

**Due to COVID-19 and the Premier’s Emergency Orders to limit gatherings and maintain physical distancing, the City of Pickering continues to hold electronic Council and Committee Meetings.**

**Members of the public may observe the meeting proceedings by viewing the [livestream](#). A recording of the meeting will also be available on the [City’s website](#) following the meeting.**

**Page**

**1. Roll Call**

**2. Disclosure of Interest**

**3. Statutory Public Meetings**

Statutory Public Meetings are held to receive input and feedback on certain types of planning applications. Due to the need to hold electronic meetings during the COVID-19 pandemic, members of the public who wish to address the Planning & Development Committee for any matters listed under Statutory Public Meetings may do so via an audio connection into the electronic meeting. To register as a delegate, visit [www.pickering.ca/delegation](http://www.pickering.ca/delegation) and complete the on-line delegation form or email [clerks@pickering.ca](mailto:clerks@pickering.ca) by 12:00 noon on the business day prior to the meeting. Please ensure that you provide the telephone number you wish to be called at so that you can be connected via audio when it is your turn to make a delegation.

Please be advised that your name and address will appear in the public record and will be posted on the City’s website as part of the meeting minutes.

**3.1 [Information Report No. 13-20](#)**

**1**

City Initiated Official Plan Amendment Application:  
Kingston Mixed Corridor and Brock Mixed Node Intensification Areas  
Proposed Amendment 38 to the Pickering Official Plan  
Proposed Informational Revision 26 to the Pickering Official Plan  
File: OPA 20-004/P

**3.2 [Information Report No. 15-20](#)**

**68**

Official Plan Amendment Application OPA 20-002/P  
Zoning By-law Amendment Application A 06/20  
Director Industrial Holding Limited (Sorbara Group)  
Part of Lot 29, Range 3, Broken Front Concession  
(603 to 643, 645 and 699 Kingston Road)

- 3.3 [Information Report No. 14-20](#) **94**  
Official Plan Amendment Application OPA 20-003/P  
Zoning By-law Amendment Application A 07/20  
Site Plan Application S 06/20  
First Simcha Shopping Centres Limited and Calloway REIT (Pickering)  
Inc. (SmartCentres)  
Part of Lot 18, Concession 1, Now Parts 1 to 20 & 22 to 40, Part of Lots 21  
& 41, 40R-26237 (Save & Except Parts 1 to 3, 40R-27791)  
(1899 Brock Road)

#### **4. Delegations**

Due to COVID-19 and the Premier's Emergency Orders to limit gatherings and maintain physical distancing, members of the public looking to provide a verbal delegation to Members of the Planning & Development Committee for any matters listed under Planning and Development Reports, may do so via an audio connection into the electronic meeting. To register as a delegate, visit [www.pickering.ca/delegation](http://www.pickering.ca/delegation), and complete the on-line delegation form or email [clerks@pickering.ca](mailto:clerks@pickering.ca). Persons who wish to speak to an item that is on the agenda must register by 12:00 noon on the last business day before the meeting. All delegations for items not listed on the agenda shall register ten (10) days prior to the meeting date.

The list of delegates who have registered to speak will be called upon one by one by the Chair and invited to join the meeting via audio connection. A maximum of 10 minutes shall be allotted for each delegation. Please ensure you provide the phone number that you wish to be contacted on.

Please be advised that your name and address will appear in the public record and will be posted on the City's website as part of the meeting minutes.

#### **5. Planning & Development Reports**

- 5.1 [Director, City Development & CBO, Report PLN 22-20](#) **124**  
Draft Plan of Subdivision Application SP-2019-02  
Zoning By-law Amendment Application A 07/19  
Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.  
Lots 60 and 61, Plan 418  
(467 and 471 Rosebank Road)

Recommendation:

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

**6. Other Business**

**7. Adjournment**

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

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**Subject:** City Initiated Official Plan Amendment Application: Kingston Mixed Corridor and  
Brock Mixed Node Intensification Areas  
Proposed Amendment 38 to the Pickering Official Plan  
Proposed Informational Revision 26 to the Pickering Official Plan  
File: OPA 20-004/P

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

The purpose of this report is to provide information on a City initiated official plan amendment application. This report contains background information on the current Official Plan and the purpose of the proposed amendment.

This report is intended to assist members of the public and other interested stakeholders to understand the proposal. The Planning & Development Committee will hear public delegations on the application, ask questions of clarification, and identify any planning matters. This report is to be received, 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 review of the comments received and revisions to the amendment where appropriate.

## **2. Background**

The approval of Regional Official Plan Amendment No.128, the Region's Growth Plan Conformity exercise for the Growth Plan for the Greater Golden Horseshoe (2006), provided the policy foundation for the City to initiate a Growth Strategy Program, as part of the Pickering Official Plan comprehensive review process, to bring the Plan into conformity with the Growth Plan and the Regional Official Plan. The City's Growth Strategy consists of two components: the City Centre Intensification Study, which concluded with new Official Plan policies, urban design guidelines and zoning; and the South Pickering Intensification Study focusing on intensification outside the City Centre.

Phase 1 of the of the South Pickering Intensification Study began in January 2015 with a community engagement exercise regarding where and to what extent growth should occur in South Pickering. In March 2016, Report PLN 04-16 was presented to Council which outlined the results of Phase 1 of the study and offered direction for moving forward with Phase 2 of the study, focusing on the Kingston Road Corridor.

In October 2017, City Council approved the proposal submitted by SvN Architects + Planners Inc., in association with AECOM and 360 Collective, to undertake an Intensification Study for the Kingston Road Corridor and Specialty Retailing Node (see Map of Intensification Areas, Attachment #1, immediately following the text of this Report). The study was undertaken over a period of approximately 2 years through a highly collaborative process involving City staff, public agencies, key stakeholders and members of the public, and concluded on December 16, 2019, with the endorsement in principle of the Kingston Road Corridor and Specialty Retailing Node Intensification Plan and draft Urban Design Guidelines by City Council (refer to Report PLN 26-19).

Further, Council authorized staff to initiate an Official Plan Amendment to implement the vision and Intensification Plan for the Kingston Road Corridor and Specialty Retailing Node. Accordingly, City staff are bringing forward proposed Official Plan Amendment 38 and the associated proposed Informational Revision 26.

A number of privately-initiated development applications have been submitted for properties within the Intensification Areas. Active applications for which Council has not yet made a decision are shown on Attachment #2, immediately following the text of this Report). Until such time as the City Initiated Official Plan Amendment is in effect, all privately-initiated development applications are being assessed against the framework and policy recommendations of the Intensification Plan and the design priorities of the Draft Urban Design Guidelines.

