-19 and FIN 15-19, which were approved by Council on July 22, 2019.

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**Discussion:****1. Background on the Vision for the City Centre**

In 2013, the City endorsed “Downtown Pickering: A Vision for Intensification and a Framework for Investment”. The vision for the City Centre (Downtown Pickering) expressed that:

“Downtown Pickering will be a vibrant, sustainable, accessible and distinct city centre for all people and all seasons. It will be a place to inspire, a place to gather, a place to work, and a place to live, all in a compact and walkable environment.”

More specifically, the following features were considered key elements of the built form vision for the City Centre (Downtown Pickering):

- A **Civic Precinct** acting as the downtown’s cultural and institutional hub with destinations and distinct public realm treatment.
- An **extraordinary public realm** formed through new public spaces that populate the downtown. A variety of small and large gathering places are within a five minute walk anywhere in the downtown.

In July 2014, Council approved Official Plan Amendment 26 (OPA 26) and authorized staff to finalize the City Centre Urban Design Guidelines. OPA 26 introduced new designations and policies, and changed existing policies to create a framework for the redevelopment and intensification of the City Centre. OPA 26 was approved with modifications by the Ontario Municipal Board (“OMB”) on March 4, 2015, and has been in full force and effect since then.

On April 11, 2017, Pickering Council approved a new comprehensive City Initiated City Centre Zoning By-law 7553/17 and the City Centre Urban Design Guidelines. The By-law was approved by the OMB on February 22, 2018. The By-law introduced new zone categories, permitted a broad range of uses, incorporated new development standards to regulate the size, location, massing and height of buildings, identified minimum and maximum density provisions, and introduced new vehicle and bicycle parking standards. The design guidelines provide design direction for intensification, to guide building design and private development as well as investments in public infrastructure in the City Centre.

Subsequent to the approval of the City Centre Zoning By-law, on June 12, 2017 Council approved Official Plan Amendment 29 to remove the density cap for the City Centre. The removal of the cap provides further opportunities for intensification, allowing for a greater number of units to be achieved within the same building envelope. The removal of the cap will allow developers within the City Centre greater flexibility to provide a variety of residential unit sizes, while having consideration for matters such as housing affordability, tenure, and market demand.

## **2. Memorandum of Understanding and Civic Centre Project Financial Analysis**

On July 22, 2019, Council endorsed a Memorandum of Understanding (“MOU”), dated July 16, 2019 between the City and OPB Realty Inc. (“OPB Realty”), owners of the Pickering Town Centre lands, regarding the construction of 3 new City facilities (a new larger Central Library, a Seniors & Youth Centre, and a Performing Arts Centre), and the transfer of certain parcels of land between the City and OPB Realty. Although it is not a binding contract, the MOU is the basis for negotiating binding contracts that will detail all aspects of the design, construction and cost of the new public facilities, public realm improvements, and required municipal infrastructure improvements.

In addition to Council endorsing the above-noted MOU, Council received Report FIN 15-19 entitled “Civic Centre Project & Multi-Year High Level Financial Analysis”. This Report should be referred to for further information on the funding for the City Centre redevelopment.

## **3. Proposed Redevelopment in the City Centre**

Capitalizing on the closure of the Sears retail store at the Pickering Town Centre and the relocation of the movie theater to the west side of the mall, the City and OPB Realty identified an opportunity to accelerate redevelopment of the City Centre and explore new and innovative ways to repurpose underutilized lands at the mall site for both City facilities and new residential/retail development.

OPB Realty in conjunction with the City has prepared a conceptual Master Plan illustrating how a portion of the PTC lands and the City lands will be redeveloped over time (see Submitted Master Plan, Attachment #1). The Plan is intended to be developed in phases and a new private road network will be created to provide access to the various blocks of development. Below is a summary of the key features of the Plan. Further statistics and conceptual renderings are provided as Attachments #2 and #3 to this Report. The Master Plan includes:

- a new expanded Central Library, approximately 3,988 square metres (approx. 43,000 square feet) in gross floor area (which would replace the existing Central Library, and allow municipal staff to expand into that existing building)
- a new multi-purpose Seniors & Youth Centre, approximately 5,853 square metres (approx. 63,000 square feet) anticipated to feature a full sized gymnasium, meeting/program rooms, and youth and seniors spaces to meet the recreational needs of this growing and thriving demographic (this facility would replace the existing East Shore Community Centre)
- a 50-storey signature landmark residential building containing approximately 605 rental apartments units to be constructed on top of the Seniors & Youth Centre
- a Performing Arts Centre containing 600 seats, approximately 3,475 square metres (approx. 37,400 square feet) which is envisioned to include a theatre, a lobby which could showcase visual arts and rehearsal/program spaces, which will create a cultural hub within the City Centre
- approximately 2,500 square metre, publicly accessible square between the Seniors & Youth Centre and the Performing Arts Centre

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- a total of 350 parking stalls below grade for the general public and patrons of the City facilities
  - 2 mixed-use, high density residential building with towers of 38 and 30 storeys on the City lands (this is a revision from the earlier plan which proposed 3 towers)
  - future development south of the Seniors & Youth Centre comprising several mixed-use high density residential buildings ranging in height between 9 storeys and 40 storeys
  - a total of 2,398 new residential dwelling units, resulting in an additional population of approximately 4,316 people (assuming 1.8 persons per dwelling unit)
  - a total of 6,046 square metres (65,079 square feet) of new retail/commercial space
  - connecting all of the buildings and uses, including the Civic Centre, is an enhanced public realm and open spaces system

A Site Plan Application was submitted for the development of the new Central Library, the Performing Arts Centre, the Seniors & Youth Centre, the 50-storey apartment building, and the new urban square. Prior to construction commencing, existing underground services, (stormwater trunk, sanitary sewer, and watermains), which run under the PTC Master Plan lands, need to be relocated to the Glenanna Road allowance. These relocation works may commence as early as January 2020. Construction of all municipal facilities is expected to be underway in mid-2020 with an anticipated completion date of July 1, 2023 for the municipal facilities.

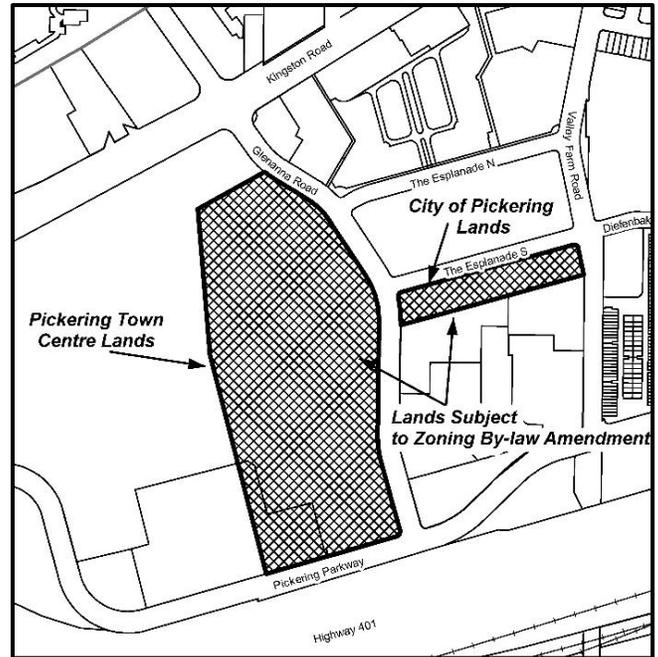
#### **4. Proposed amendments to the City Centre Zoning By-law 7553/17 to implement Master Plan**

To implement the Master Plan, the City is proposing certain amendments to the City Centre Zoning By-law. The City is proposing an increase to the maximum building height requirements for buildings within the Master Plan. The amendment also includes the introduction of new definitions for Net Floor Area and changes the existing definition for Floor Space Index (FSI) to exclude various non-habitable spaces within a building, such as loading spaces, garbage containment areas, elevators shafts etc. from the calculation of FSI (see Appendix I, Draft By-law to Amend City Centre Zoning By-law 7553/17).