### **3. Lands Affected by the Official Plan Amendment**

This amendment applies to lands generally located along the Kingston Road Corridor, excluding the City Centre, and to lands within the Specialty Retailing Node, east of Brock Road, north of Highway 401, and south of Kingston Road as detailed on Attachment #1. The subject lands comprise approximately 152 hectares.

Surrounding land uses include:

- North: primarily established low and medium density residential neighbourhoods
- East: established low and medium density residential, and light industrial uses along Notion Road
- South: Highway 401
- West: Rouge National Urban Park and the City of Toronto

### **4. Proposed Amendment**

Appendix I is the Proposed Amendment 38 to the City of Pickering Official Plan. It proposes new policies and mapping for the Kingston Mixed Corridor and the Brock Mixed Node Intensification Areas, and revisions to existing policies and mapping, to implement the Council-endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan. More specifically, key proposed amendments to the Official Plan include:

- Adding new population and job targets for the year 2041 for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas in Chapter 2 – South Pickering Urban Area in Part 1 of the Plan;

- Revising the Mixed Use Areas policies in Chapter 3 – Land Use in Part 2 of the Plan, including:
  - Deleting the policies pertaining to the “Specialty Retailing Node” designation;
  - Revising Table 4: Relationship Between Regional Official Plan and Pickering Official Plan Mixed Use Areas;
  - Revising Table 5: Mixed Use Areas: Permissible Uses by Subcategory;
  - Revising Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory;
- Revising Schedule I – Land Use Structure, to replace the “Specialty Retailing Node” designation with a “Brock Mixed Node” designation (refer to Schedule "A" to the Draft Proposed Amendment 38 to the Pickering Official Plan).
- Adding a new Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Area and associated detailed policies for the areas on matters including:
  - Placemaking
  - Gateways
  - Precinct Specific Policies
  - Cultural Heritage
  - Sustainability and Climate Resiliency
  - General land use policies
  - New land use designations (Mixed Use A, Mixed Use B, Mixed Use C, Residential, Community Use, Natural Areas, Public Parks)
  - Built Form, Building Heights and Transition
  - Public Realm
  - Mobility (Pedestrian and Cycling Network, Transit, Streets, Parking)
  - Servicing
  - Stormwater Management
  - Implementation and Transition
- Adding a new Schedule XIV Kingston Mixed Corridor and Brock Mixed Node Intensification Areas with land use designations for the Intensification Areas

## 5. Informational Revision

Appendix II is the proposed Informational Revision 26 (Proposed Revision) to the Pickering Official Plan. The purpose of the Proposed Revision is to update the informational text contained within the Pickering Official Plan about the policies introduced as part of the Official Plan Amendment to implement the Kingston Road Corridor and Specialty Retailing Node Intensification Plan. The Proposed Revision also includes updates to the relevant neighbourhood descriptions and maps (Rougemount, Woodlands, Dunbarton, Liverpool, and Village East) in Chapter 12 Urban Neighbourhoods, Part 3 of the Official Plan.

## 6. Development Guidelines

It is intended that the following redundant development guidelines within the Intensification Areas, contained in the Compendium document to the Pickering Official Plan, would be repealed when staff bring forward the recommended Official Plan Amendment and Information Revision:

- Kingston Road Corridor Development Guidelines
- Northeast Quadrant Development Guidelines
- Specialty Retailing Node Development Guidelines
- Walnut Lane Area Development Guidelines
- Town Centre West Development Guidelines

These would be replaced by new design-related policies in the proposed new Chapter 11A and the finalized Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

## **7. Policy Framework**

### **7.1 Provincial Policy Statement (2020) and A Place to Grow (2019)**

The Provincial Policy Statement directs growth (intensification) and development to settlement areas and promotes efficient, transit-supportive development patterns that “optimize the use of land, resources and public investment in infrastructure and public service facilities”, and “promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.”

A Place to Grow directs where and how growth should occur in the Greater Golden Horseshoe. The Plan prioritizes intensification and higher densities in strategic growth areas, which includes locally-identified nodes and corridors, arterials, and planned frequent transit areas, to make efficient use of land and infrastructure and support transit viability. A Place to Grow supports the achievement of complete communities that:

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- expand convenient access to:
  - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - public service facilities, co-located and integrated in community hubs;
  - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - healthy, local, and affordable food options, including through urban agriculture;
- provide for a more compact built form and a vibrant public realm, including public open spaces;
- mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- integrate green infrastructure and appropriate low impact development.

## 7.2 Durham Regional Official Plan

The majority of subject lands are designated as “Living Areas” with a “Regional Corridor” overlay in the Durham Regional Official Plan (ROP). Natural Areas are designated as “Major Open Space”. Kingston Road is identified as a Rapid Transit Spine with some of the major north-south intersecting roads identified as High Frequency Transit Networks. High Frequency Transit Networks consist of buses in planned High Occupancy Vehicle (HOV) lanes, or buses in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants.

Living Areas shall be developed to incorporate the widest possible variety of housing types, sizes and tenure to provide living accommodations that address various socio-economic factors. These areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads and with particular consideration for supporting and providing access to public transit. In addition to residential uses, office development and limited retailing of goods and services, in appropriate locations, as components of mixed-use developments are permitted within Living Areas. In Corridor locations, major retail uses and major office uses are also permitted.

Regional Corridors are recognized and identified as key focus areas for intensification. Regional Corridors shall be planned and developed in accordance with the underlying land use designation, as people-oriented places that are accessible by public transit and an extensive pedestrian network, including civic squares, parks and walkways. Corridors shall generally be developed to promote public transit ridership through well designed development, having a mix of uses at higher densities. Regional Corridors are intended to support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index (FSI) of 2.5, with a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in municipal official plans. The ROP supports and promotes rejuvenation, development and renewal within Regional Corridors. Restoration of the historic integration of the shopping function with the other traditional functions, such as housing, employment, recreation, social activities and cultural facilities is supported.

Kingston Road is identified in the ROP as one of the most significant transit corridors within the Region which should be developed to its fullest potential. Development along Transit Spines and High Frequency Transit Networks shall provide for complementary higher density and mixed uses at an appropriate scale and context, buildings oriented towards the street to reduce walking distances, and facilities which support non-auto modes of transportation, limited surface parking, and the potential redevelopment of surface parking.

## 7.3 Pickering Official Plan

Schedule I: Land Use Structure to the Pickering Official Plan designates the subject lands as “Mixed Use Areas”, and “Open Space System – Natural Areas”:

- the “Mixed Use Areas” designation is further subcategorized into “Mixed Corridor” (along Kingston Road) and “Specialty Retailing Node” (the big box retail district east of Brock Road, south of Kingston Road and north of Highway 401);

- the “Open Space System – Natural Areas” designation is limited to various creeks/stream corridors along Kingston Road, including Petticoat Creek, Amberlea Creek and Pine Creek;

Schedule II: Transportation Systems to the Pickering Official Plan designates the roads inside or partially inside the subject area as follows:

- “Type A Arterial Roads” and “Transit Spine” – Whites Road and Brock Road
- “Type B Arterial Roads” and “Transit Spine” – Kingston Road
- “Type B Arterial Roads” – Altona Road
- “Type C Arterial Roads” – Pickering Parkway, Rosebank Road, Fairport Road and Dixie Road

while the remaining roads connecting to the Corridor and the Node consist of either “Collector Roads” or “Local Roads”.

Schedule III: Resource Management to the Pickering Official Plan designates natural areas, predominantly creeks and valleylands, along Kingston Road, as “Shorelines, Significant Valley Lands and Stream Corridors” and “Natural Heritage System” with key natural heritage features, including significant woodlands and permanent and intermittent streams identified throughout. Most of the lands are also identified as “High Aquifer Vulnerability Areas”.

As the current land use designations and certain associated policies are not consistent with the Council endorsed Intensification Plan and the new vision for the Corridor and Node, and the most recent provincial policy framework, staff is proposing certain amendments to the Official Plan, schedules, informational text and mapping, as discussed in Sections 4 and 5 of this report.

## **8. Additional Outstanding Implementation Matters**

The following sections address key outstanding implementation matters that will be addressed at a later date:

### **8.1 Cultural Heritage**

The Provincial Policy Statement and A Place to Grow require that cultural heritage resources be conserved in order to foster a sense of place and benefit communities, particularly in Strategic Growth Areas. The Kingston Road Corridor and Specialty Retailing Node Intensification Plan identified one designated heritage building, The Post Manor, located at the north west corner of Brock Road and Kingston Road, as well as four properties of heritage interest:

- 301 Kingston Road;
- 401 Kingston Road;
- 1 Evelyn Avenue; and
- 882 Kingston Road (St. Paul’s on-the-Hill Anglican Church).

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Accordingly, the City retained Branch Architecture to undertake a review of the identified properties of potential significance. The Consultant's Report will be brought forward to a Heritage Committee Meeting this Fall. Any recommendations from the Heritage Committee and Council will be considered and changes will be incorporated, as appropriate, into the final recommended Official Plan Amendment that will be brought forward to Committee and Council.

## **8.2 Zoning By-law Amendment**

The subject lands within the Intensification Areas are covered by Zoning By-law 3036. City staff will be bringing forward a draft zoning by-law amendment for the Intensification Areas at a future date, following consultation on proposed Official Plan Amendment 38, in order to reflect any revised policy directions. This Zoning By-law Amendment will contain more prescriptive, site-specific regulations around matters such as height, parking, and setbacks. Staff are also working to ensure alignment with the Comprehensive Zoning By-law Update exercise that is also currently underway.

## **8.3 Draft Urban Design Guidelines**

The Council endorsed Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines will be reviewed and updated to ensure alignment with the final recommended Official Plan Amendment 38. The recommended final urban design guidelines will be brought forward for endorsement by Committee and Council at the same time as the recommended Official Plan Amendment 38.

## **8.4 Provincial Plan Conformity**

Notwithstanding the policies of the Durham Regional Official Plan and the Pickering Official Plan, all decisions of Council regarding planning matters must conform to or not conflict with the Provincial Policy Statement and Provincial Plans that are in effect at the time of consideration of the applications. The Kingston Road Corridor and Specialty Retailing Node Study, which led to the Council-endorsed Intensification Plan, was undertaken under the provincial policy framework of the Growth Plan, 2006. However, in accordance with the requirement for all planning decisions to conform with the Provincial Policy Statement, 2020 and A Place to Grow, 2019, proposed Official Plan Amendment 38 is considered to also conform with these newest policies.

## **8.5 Municipal Comprehensive Review of the Durham Regional Official Plan (Envision Durham)**

It should be noted that the Region of Durham is currently undertaking a Municipal Comprehensive Review of the Durham Regional Official Plan, including a Growth Management exercise, to update policies and implement the most recent Provincial Policy Statement and Provincial Plans. City Development staff are working closely with the Region to ensure alignment with proposed new directions. However, further changes to the policies for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas may be required following the completion of Envision Durham and adoption of new Regional Official Plan policies. These would be considered through a subsequent City Initiated Amendment or as part of a comprehensive update to the Pickering Official Plan.

## **9. Consultation**

The proposed amendment was prepared in consultation with staff from the Engineering Services Department (in particular with regard to stormwater management and transportation matters). The proposed amendment has been circulated to the Region of Durham, Toronto and Region Conservation Authority, and other prescribed agencies for their comment.

City Development staff will collaborate with the City's Community Services Department to determine the types of recreational and community uses that may be needed in relation to the intensification of the Corridor and Node, and with the City's Economic Development and Strategic Initiatives Department on steps or initiatives to stimulate economic growth and vitality within the intensification areas, including business retention and expansion needs.

In addition, notice of the electronic open house and public meeting was posted on the City's website and sent out to landowners within the Corridor and Node and within 150 metres of the Corridor and Node, as well as Interested Parties from the Kingston Road Corridor and Specialty Retailing Node Intensification Study that concluded in December 2019.

An advertisement of the electronic open house and public meeting is scheduled to appear in the local newspaper for 2 consecutive weeks on October 8, 2020 and October 15, 2020. An electronic open house is also scheduled for October 22, 2020.

Since the writing of this report predates public notification, an overview of comments received will be presented by staff at the public information meeting on November 2, 2020.

## **10. Procedural**

### **10.1 General Public Participation**

- written comments regarding this proposal should be directed to the City Development Department;
- oral comments may be made at the Electronic Statutory Public Meeting;
- all comments received will be noted and used as input to a 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; and
- any member of the public who wishes to be notified of Council's decision regarding this proposal must request such in writing to the City Clerk.

### **10.2 Official Plan Amendment Approval Authority**

- the Region of Durham may exempt certain local official plan amendments from Regional approval if such application is determined to be locally significant, and do not exhibit matters of Regional and/or Provincial interest; and
- the Region has not yet advised whether or not the amendment will be exempted from Regional approval.

**11. Next Steps**

Following the public meeting, all comments received either through the public meeting or through written submissions, will be considered by Planning staff in its review and analysis of the proposed amendment. At such time as input from the public, agencies and departments have been received and assessed, a recommendation report will be brought forward to the Planning & Development Committee for consideration.