The proposed amendment includes rezoning the City of Pickering lands on the south side of The Esplanade South between Glenanna Road and Valley Farm Road, and a portion of the PTC lands located on the west side of Glenanna Road between Kingston Road and Pickering Parkway. Specifically, the City is proposing the following amendments to the City Centre Zoning By-law 7553/17:

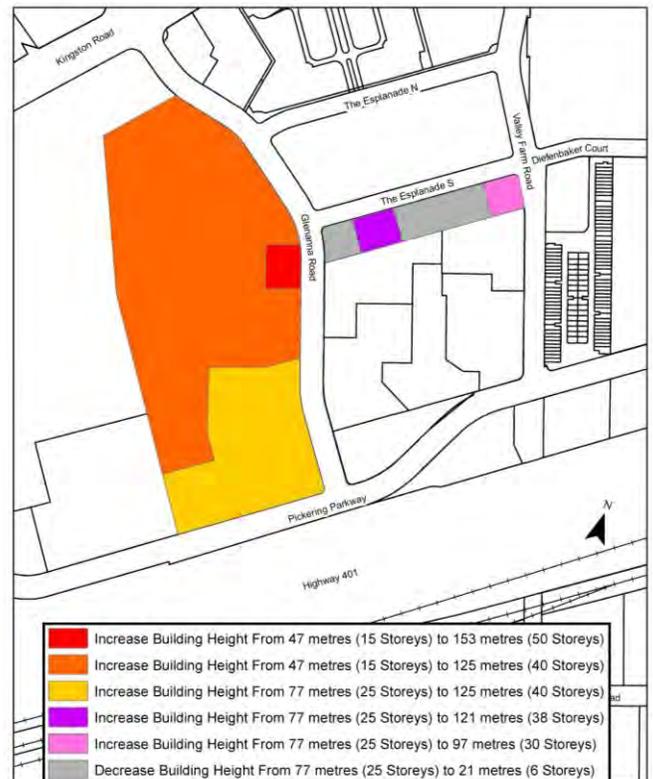
**City of Pickering Lands**

- rezone City lands from City Centre Civic (CCC) zone to City Centre Two (CC2) zone in order to permit residential uses
- increase the maximum permitted building height in 2 locations on the City lands from 77 metres (approx. 25 storeys) to 121 metres (approx. 38 storeys) to the east of Glenanna Road and 97 metres (approx. 30 storeys) at the east end of the block to permit point towers); and reduce the maximum permitted building height on the remaining lands to 21 storeys



**Pickering Town Centre (PTC) Lands**

- permit the following increases in the maximum permitted building height on a portion of the PTC lands:
  - from 47 metres (approx. 15 storeys) to 153 metres (approx. 50 storeys) for 1 building as shown within the red area
  - from 47 metres (approx. 15 storeys) to 125 metres (approx. 40 storeys) as shown within the yellow area
  - from 77 metres (approx. 25 storeys) to 125 metres (approx. 40 storeys) as shown within the orange area



### All City Centre Lands

- add a new definition for Net Floor Area and revise the existing definition for Floor Space Index as follows:

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

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

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

## 5. Planning Analysis

### 5.1 The proposal meets the directives of the Provincial Policy Statement

The Provincial Policy Statement, 2014 (“PPS”), provides policy direction on matters of provincial interest related to land use planning and development and sets a vision for Ontario’s land use planning system.

The PPS states that healthy, livable and safe communities are to be sustained, including among other matters, promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting cost-effective development patterns and standards to minimize land consumption and servicing cost.

The PPS also requires that land use patterns within settlement areas are to be based on densities and a mix of land uses which:

- efficiently use land and resources;
- are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available;
- support active transportation;
- are transit-supportive, where transit is planned, exists or may be developed; and avoid the need for their unjustified and/or uneconomical expansion; and
- minimize negative impacts to air quality and climate change, and promote energy efficiency.

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The PPS also states that healthy, active communities should be promoted by:

- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity; and
- planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages.

The lands subject to the rezoning application lie within the City Centre area. The land use policies for the City Centre call for greater density of development and a more urban mix of built forms and uses. The proposed Master Plan as shown on Attachment #1 to this report will transform Pickering's City Centre into a vibrant, pedestrian friendly, transit supportive centre that will include a diverse mix of housing options, multiple public facilities for the enjoyment of all residents, and a broad mix of commercial/retail uses.

The proposed zoning by-law amendment will allow for a greater variation in building heights, identify additional lands for high density development, and since it still relies on a floor space to control the actual amount of floor area that can be built, rather than residential units per net hectare, there is a greater opportunity for a variety of unit sizes responding to market needs. The proposed by-law amendment is consistent with the PPS.

## **5.2 The proposal conforms with the Provincial Growth Plan**

The Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work; and
- minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure.

The Growth Plan seeks to optimize provincial investments in higher order transit by directing growth to strategic growth areas and locations with existing or planned transit, with a priority on higher order transit where it exists or is planned. Schedule 4 of the Growth Plan identifies Pickering City Centre as an Urban Growth Centre and on Schedule 5 as a priority transit corridor, having the capacity to accommodate significant mixed-use, residential and employment intensification.

The Growth Plan policies for major transit station areas on priority transit corridors inform the evaluation of this application. Policy 2.2.4.8 b) states “All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate, infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking.” Policy 2.2.4.9 a) states “Within all major transit station areas, development will be supported, where appropriate, by planning for a diverse mix of uses, including affordable housing to support existing and planned transit service levels.”

The City initiated rezoning application conforms with the Growth Plan as it facilitates new development in a compact and efficient form that is designed to support and promote active transportation adjacent to a major transit hub. The proposal will also contribute to a complete community with a variety of housing options, new public facilities and new commercial/retail spaces while efficiently using underutilized lands, and existing and planned infrastructure. The proposed zoning by-law amendment will allow for a greater variation in building heights, and identifies additional land to be used for high density development.

### **5.3 The proposal conforms with the Durham Regional Official Plan**

The Durham Regional Official Plan (DROP) designates Pickering’s City Centre as an Urban Growth Centre and a Regional Centre. Lands that are designated as Centres shall be developed as the main concentration of commercial, residential, cultural and government functions in a well-designed and intensive land use form. Furthermore, Centres shall be developed in accordance with the following principles:

- focal point of culture, art, entertainment and assembly through provision of public squares, in addition to cultural facilities, parks and other public facilities;
- mixed-uses and a grid of roads and walkways;
- urban design that favours pedestrian traffic and public transit with direct pedestrian access to buildings, provision of transit, and parking areas sited at the rear of within buildings, wherever possible; and
- balance of employment and residential growth and a variety of compact, higher density housing types to service all housing needs including affordable housing and assisted housing.

Urban Growth Centres shall be planned as to accommodate minimum density target of 200 persons and jobs combined per gross hectare and a floor space index of 3.0. The built form for Urban Growth Centres should be a mix of predominately high-rise development, with some mid-rise, as determined by area municipalities.

The Region has advised that the proposed City initiated rezoning application will facilitate the development of a mix of land uses at densities and heights within the Pickering Urban Growth Centre where high density uses and large/taller buildings are encouraged in appropriate locations. The proposed amendment conforms to the policies of the Regional Official Plan.

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#### **5.4 Proposed City Initiated Zoning By-law Amendment conforms with the policies of the Pickering Official Plan**

All of the lands within the City Centre are designated as “Mixed Use Areas – City Centre”. This designation permits a broad range of uses including high density residential; retailing of goods and services; offices and restaurants; hotels; convention centres; community, cultural and recreational uses; community gardens, and farmers’ market. The maximum permitted Floor Space Index (FSI) in the City Centre is 5.75, and the minimum residential density is over 80 units per net hectare (with no maximum).

As noted in the description of the proposed amendments (Section 4 of this report), a minor technical amendment is proposed to provide greater clarity with respect to how Floor Space Index (FSI) is to be calculated within the zoning by-law. The Official Plan defines FSI as a total floor space of all buildings on a lot divided by the total area of the lot. Based on the current definitions for Gross Floor Area (GFA) and FSI within the City Centre Zoning By-law, only some of the ancillary indoor areas servicing the occupants of the building (including areas dedicated for parking, porches, verandas, cellars, mechanical rooms, and penthouses) would be excluded from the calculation of FSI. The zoning amendment excludes additional area.

The proposed City initiated rezoning application to rezone the City lands on the south side of The Esplanade South and a portion of the PTC lands along the west side of Glenanna Road complies with the goals and objective of the City’s Official Plan which is to promote the City Centre as the City’s main focus for business, employment, entertainment, shopping, major community and cultural uses, major indoor recreation facilities, and higher density residential accommodations. The joint venture between the City and OPB Realty will facilitate land uses and built form that are transit oriented, environmentally friendly, and supportive of mixed-use development and walkability.

The proposed zoning by-law amendment will allow for a greater variation in building heights, identify additional lands for high density development, and allow for a greater opportunity for a variety of unit sizes responding to market needs.

#### **5.5 Discussions between CAPREIT and OPB Realty are ongoing to ensure an integrated development**

Canadian Apartment Properties Real Estate Investment Trust (“CAPREIT”) owns approximately 4.4 hectares of land located on the east side of Glenanna Road north of Pickering Parkway containing four 5-storey and one 6-storey apartment buildings which in total include 326 rental housing units and a daycare facility (municipally known as 1480 Valley Farm Road, 1800 and 1850 Valley Farm Road, and 1865 and 1875 Glenanna Road).

On behalf of CAPREIT, Urban Strategies Inc., (a land use planning and urban design firm) provided 2 letters dated June 21, 2019 and July 3, 2019, and a representative from CAPREIT made a deputation at the June 22, 2019 Statutory Public Meeting outlining their concerns with respect to the City Initiated Zoning By-law Amendment. They expressed various concerns, including but not limited to: the placement of the proposed towers; the opportunity for the creation of a comprehensive block development plan between the City lands and the CAPREIT lands; the lack of connectivity through the City lands; the requirement for additional parkland on the PTC lands; and the potential for adverse shadow impacts from the proposed buildings on public open spaces.

Following the Statutory Public Meeting, City staff and representatives from OPB Realty have had various discussions with representatives from CAPREIT and their consultants to discuss opportunities to ensure that both the City lands and the CAPREIT lands are developed on a comprehensive basis. CAPREIT is currently working on a Block Development Plan for their lands.

City Development staff are of the opinion that the approval of the City initiated rezoning application will not preclude the ability between OPB Realty and CAPREIT to continue discussions with respect to the integration of building and tower placements, provision of parkland, and road, walkway and servicing connections between the two properties. Staff will continue to work with both OPB Realty and CAPREIT to ensure both properties are developed in an integrated and coordinated manner that contributes to urban placemaking.

#### **5.6 The proposed building heights on the PTC lands (Phase 1) and on the City lands will have acceptable shadow impacts on Esplanade Park**

On behalf of OPB Realty and the City, Architects Alliance has submitted a Shadow Study for the first phase of development and the south Esplanade lands of the Master Plan. The Shadow Study analyzed the shadow cast based on 3 scenarios: the existing development; a development scenario that could be permitted by the current City Centre Zoning By-law assuming maximum permitted building heights (see Massing Model – Current Zoning, Attachment #4); and the proposed development with additional height permissions and 2 point towers on the City lands (see Massing Model – Proposed Zoning, Attachment #5). The shadow studies include March, June, September and December hourly between 9:18 am to 6:18 pm. A copy of the Shadow Study Report and the shadow cast drawings can be viewed on the City's website at <https://www.pickering.ca/en/city-hall/city-initiated-a-0619.aspx>.

On the City lands, the existing zoning allows for a maximum building heights of 77 metres (approx. 25 storeys) with a maximum FSI of 5.75. Based on the current zoning provisions for height, and assuming residential uses are permitted, these lands could be developed with 3 towers. This development scenario would create a wall of towers that would be impactful to light and sky view, and create a series of shadows on Esplanade Park. Comparatively, the proposed design of 2 towers of heights of 121 metres (approx. 38 storeys) and 97 metres (approx. 30 storeys) displaces tower massing to the east and west edges of the block providing for larger openings between the towers. This approach improves the light and sky views creating a variation in tower heights and decreases shadow impact onto the park.

On Block 1 of the PTC lands (with the 3 city facilities and the 50-storey apartment building), the current zoning allows for a maximum building height of 47 metres (approx. 15 storeys) with a maximum FSI of 5.75. Assuming these lands are developed for towers at the maximum height on a 6-storey podium, this scenario creates a dense impression of the massing of the podium impacting light and sky view and imposes tight facing conditions between the towers. In the proposed scenario for Block 1, a taller single tower is proposed at the southeast corner which is less imposing to light and sky views and provides open views from the tower units.

Staff have reviewed the submitted Shadow Study. Staff concurs with the findings that a development scenario based on the existing zoning requirements that assumes all towers are built to the maximum permitted under current zoning would result in more shadow cast on the park and have a considerable impact on the sky view for existing residents than the development scenario proposed. Staff are satisfied that the proposed building heights will result in minimal shadow impacts on the park, and a less imposing built form.

## **5.7 Wind Analysis**

OPB Realty has submitted a Pedestrian Level Wind Study, prepared by Gradient Wind Engineers & Scientists, dated July 4, 2019. This study assessed wind conditions in support of the phase 1 development of the PTC lands and City lands. The Study involved simulation of wind speeds for selected wind directions in a 3D computer model to assess pedestrian comfort and safety within the land surrounding the development site.

Based on architectural drawings prepared by Architects Alliance, the existing and proposed surrounding street layouts, and existing and future building massing, the consultant concludes that wind conditions over most pedestrian sensitive grade-level locations within and surrounding the study site will be acceptable for the intended uses on a seasonal basis with some mitigation measures. A number of recommendations have been made to mitigate the effects of wind, both at grade, and on elevated outdoor amenity areas. These mitigation measures will be addressed through site plan approval.

City staff will work with Architects Alliance to identify modifications that can be made to the actual building design to decrease wind effects as well as other recommended wind mitigation measures that can be implemented to address pedestrian safety and comfort.

## **5.8 The City will ensure sufficient transportation and municipal infrastructure capacity is available to support future growth in the City Centre**

The MOU endorsed by Council on July 22, 2019 sets out project timelines for the completion of the new public facilities. To achieve these times, the City has initiated the review of various engineering works involved with the implementation of the Master Plan and the potential for other lands to be redeveloped in the City Centre, including the CAPREIT lands.