**Attachments**

1. Location Map
2. Privately-Initiated Development Applications Map

**Appendices**

- Appendix I Proposed Amendment 38 to the Pickering Official Plan  
Appendix II Proposed Informational Revision 26 to the Pickering Official Plan

**Prepared By:**

Original Signed By:

Kristy Kilbourne, MCIP, RPP  
Principal Planner, Policy

Original Signed By:

Déan Jacobs, MCIP, RPP  
Manager, Policy & Geomatics

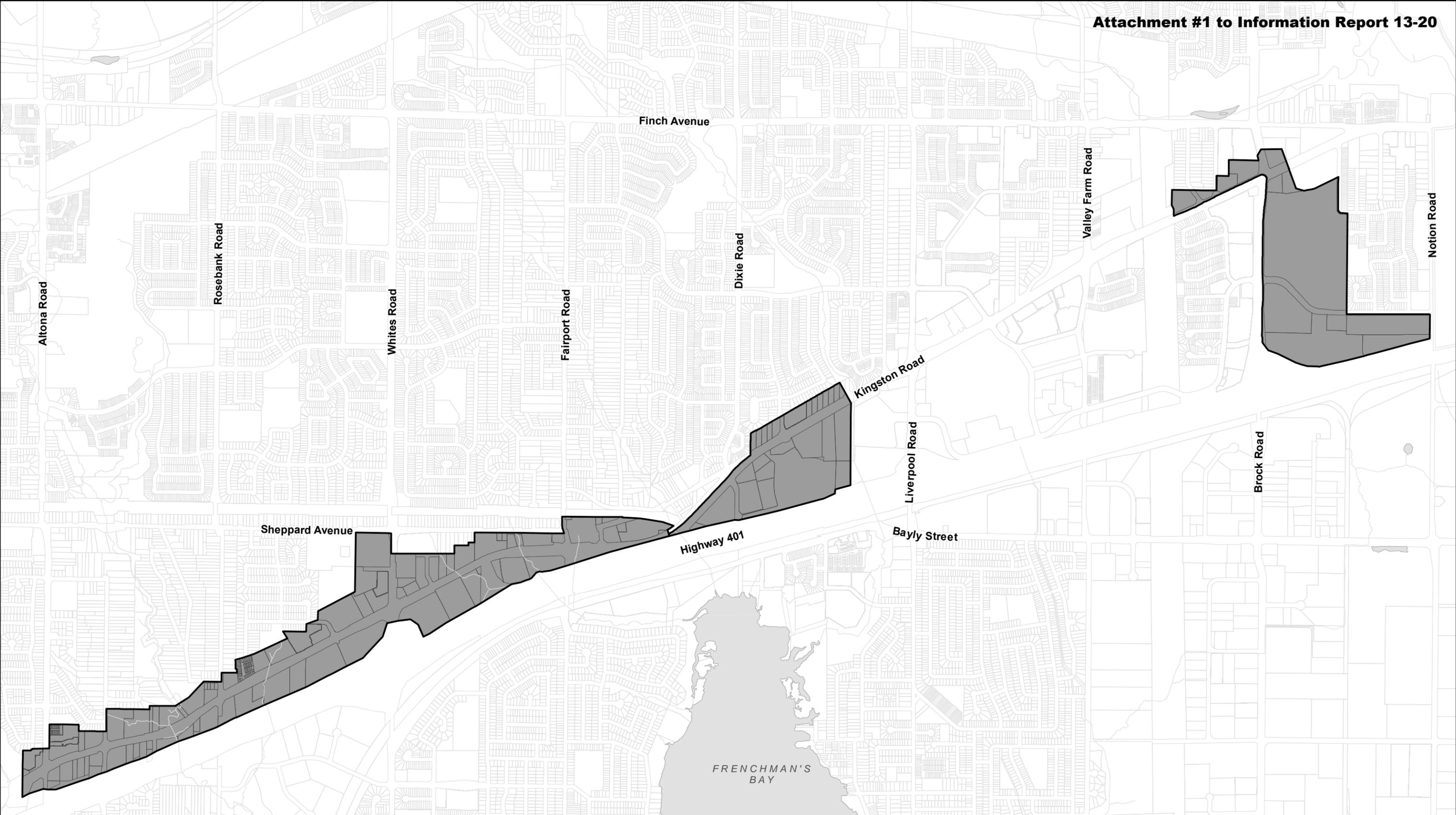
KK:DJ:ld

Date of Report: October 8, 2020

**Approved/Endorsed By:**

Original Signed By:

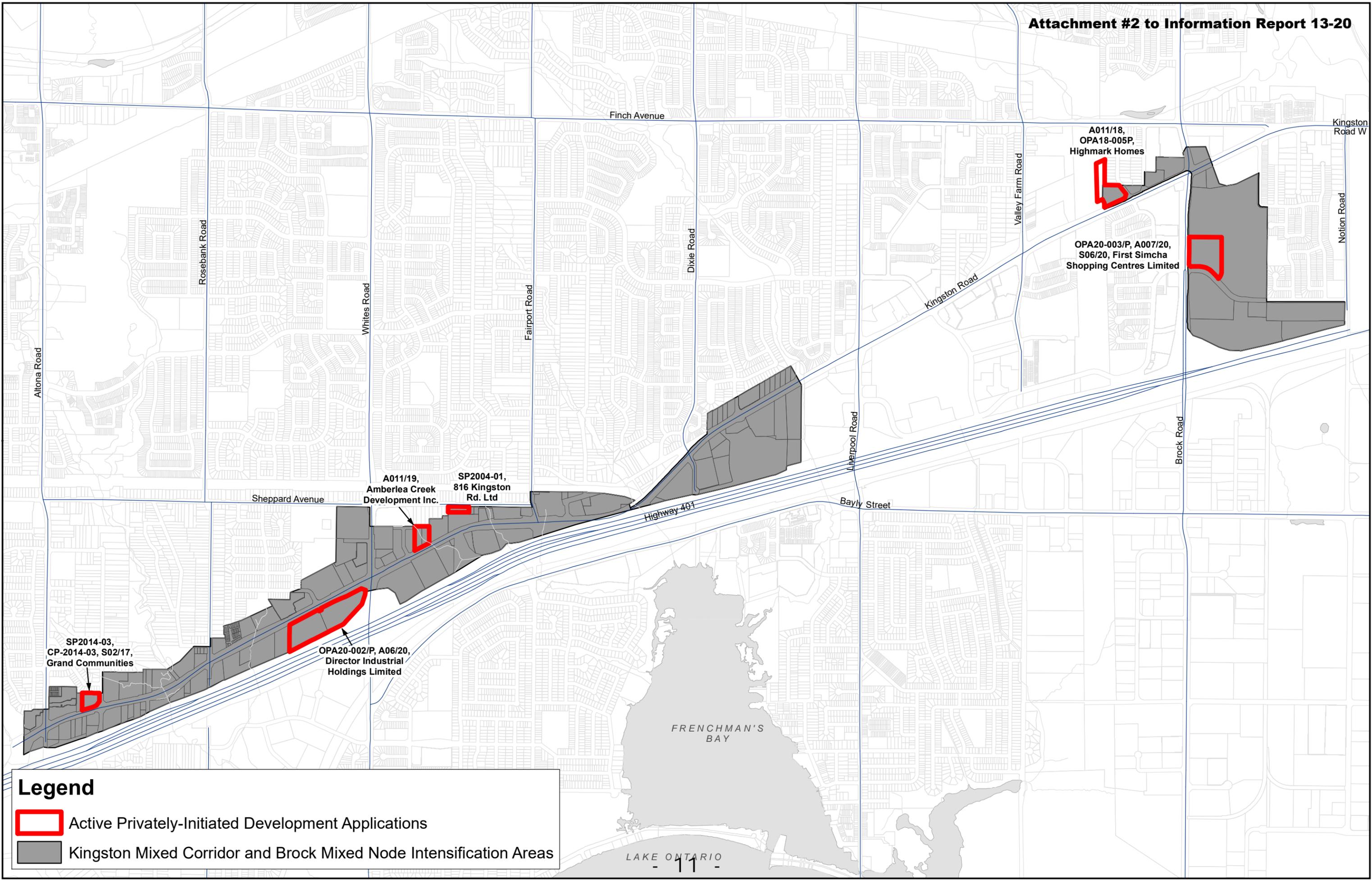
Catherine Rose, MCIP, RPP  
Chief Planner