The Municipal Infrastructure Group Limited ("TMIG") has been retained to complete an update to the Pickering City Centre Stormwater Management Strategy. The City has also retained the services of Sabourin, Kimble & Associates Ltd. to provide project management services and design the engineering works associated with the City Centre Master Plan. Working with Sabourin, Kimble & Associates Ltd. is the BA Group, a transportation consultant. BA Group is identifying design options for the modifying Glenanna Road, as well as well as traffic control options (such as signalization).

Based on staff's experience with other nearby developments (such as San Francisco by the Bay), car ownership per household is lower as transit, and many amenities are nearby.

**6. Public Consultation and Comments**

**6.1 June 24, 2019 Statutory Public Meeting**

Notice of the Statutory Public Meeting was provided to all landowners within 150 metres of the entire PTC lands and the City property on the south side of The Esplanade South. In addition, the notice was posted on the City’s website and in the June 12, 2019 edition of the News Advertiser. All of the technical studies and supporting materials for this application were posted on the City website at <https://www.pickering.ca/en/city-hall/city-initiated-a-0619.aspx>

Information Report 13-19 was presented to a Special Planning & Development Committee meeting on June 24, 2019. At the Statutory Public Meeting approximately 100 people attended the meeting, at which 17 residents spoke or made a presentation regarding the proposed amendments to the City Centre Zoning By-law 7553/17. In addition 22 written submissions were also received from area residents. The table below summarizes the key concerns raised by area residents and staff’s response.

<b>Concerns/Comments</b>	<b>Staff’s Response</b>
The proposed intensification will have negative impacts on the existing transportation network	As noted in the Executive Summary and Section 5.8, the road network in the City Centre has been designed to accommodate a considerable volume of traffic, whether it is from retail, office or residential uses. Design modifications for Glenanna Road are under review, and will consider all users (pedestrians, cyclists, transit and vehicles). Other traffic management systems, such as traffic signals, are also being reviewed. Any required modifications will be implemented with the reconstruction of Glenanna Road. As further phases of development occurs, the need for additional modifications will be assessed at that time.
Questioned whether sufficient municipal capacity (sanitary, storm sewers and water) are available to accommodate the development	Sabourin, Kimble & Associates Ltd. has confirmed there is adequate water and sewer capacity to support the City Centre redevelopment. The design for the engineering works is underway.
The proposed building heights are too tall; will block/encumber views, access to sun light and create shadowing impacts, and will cause wind tunnel impacts	Taller buildings can fit with the City Centre vision. Appropriately sited tall buildings that incorporate a high standard of architecture and urban design will visually reinforce the City Centre and help to define the City’s image. Permitting taller buildings can result in a greater variety of building heights.

<b>Concerns/Comments</b>	<b>Staff's Response</b>
	<p>The Shadow Study completed for the proposed buildings on phase 1 of the PTC lands and the City lands (refer to Section 5.6 of this report) concludes that the proposed building heights of 50, 38 and 30 storeys will have minimal shadow impacts on Esplanade Park. Furthermore, the separation distance between the towers will ensure sufficient sky view is protected.</p> <p>The Pedestrian Level Wind Study completed for the proposed buildings on phase 1 of the PTC lands and the City lands concludes that wind conditions over most of the pedestrian sensitive, grade-level locations within and surrounding the study site, will be acceptable for the intended uses on a seasonal basis subject to implementing wind mitigation measures at certain locations (refer to Section 5.7 of this report).</p>
<p>The proposal should provide for additional greenspace given that Esplanade Park is not large enough to accommodate the future population growth within the City Centre</p>	<p>The proposed Master Plan, prepared by Architects Alliance for OPB Realty and the City, includes a variety of public and private open spaces and gathering places. The proposed new public facilities are centered on an approximate 2,500 square metre publicly accessible urban square. The proposed urban square will be open to the public and accessible at all times without physical barriers or gates. The square will be animated by active, at-grade uses including restaurants with patios, the Seniors &amp; Youth Centre, the Performing Arts Centre and the new Central Library. The urban square will have enhanced hard and soft landscape elements, including opportunities for outdoor seating areas and public art.</p> <p>In addition to the publicly accessible urban square, an approximate 950 square metre outdoor roof top garden is proposed on the new Library, which will be open and accessible to all residents. Lastly, each residential building will be required to provide appropriate indoor and outdoor amenity spaces for their residents. The City will continue to work with OPB Realty and other landowners within the City Centre to maximize the opportunity to provide additional parkland/greenspace.</p>
<p>The proposal should include a broad mix of housing tenure and options including rental and affordable units</p>	<p>OPB Realty has advised that the proposed 50-storey residential building located on top of the Seniors &amp; Youth Centre will be a rental apartment building. The buildings on the block of land south of The Esplanade South will include one and two bedroom condominium units.</p>

<b>Concerns/Comments</b>	<b>Staff's Response</b>
<p>The proposal will result in a major disruption during construction with respect to noise, dust and traffic, and could potentially lower property value</p>	<p>The City's Noise By-law restricts the hours of construction activity and work to 7:00 am to 7:00 pm Monday through Saturday and no work is permitted on Sundays or Statutory Holidays.</p> <p>As part of the Site Plan Approval process, OPB Realty will be required to prepare a construction management plan to ensure that construction impacts such as dust, noise, mud tracking, parking of construction vehicles, and other related construction impacts are minimized.</p>
<p>The proposed towers should incorporate bird friendly glazing to minimize avian fatalities due to bird collisions</p>	<p>Through the Site Plan Approval process, staff will continue to work with OPB Realty and Architects Alliance to ensure that the design of the new buildings incorporate the best practices and strategies to minimize impact on migratory birds.</p>
<p>Concerned that there will be a parking cost involved with parking at the new facilities</p>	<p>A 3 level below grade parking structure containing approximately 930 parking stalls is proposed to support the new Library, Performing Arts Centre, Seniors &amp; Youth Centre, the 50-storey residential tower and the additional commercial/retail spaces. A total of 350 (of the total 933) parking stalls will be dedicated to the City to service the patrons of the new facilities. At this time, it is not anticipated that there will be a parking cost involved with parking at the new facilities.</p>
<p>Questioned why the existing empty Sears building was not utilized instead of building new structures</p>	<p>In order to facilitate a dynamic, vibrant downtown that is walkable, provide a variety of uses and places to gather, and efficiently use the site, it is necessary to demolish the empty Sears building and other underutilized space within the mall.</p>
<p>The proposal should incorporate Sustainable Development</p>	<p>OPB Realty and the City are committed to developing energy efficient buildings that incorporate numerous sustainable elements that will contribute to minimizing their environmental impacts. To this end, OPB Realty and the City are participating in the Enbridge Savings By Design incentive program, which encourages the design and construction of high performance, energy efficient buildings that are at least 15% better than the Ontario Building Code. The program is funded by Enbridge Gas and facilitated by Sustainable Buildings Canada.</p>

Concerns/Comments	Staff's Response
Explore opportunities for additional office uses in the City Centre	OPB Realty has advised the City that they are currently exploring opportunities to secure a future office building tenant for this project.
Requested additional information regarding the financial impact to the City, impact on property taxes and how the project will be funded	Please refer to Report FIN 15-19, entitled "Civic Centre Project & Multi-Year High Level Financial Analysis" that was considered by Council on July 22, 2019.

**7. Staff Recommend an Implementing Zoning By-law Amendment be forward to Council for Enactment**

Staff recommend that Zoning By-law Amendment Application A 06-19 be approved, and that the draft implementing by-law, provided as Appendix I to this report, be forwarded to Council for enactment.

**Appendix**

Appendix I Recommended Draft Zoning By-law for Zoning By-law Amendment Application A 06/19

**Attachments:**

1. Conceptual Master Plan
2. Statistics
3. Colour Renderings
4. Massing Model – Current Zoning
5. Massing Model – Proposed Zoning

**Prepared By:**

Original Signed By

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

NS:CR:ld

**Approved/Endorsed By:**

Original Signed By

Catherine Rose, MCIP, RPP  
Chief Planner

Original Signed By

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

Recommended for the consideration  
of Pickering City Council

Original Signed By

Tony Prevedel, P.Eng.  
Chief Administrative Officer

**Recommended Draft Zoning By-law  
for Zoning By-law Amendment Application A 06/19**

# Draft

The Corporation of the City of Pickering

By-law No. XXXX/19

Being a By-law to amend Restricted Area Zoning By-law 7553/17, as amended, to implement the Pickering Official Plan, Region of Durham, South Part of Lots 20 to 23, Concession 1, City Centre Neighbourhood, City of Pickering (A 06/19)

Whereas the Council of The Corporation of the City of Pickering deems it desirable to permit the development of a new Central Library, a Seniors & Youth Centre, a Performing Arts Centre, a 50-storey rental apartment building, and several other mixed use residential buildings, on lands being the South Part of Lots 20 to 23, Concession 1, in the City of Pickering;

And whereas an amendment to By-law 7553/17, as amended, is therefore deemed necessary;

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

1. Section 5, Definitions, of Zoning By-law 7553/17, as amended, is further amended by alphabetically inserting the definition “Floor Area, Net”, as follows:

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

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

2. Section 5, Definitions, of Zoning By-law 7553/17, as amended, is further amended by deleting the definition “Floor Space Index” and replacing it with the definition provided below:

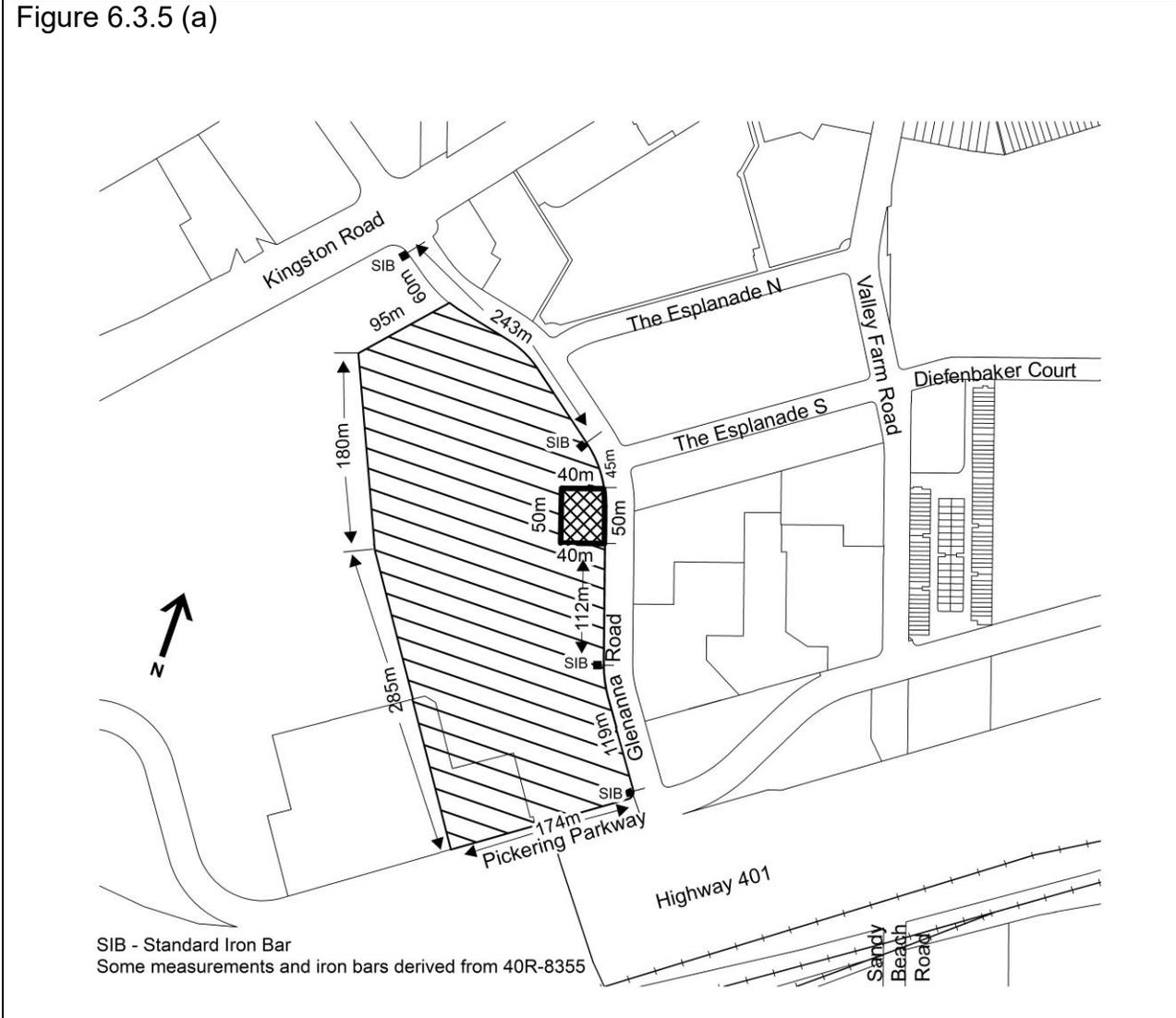
“**Floor Space Index**” means the total *net floor area* of all *buildings* on a *lot* divided by the total area of the *lot*.

3. Schedule 2, Land Use Categories, of Zoning By-law 7553/17, as amended, is further amended by rezoning the lands as depicted on Schedule I to this By-law from City Centre Civic (CCC) to City Centre Two (CC2).

4. Section 6, Exception E3, of Zoning By-law 7553/17, as amended, is further amended by adding the following new subsections:

<b>6.3.3 Zone Provisions</b>	
The following regulations applies:	
f)	Notwithstanding Section 4.2 b) ii) and Schedule 5, related to Maximum <i>Building Height</i> , a maximum of one residential (1) <i>building</i> or <i>structure</i> wholly located within the crossed hatched area as shown on Figure 6.3.5 (a) shall not exceed a <i>building height</i> of 153 metres.
g)	Notwithstanding Section 4.2 b) ii) and Schedule 5, related to Maximum <i>Building Height</i> , the <i>height</i> of a <i>building</i> or <i>structure</i> wholly located within the diagonal hatched area as shown on Figure 6.3.5 (a) shall not exceed a <i>building height</i> of 125 metres.