City of  
**PICKERING**  
City Development  
Department

|  |                            |
|--|----------------------------|
| <b>Location Map</b>  |                            |
| <b>File:</b> OPA 20-004/P - Kingston Mixed Corridor and Brock Mixed Node Intensification Areas |                            |
| <b>Applicant:</b> City of Pickering  |                            |
|  |                            |
|  | <b>Date:</b> Oct. 05, 2020 |
|  | <b>SCALE:</b> 1:16,500     |

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A011/18,  
OPA18-005P,  
Highmark Homes

OPA20-003/P, A007/20,  
S06/20, First Simcha  
Shopping Centres Limited

A011/19,  
Amberlea Creek  
Development Inc.

SP2004-01,  
816 Kingston  
Rd. Ltd

SP2014-03,  
CP-2014-03, S02/17,  
Grand Communities

OPA20-002/P, A06/20,  
Director Industrial  
Holdings Limited

**Legend**

-  Active Privately-Initiated Development Applications
-  Kingston Mixed Corridor and Brock Mixed Node Intensification Areas

**Proposed Amendment 38  
to the City of Pickering Official Plan**

## Proposed Amendment 38 to the Pickering Official Plan

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- Purpose:** The purpose of this Amendment is to add new policies and change existing policies to the Pickering Official Plan to enable the redevelopment and intensification of the Kingston Road Corridor and Specialty Retailing Node, and to identify required infrastructure improvements and transportation connections throughout the area in support of anticipated population and employment growth.
- These new policies will also complement and augment the corporate vision of “Sustainable Placemaking” by promoting land uses and built form that are transit oriented, environmentally friendly and supportive of mixed use development and walkability.
- Location:** This amendment applies to lands generally fronting along the north and south sides of Kingston Road between the Rouge National Urban Park in the west, the Pine Creek to the east (inclusive of 1340 Rougemount Drive; 1380, 1384, 1386, 1388 Old Forest Road; 1460, 1467, 1475 Whites Road; 655 Sheppard Avenue; 823, 827 Sheppard Avenue; 944, 950, 975 Merritton Road; 4 Evelyn Avenue; 1101A Kingston Road; 1099 and 1101 Dixie Road); lands fronting on to the north side of Kingston Road, east of Diana Princess of Wales Park extending easterly, up to and including the Durham Regional Police Service property at 1710 Kingston Road; and all lands along the east side of Brock Road, north of Highway 401 and south of Kingston Road which comprise the “Specialty Retailing Node” in the Pickering Official Plan and 1709 Kingston Road. The subject lands are approximately 152 hectares in extent within the City of Pickering.
- Basis:** The Provincial Policy Statement and A Place to Grow, provide strong direction for increased intensification and planning for complete communities across the Greater Golden Horseshoe Region. These policies support planning for intensification within the existing built-up area and transit-supportive development in proximity to frequent public transit. Kingston Road Corridor and the Specialty Retailing Node have been identified as Strategic Growth Areas within the City of Pickering.
- The approval of Regional Official Plan Amendment No.128, the Region of Durham’s Growth Plan (2006) conformity exercise, provided the policy foundation for the City to retain consultants to prepare its planning and urban design study for the redevelopment and intensification of the Kingston Road Corridor and Specialty Retailing Node. Following an extensive consultation program involving stakeholders and the public, a report entitled “Kingston Road Corridor and Specialty Retailing Node Intensification Plan” was endorsed in principle by City Council on December 16, 2019. Staff was authorized to implement the new vision and land use framework set out in the Intensification Plan, by initiating this Official Plan Amendment.
- This amendment brings the Pickering Official Plan into further conformity with the Provincial Policy Statement, 2020, A Place to Grow, 2019, and the Durham Regional Official Plan.

**Actual Amendment:** The City of Pickering Official Plan is hereby amended by:

(New text is shown as underlined text, deleted text is shown as strikeout text, and retained text is shown as unchanged text.)

1. Amending Schedule I – Land Use Structure for the lands subject to the amendment by replacing the “Specialty Retailing Node” designation with a new “Brock Mixed Node” designation as illustrated on Schedule ‘A’ attached to this Amendment.
2. Adding a new Schedule XIV – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas as illustrated on Schedule ‘B’ attached to this Amendment.
3. Renumbering all of the policies contained in Chapter 11 from “11” to “11B”.
4. Deleting all references to “Chapter 11” and replacing them with “Chapter 11B”.
5. Revising City Policy 2.10, South Pickering Urban Area Population Target, in Chapter 2 – The Planning Framework, by adding a new sub-section (d) as follows:

**“(d) despite Sections 2.10(a) and (b), adopts a population target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 22,000 people for the year 2041.”**

6. Revising City Policy 2.11, South Pickering Urban Area Employment Target, in Chapter 2 – The Planning Framework, by adding a new sub-section (c) identifying an employment target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Area City Centre and renumbering the following sub-sections so that it reads as follows:

**“(b) ...; and**

**(c) despite Section 2.11(a) adopts an employment target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 8,100 jobs for the year 2041; and**

**(ed) ...”**

7. Revising City Policy 3.2, Land Use Objectives, in Chapter 3 – Land Use, by adding a new sub-section (d) and renumbering the sub-sections that follow so that it reads as follows:

**“(d) promote the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas as Strategic Growth Areas in the City, secondary to the City Centre, for accommodating intensification and higher-density mixed uses in a more compact built form;**

**(de) ...;**

**(ef) ...;**

**(fg) ...;**

**(gh) ...;**

**(hi) ...”**

8. Revising Table 2, Land Use Categories and Subcategories, in Chapter 3 – Land Use, to read as follows: (Excerpt from Table 2)

| <b>Land Use Category</b> | <b>Criteria for Determining Subcategories</b>                                  | <b>Land Use Subcategories</b>  |
|--------------------------|--|--|
| Mixed Use Areas          | The location, scale and relative number of people served by the Mixed Use Area | Local Nodes<br>Community Nodes<br>Mixed Corridors<br><u>Kingston Mixed Corridor</u><br>Brock Mixed Node<br>Specialty Retailing Node<br>City Centre |

9. Revising Table 4, Relationship Between Regional Official Plan and Pickering Official Plan – Mixed Use Areas, in Chapter 3 – Land Use under the sub-heading: “Mixed Use Areas” so that it reads as follows: (Excerpt from Table 4)

| <b>Regional Plan Categorization</b> | <b>Pickering Plan Designation</b> |
|-------------------------------------|-----------------------------------|
| Corridors                           | Mixed Corridors                   |
|                                     | <u>Specialty Retailing Nodes</u>  |
|                                     | <u>Kingston Mixed Corridor</u>    |
|                                     | <u>Brock Mixed Node</u>           |

10. Revising City Policy 3.6, Mixed Use Areas, in Chapter 3 – Land Use, by adding a new sub-section (f), deleting sub-sections (g) and (h), renumbering the sub-section that follows, and adding a new sub-section (g)(iii), so that it reads as follows:

**“(f) despite Section 3.6(c)(ii) and Table 6, for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, may permit floorspace indexes (FSI) up to and including 5.0, where appropriate, through a site-specific zoning by-law amendment; and**

**(g) within the Specialty Retailing Node:**

- (i) prior to zoning for significant retail floor space, shall require the submission of a retail impact study justifying, to the City’s satisfaction in consultation with the Region of Durham, that the addition of such floor space will not adversely affect the planned function of the City Centre, the Community Nodes, and nearby Main Central Areas in other municipalities in the Region;**
- (ii) for lands north of Pickering Parkway, shall establish a minimum gross leasable floor area of 500 square metres for any permitted individual retail unit, except that up to an aggregate of 1,400 square metres of gross leasable floor area may be devoted for any permitted individual retail unit of less than 500 square metres of gross leasable floor area, but not less than 300 square metres of gross leasable floor area;**

- ~~(iii) for lands north of Pickering Parkway, shall establish a maximum aggregate gross leasable floor area of 55,000 square metres for all special purpose commercial uses permitted by Table 5;~~
- ~~(iv) shall not permit an enclosed shopping centre or pedestrian mall; and~~
- ~~(h) for the purposes of Table 5, shall define “large format discount stores” to include a discount department store as defined by Statistics Canada, such as but not limited to Zellers and Walmart, engaged in general merchandising of a wide range of commodities and services which may include, but is not limited to, apparel, hardware and household goods, garden supplies, automotive supplies, leisure, pet and drug items and toys, but shall not include a major department store as defined by Statistics Canada, such as but not limited to, Eatons, Sears, and The Bay.~~
- (fg) shall ensure Mixed Use Areas are designed and developed consistent with:
  - (i) the community design provisions of this Plan (Chapters 9 and 14);and
  - (ii) any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);and
  - (iii) the policies of Chapter 11A, for lands within the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas.”

11. Revising Table 5, Mixed Use Areas: Permissible Uses By Subcategory, in Chapter 3 – Land Use, to add a new category for the “Kingston Mixed Corridor”, amend the name of the Mixed Corridors subcategory, and amend the “Specialty Retailing Node” subcategory and permissible uses so that it reads as follows: (Excerpt from Table 5)

| <b>Table 5</b>                     |   |
|------------------------------------|---|
| <b>Mixed Use Areas Subcategory</b> | <b>Permissible Uses<br/>(Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>   |
| <u>Kingston Mixed Corridor</u>     | <p><u>Limited medium density residential, as part of a mixed use development;</u></p> <p><u>High density residential;</u></p> <p><u>Retailing of goods and services;</u></p> <p><u>Offices and restaurants;</u></p> <p><u>Hotels;</u></p> <p><u>Community, cultural and recreational uses;</u></p> <p><u>Community gardens;</u></p> <p><u>Farmers’ markets.</u></p> |

| <b>Table 5</b>                              |   |
|---|---|
| <u>Other Mixed Corridors</u>                | Community gardens;<br>Farmers’ markets;<br>All uses permissible in Local Nodes and Community Nodes, at a scale and intensity equivalent to Community Nodes;<br>Special purpose commercial uses.   |
| <u>Specialty Retailing Brock Mixed Node</u> | <u>Limited medium density residential, as part of a mixed use development;</u><br><u>High density residential;</u><br><u>Retailing of goods and services;</u><br><u>Offices and restaurants;</u><br>Hotels;<br>Special Purpose Commercial uses such as: large format retailers (including large format food stores and large format discount stores); retail warehouses; membership clubs; theme and/or specialty retailers; automotive uses; and, ancillary retailing of other goods and services including restaurants;<br>Limited offices;<br>Community, cultural and recreational uses;<br>Community gardens;<br>Farmers’ markets;<br>Limited residential development at higher densities as an integral part of an overall development scheme. |

12. Revising Table 6, Mixed Use Areas: Densities and Floor areas By Subcategories, in Chapter 3 – Land Use, so that it reads as follows: (Excerpt from Table 6)

| <b>Table 6</b>                              |   |   |   |
|---|---|---|---|
| <b>Mixed Use Areas Subcategory</b>          | <b>Maximum and Minimum Net Residential Density (in dwellings per hectare)</b> | <b>Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)</b> | <b>Maximum Floorspace Index (total building floorspace divided by total lot area)</b> |
| <u>Kingston Mixed Corridor</u>              | <u>over 60</u>  | <u>determined by site-specific zoning</u>   | <u>over 0.75 and up to and including 2.5 FSI</u>                                      |
| <u>Other Mixed Corridors</u>                | over 30 and up to and including 140   | determined by site-specific zoning  | up to and including 2.5 FSI   |
| <u>Specialty Retailing Brock Mixed Node</u> | <del>over 80 and up to and including 180</del>                                | determined by site-specific zoning  | <del>over 0.75 and up to and including 2.5 FSI</del>                                  |