**6.3.5 Special Site Figures**



5. Section 6, Exceptions, and Schedule 7 of Zoning By-law 7553/17, as amended, is further amended by adding a new Exception E13 as follows:

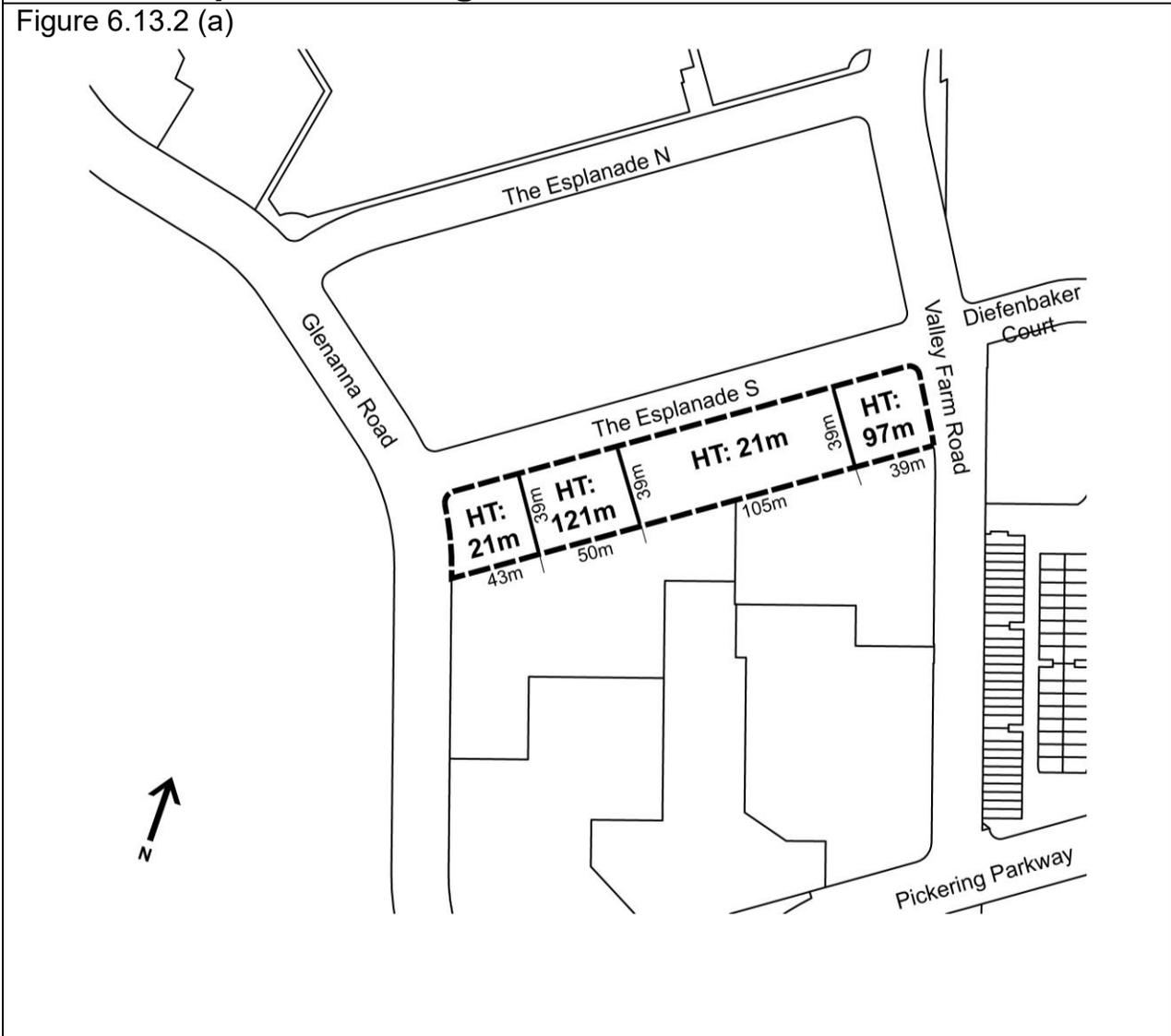
<b>E13</b>	(Block 16, Plan 40M-1231 and Part 26 40R-7765)	<b>Parent Zone:</b> CC2
		<b>Amending By-law:</b> XXXX/19

**6.13.1 Zone Provisions**

The following regulation applies:

- a) Notwithstanding Section 4.2 b) ii) and Schedule 5, related to Maximum *Building Height*, the maximum *height* of a *building* or *structure* wholly located within the area identified by the dashed line as shown on Figure 6.13.2 (a) is specified by the number following the HT symbol as shown on Figure 6.13.2 (a).

**6.13.2 Special Site Figures**



6. Section 8, Schedule 7, Exceptions, of Zoning By-law 7553/17, as amended, is further amended by adding an E13 notation as depicted on Schedule II to this By-law.
7. That By-law 7553/17, as amended, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provisions of By-law 7553/17, as amended.
8. That 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**

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David Ryan, Mayor

**Draft**

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Susan Cassel, City Clerk



Schedule I to By-Law ####/19  
 Passed This ##th  
 Day of ###, 2019

**Draft**

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Mayor

**Draft**

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Clerk



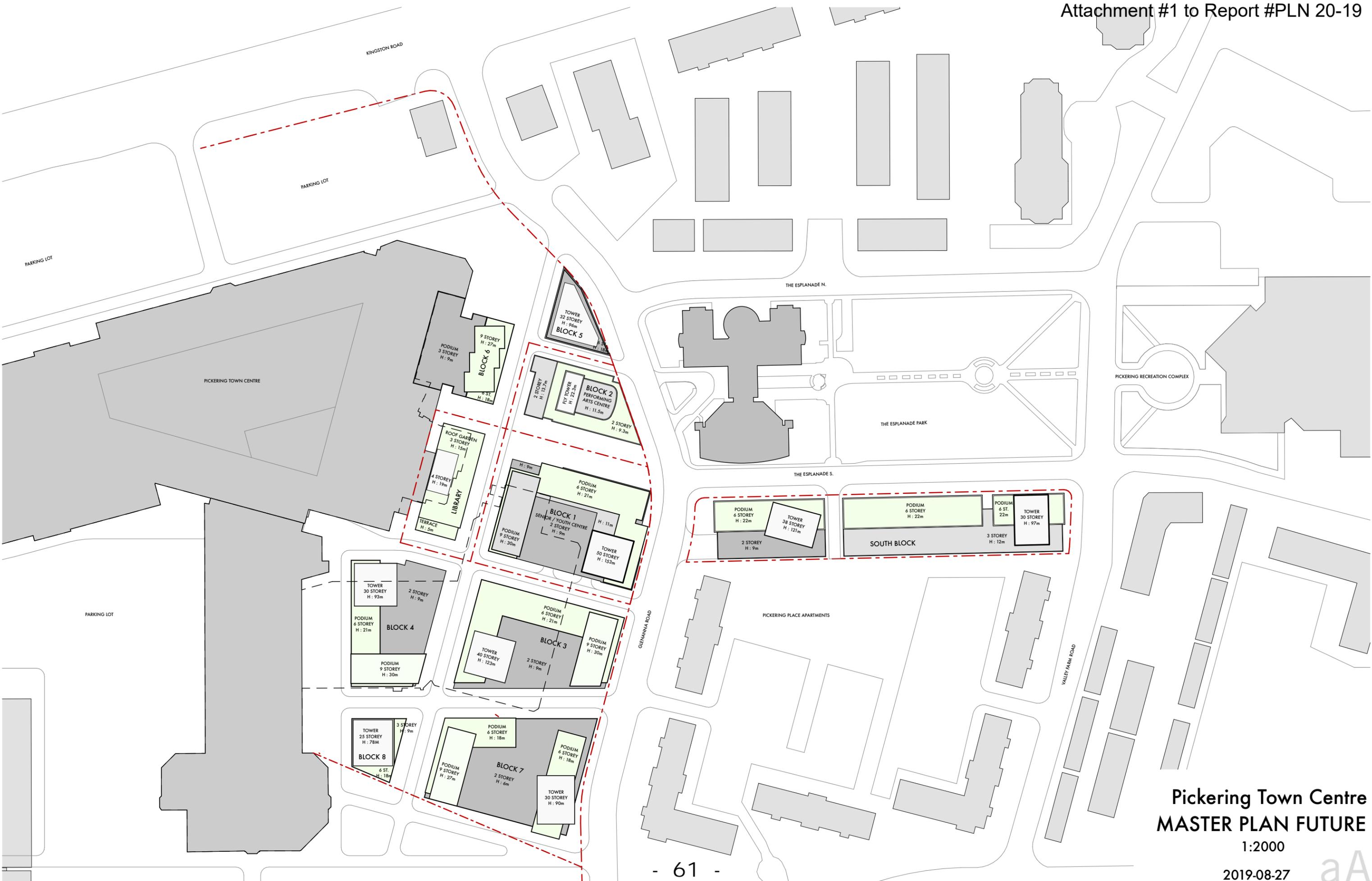
Schedule II to By-Law ####/19  
 Passed This ##th  
 Day of ###, 2019

**Draft**

\_\_\_\_\_  
 Mayor

**Draft**

\_\_\_\_\_  
 Clerk



Pickering Town Centre  
MASTER PLAN FUTURE

1:2000

2019-08-27



**Master Block Plan – Statistical Information** (2019-08-23, Page 1 of 2)

<b>Phase 1 – (OPB Realty Inc. Lands)</b>		
<b>Block 1</b>		
Residential, Retail and Senior/Youth Centre	Total Residential Floor Area	39,893 m <sup>2</sup>
	Total Residential Units	605
	Total Residential Storeys	50
	Total Retail Floor Area	471 m <sup>2</sup>
	Total Senior/Youth Centre Floor Area	5,853 m <sup>2</sup>
<b>Library</b>	Total Floor Area	3,988 m <sup>2</sup>
<b>Block 2- Performing Arts Centre</b>	Total Floor Area	3,475 m <sup>2</sup>
<b>Phase 1 Floor Space Index (FSI)</b>		<b>3.31</b>
<b>Below Grade Parking</b>		
Park Level 1	350 stalls for City use	
Park Level 2	193 stalls for residents, plus 91 stalls for visitors	
Park Level 3	299 stalls for residents	
<b>Total Parking Provided</b>	<b>933 stalls</b>	

<b>Phase 2 (Blocks 3 &amp; 4)</b>		
<b>Block 3</b>		
Residential and Retail/Commerical	Total Residential Floor Area	39,433 m <sup>2</sup>
	Total Residential Units	502
	Total Residential Storeys	40
	Total Retail/Commerical Floor Area	844 m <sup>2</sup>
<b>Block 4</b>		
Residential, Retail/Commercial	Total Residential Floor Area	28,378 m <sup>2</sup>
	Total Residential Units	354
	Total Residential Storeys	30
	Total Retail/Commercial Floor Area	1,296 m <sup>2</sup>
<b>Phase 2 FSI</b>		<b>5.28</b>

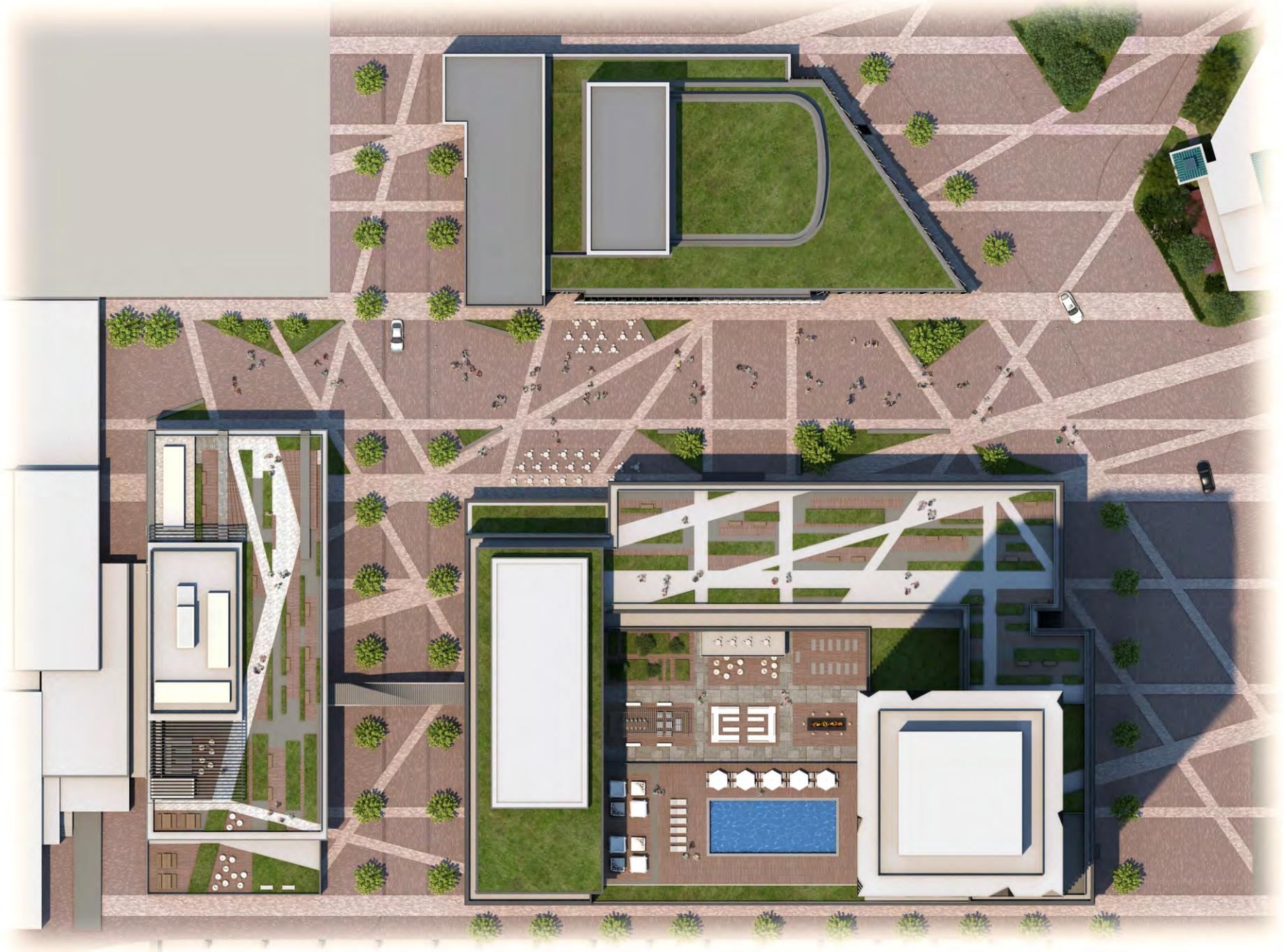
<b>Phase 3 (Blocks 5, 6, 7 &amp; 8)</b>		
<b>Block 5</b>		
Residential and Retail	Total Residential Floor Area	21,342 m <sup>2</sup>
	Total Residential Units	223
	Total Residential Storeys	32
	Total Retail Floor Area	662 m <sup>2</sup>
<b>Block 6</b>		
Residential and Retail	Total Residential Floor Area	6,800 m <sup>2</sup>
	Total Residential Units	92
	Total Residential Storeys	9
	Total Retail Floor Area	408 m <sup>2</sup>