13. Revising City Policy 4.9, Priority Pedestrian/Cyclist Connections, in Chapter 4 – Transportation, by adding a sub-section (c) that reads as follows:
- “4.9 City Council shall consider the following as priority connections, and shall endeavour to ensure their early implementation,**
- (a) a continuous Pickering Waterfront Trail adjacent, wherever feasible, to Lake Ontario, as part of the Lake Ontario Waterfront Trail system;**
  - (b) a continuous bikeway across Pickering along the south side of the proposed Highway 407/Transitway-; and**
  - (c) a 2-metre wide raised cycle track on both sides of Kingston Road with an enhanced treed and landscaped planting area, wherever possible.”**
14. Revising City Policy 4.14, Provincial Assistance, in Chapter 4 – Transportation, by amending sub-section (a)(ii) so that it reads as follows:
- “4.14 City Council shall request assistance from the Province of Ontario as follows,**
- (a) to assist financially and otherwise in constructing,**
    - (i) a multi-modal bridge over Highway 401 within the Hydro Corridor between Bayly Street and Pickering Parkway;**
    - (ii) an bridge overpass for pedestrians and cyclists near the foot of Dixie Road to link Frenchman’s Bay with the Dunbarton Neighbourhood; and”**
15. Revising City Policy 5.2, Economic Objectives, in Chapter 5 – Economic Development, by amending sub-section (e) so that it reads as follows:
- “(e) create a major node of corporate offices in the City Centre and promote the establishment of major offices in key locations within other Strategic Growth Areas.”**
16. Adding a new Chapter, “Chapter 11A: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas” and new Sections 11A.1 to 11A.14.3, to read as follows:
- “11A.1 The design of compatible and attractive built forms, streetscapes and sites will be promoted within the the intensification areas. Accordingly, City Council shall require development to have regard to the following:**
- (a) creation of a distinct character for the Corridor and Node as a whole while also providing for variation based on the unique conditions within each precinct in accordance with the specific precinct policies outlined in Sections 11A.3 – 11A.6, as well as, a strong sense of community, a context for healthy lifestyles, and a high quality of life;**

- (b) encourage the transformation of the areas into more liveable, walkable and human-scaled neighbourhoods with inviting public spaces such as parks, squares and streets;**
- (c) location and integration of commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life;**
- (d) development of streetscapes, public spaces and pedestrian routes that are inclusive, safe and comfortable for all, and accessible and easy to navigate regardless of physical ability;**
- (e) encourage the transformation of existing strip-commercial development and lots with single-detached dwellings into mixed use transit-supportive areas;**
- (f) prioritize placemaking opportunities on public lands including existing parks and community facilities within and adjacent to the intensification areas for capital funding, and seek opportunities to partner with the private sector to incorporate designs that advance the placemaking opportunities in development plans on private lands; and**
- (g) the Detailed Design Considerations of this Plan and the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.**

**11A.2 City Council recognizes key intersections throughout the areas as Gateways as shown on Schedule XIV. Accordingly, City Council:**

- (a) requires building articulation, including vertical projections, recessions and other distinctive architectural details, at gateway locations to create an enhanced visual interest and a human-scaled environment;**
- (b) encourages the establishment of privately-owned publically accessible spaces (POPS) within Gateways including features such as urban squares, green spaces, transit stop waiting areas, and public art;**
- (c) recognizes the particular regional significance of Gateways at Altona Road, as the western gateway to Durham Region from the City of Toronto, and the Gateway at Brock Road as the eastern gateway into the City of Pickering from the Town of Ajax; and**
- (d) promotes the development of Gateway locations in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.**

**11A.3 City Council shall require development within the Rougemount Precinct, as identified on Schedule XIV, Sheet 1 of 4, to be in accordance with the following:**

- (a) the greatest densities and building heights shall be directed to the south of Kingston Road along Highway 401, and away from the stable residential neighborhoods to the north;**
- (b) urban design that contributes to the urban village character of the precinct, particularly achieving a village-like main street character along Kingston Road, will be encouraged and supported;**
- (c) development that reinforces the relationship and connections between the precinct and the Rouge National Urban Park abutting the precinct to the west is encouraged. Accordingly, development adjacent to the Park shall consider the Rouge National Urban Park Management Plan, in particular, connectivity to the Park, environmentally-friendly design and minimizing adverse lighting impacts;**
- (d) the consolidation of driveways and access points to improve safety and traffic circulation is encouraged; and**
- (e) in respect of the character of the area, existing established residential neighbourhoods, and the Rouge National Urban Park, maximum heights within this precinct shall be limited in accordance with Section 11A.10.1(d).**

**11A.3.1 City Council,**

- (a) shall collaborate with the Region of Durham and the City of Pickering's Heritage Committee to implement a Heritage Path as shown on Schedule XIV in the Rougemount Precinct, to commemorate the history of the area, facilitate active transportation, provide a pleasant pedestrian environment, and contribute to the achievement of a "Main Street" character;**
- (b) encourages the inclusion of heritage plaques, directional signage, enhanced landscaping and paving materials, and pedestrian amenities, along the Heritage Path; and**
- (c) supports connection of the Heritage Path to Rouge National Urban Park, in a manner coordinated with Parks Canada, to strengthen the connection between the entrance to the park, the Rougemount Precinct and the rest of the corridor.**

**11A.4 City Council shall require development within the Whites Precinct, as identified on Schedule XIV, Sheet 2 of 4, to be in accordance with the following:**

- (a) the highest densities and building heights shall be directed to the intersection of Kingston Road and Whites Road, with additional concentrations to the south of Kingston Road along Highway 401, extending east and west of the central cluster at Kingston Road and Whites Road;**
- (b) the Whites Precinct shall be promoted as a vibrant employment and retail hub; Accordingly, the development of major office uses is encouraged, particularly in proximity to the intersection of Kingston Road and Whites Road;**
- (c) a diverse mix of uses in the Whites Precinct is supported to promote the creation of a complete community and providing opportunities for residents to live-work-play in close proximity;**
- (d) prioritize the development of an attractive concentration of vibrant primary and secondary active frontages at grade along Kingston Road; and**
- (e) pedestrian-oriented public realm improvements, including opportunities to introduce boulevard enhancements and new or reconfigured pedestrian paths and sidewalks, to enhance the pedestrian experience in areas which are predominantly auto-oriented will be prioritized.**

**11A.5 City Council shall require development within the Dunbarton-Liverpool Precinct, as identified on Schedule XIV, Sheet 3 of 4, to be in accordance with the following:**

- (a) the greatest densities and building heights shall be directed to the south of the intersection of Kingston Road and Dixie Road and south of Kingston Road along Highway 401;**
- (b) development of the Precinct to be a local community and shopping destination with a series of connected and animated neighbourhood-oriented green spaces and squares will be encouraged;**
- (c) the establishment of multi-modal connections to the City Centre will be encouraged;**
- (d) new buildings will be encouraged to establish primary frontages at grade with enhanced boulevards onto the new proposed Public Street as shown on Schedule XIV;**
- (e) development of a pedestrian and cycling connection utilizing the existing rail bridge and underpass over the highway, as shown on Schedule XIV, will be supported, in collaboration with Canadian Pacific Railway, to provide a north-south connection, with an eventual connection to the Waterfront Trail;**

- (f) in consultation with the Toronto and Region Conservation Authority, proponents of new development, where applicable, will be required to assess the regulatory flood plain risks associated with lands proposed for redevelopment within the Pine Creek flood plain; and implement, where appropriate, a revised flood plain boundary for Pine Creek; and
- (g) in consultation with the Toronto and Region Conservation Authority, the preparation of a plan to rehabilitate Pine Creek, to enhance the natural heritage features and to design, align and construct a multi-modal bridge across Pine Creek will be required, where applicable.