## Master Block Plan – Statistical Information (2019-08-23, Page 2 of 2)

<b>Block 7</b>		
Residential and Retail	Total Residential Floor Area	31,589 m <sup>2</sup>
	Total Residential Units	382
	Total Residential Storeys	30
	Total Retail Floor Area	1,793 m <sup>2</sup>
<b>Block 8</b>		
Residential and Retail	Total Residential Floor Area	18,394 m <sup>2</sup>
	Total Residential Units	240
	Total Residential Storeys	25
	Total Retail Floor Area	574 m <sup>2</sup>
<b>Phase 3 FSI</b>		<b>5.35</b>

<b>Project Summary (OPB Realty Inc. Lands)</b>	
Total Residential Floor Area	185,829 m <sup>2</sup>
Total Residential Units	2,398
Total Retail/Commerical Floor Area	6,048 m <sup>2</sup>
Total Senior/Youth Centre Floor Area	5,853 m <sup>2</sup>
Total Performance Arts Centre Floor Area	3,475 m <sup>2</sup>
Total Number of Parking Spaces Provided	2,543

<b>South Block (City Lands)</b>		
<b>Block 1</b>		
Residential and Retail	Total Residential Floor Area	47,452 m <sup>2</sup>
	Total Residential Units	811
	Total Residential Storeys	38 and 30 storeys
	Total Retail Floor Area	133 m <sup>2</sup>
<b>South Block FSI</b>		<b>5.75</b>
<b>Above Grade Parking</b>		
Level 1	67 stalls for residents	
Level 2	83 stalls for residents	
Level 3	70 stalls for residents	
<b>Below Grade Parking</b>		
Park Level 1	78 stalls for residents, plus 122 stalls for visitors	
Park Level 2	200 stalls for residents	
Park Level 3	200 stalls for residents	
<b>Total Parking Provided</b>	<b>820 stalls</b>	





BLOCK 1 RESIDENTIAL TOWER & PERFORMING ARTS CENTRE

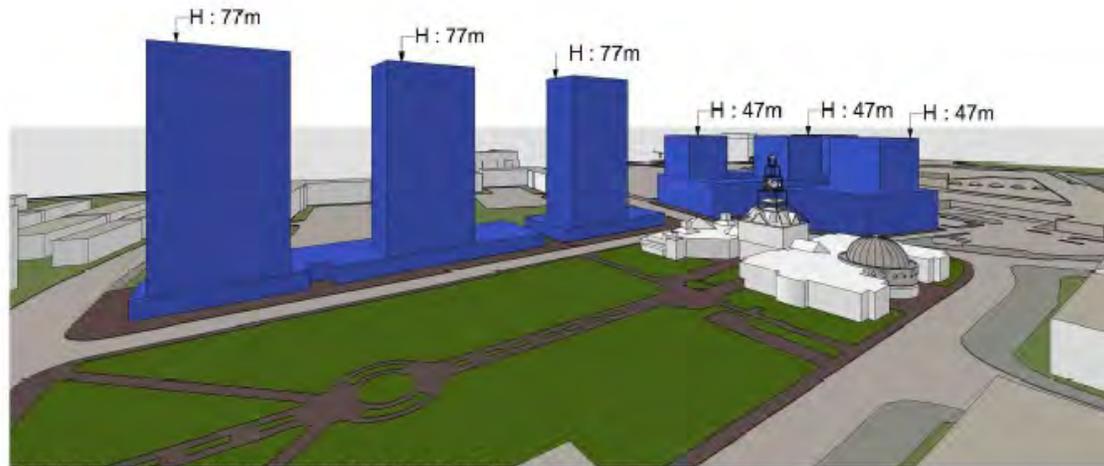


SOUTH BLOCK RESIDENTIAL TOWERS

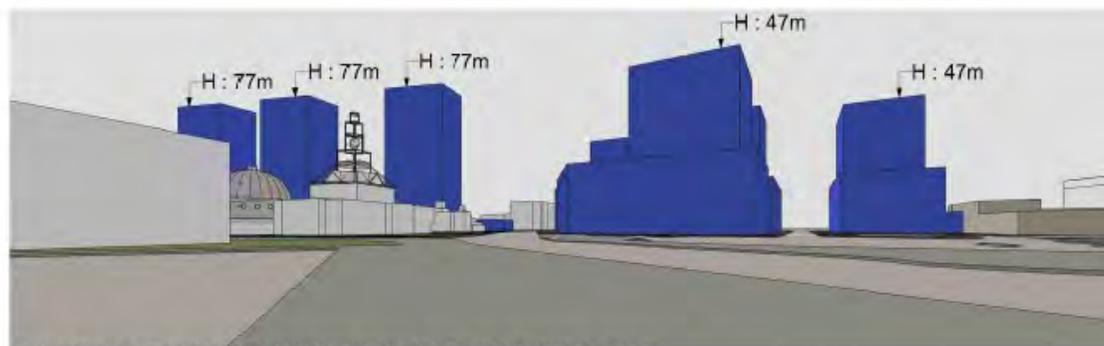


## PART 2 : DEVELOPMENT SCENARIO - PHASE 1

(AS PER CITY CENTRE ZONING BYLAW WITH MAX HEIGHT : 47m or 77m)



AERIAL VIEW FROM ROOF OF DISCOVERY PLACE CONDOMINIUM

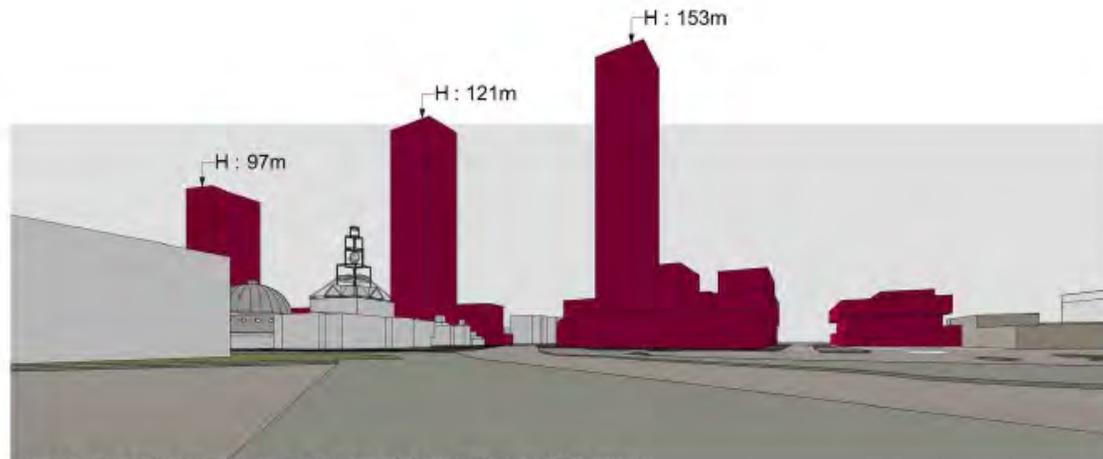


STREET VIEW FROM NORTH OF PICKERING CITY HALL ON GLENANNA ROAD

**PART 3 : PROPOSED DEVELOPMENT - PHASE 1**  
(INCL. BLOCK 1, SYC, PAC, LIBRARY, SOUTH BLOCK)



AERIAL VIEW FROM ROOF OF DISCOVERY PLACE CONDOMINIUM



STREET VIEW FROM NORTH OF PICKERING CITY HALL ON GLENANNA ROAD