11A.6 City Council shall require development within the Brock Precinct, as identified on Schedule XIV, Sheet 4 of 4, to be in accordance with the following:

- (a) the greatest densities and building heights shall be directed to the intersection of Brock Road and Pickering Parkway, with additional concentrations along Brock Road and south of Pickering Parkway, along Highway 401;
- (b) the greatest mix of uses within the precinct will be encouraged to be located within proximity of Brock Road and Kingston Road and at the Brock Road and Pickering Parkway intersection, in particular, the development of major office uses is encouraged in these locations;
- (c) support the development of the Brock Precinct as a complete community with transit-supportive densities, and a distinct community character;
- (d) transportation improvements will be prioritized to provide greater multi-modal connectivity, break up large parcels, create more routes of circulation off Brock Road and Pickering Parkway, and create more opportunities for the development of buildings with street frontages;
- (e) consideration shall be given to the interface of retail and office with residential uses and the provision of appropriate transitions between buildings and in height, mass and scale to ensure compatibility with established residential neighbourhoods;
- (f) the establishment of primary and secondary frontages oriented toward Brock Road, Kingston Road, and the new public street east of Brock Road will be encouraged;
- (g) where development or redevelopment of the lands on the northwest corner of Kingston Road and Brock Road, or adjacent lands, is proposed, seek the preservation of and incorporation of the Post Manor, a designated heritage building governed by the Ontario Heritage Act, to strengthen and complement the property's heritage attributes; and

- (h) where development or redevelopment of the lands at the northeast corner of Pickering Parkway and Brock Road is proposed, secure the provision of a linear greenspace along the south side of the private street to provide a green connection from Brock Road to the public parkland to the east.

11A.7 City Council recognizes the importance of cultural heritage, particularly in Strategic Growth Areas, and accordingly:

- (a) in partnership with development proponents and the municipal heritage committee, encourages promotion of cultural heritage through means such as placemaking, urban design, public art and the creation of the Heritage Path in the Rougemount Precinct;
- (b) will ensure the policies of Chapter 8 of this Plan are applied and conformity with the Ontario Heritage Act with regard to cultural heritage and conservation of cultural heritage resources within the intensification areas; and
- (c) shall encourage any redevelopment of cultural heritage resources or adjacent to cultural heritage resources to be in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

11A.8 City Council shall,

- (a) encourage sustainable and Low Impact Development (LID) for all development within the intensification areas to minimize energy consumption, greenhouse gas emissions and water consumption in accordance with the relevant policies of this Plan;
- (b) require development or redevelopment of lands adjacent to or in close proximity to creeks to consider the impact more frequent and/or severe weather events may have on stormwater systems;
- (c) require development to consider energy conservation, peak demand reduction, resilience to power disruptions, small local integrated energy solutions that incorporate renewable, district energy, combined heat and power or energy storage, as appropriate, or protect for future systems;
- (d) encourage adaptive and resilient urban design in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines; and
- (e) require development proposals to, at a minimum, meet the City's mandatory sustainable development standards, and also encourage developers to strive to implement additional optional sustainability measures.

- 11A.9 The following policies are intended to apply to all development within the intensification areas. Accordingly, City Council shall:**
- (a) promote the integration of residential and office uses in conjunction with retail, commercial and institutional uses in support of developing complete communities;**
  - (b) ensure the function of the intensification areas as key retail shopping destinations within the City, supporting various sizes and types of retail uses, is maintained and that expansion and establishment of new office and commercial uses is encouraged;**
  - (c) promote higher intensity employment and residential uses, within close proximity to transit stops as identified on Schedule XIV;**
  - (d) where multi-residential development is proposed, support the inclusion of community gardens for those residents, particularly where private outdoor amenity space is limited;**
  - (e) promote and encourage the establishment of community services including educational, cultural, recreational, health and emergency services, in preferred locations as identified conceptually on Schedule XIV, as well as other locations throughout the intensification areas to serve community needs. Accordingly:**
    - (i) where appropriate, encourage community facilities to be integrated into multi-storey, mixed use developments;**
    - (ii) where a need has been determined, require new community facilities or enhancements to existing facilities, be delivered in a timely manner, concurrent with development, to support growth; and**
    - (iii) encourage development to accommodate temporary community facilities until such time as permanent community facilities are constructed and/or outfitted.**
  - (f) in accordance with the policies of Sections 7.11-7.12 of this Plan, require all development to be designed to provide, where feasible, for the implementation of leading edge technologies and a robust Information and Communication Technology infrastructure;**
  - (g) support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate; and**
  - (h) ensure through development and re-development that the overall arrangement of streets, blocks, open spaces and buildings is achieved and that sites are designed and developed in a manner that anticipates change over time.**

**11A.9.1 City Council, despite the permitted uses in Table 5 of this Plan, prohibits land extensive and other incompatible uses within the intensification areas, including:**

- (a) new stand alone large format retail stores, and other auto-oriented retail and commercial uses;**
- (b) outdoor storage with the exception of seasonal outdoor display of goods and merchandise;**
- (c) waste processing, waste transfer and recycling facilities, including those related to automobiles;**
- (d) new stand-alone vehicle sales and service uses including but not limited to motor vehicle service centres, motor vehicle gas bars and motor vehicle washing establishments; and**
- (e) new low density employment uses such as self storage and warehousing.**

**11A.9.2 The following policies apply to the Mixed Use Type A land use designation as shown on Schedule XIV. Within these areas, City Council:**

- (a) shall require areas designated as Mixed Use Type A on Schedule XIV to have the greatest density and represent the highest-intensity uses within the intensification areas with a combination of higher density residential, commercial and retail uses including those which serve a broader area, and office uses in mixed use buildings, or in separate buildings on mixed use sites;**
- (b) encourages office uses, particularly Major Office uses and major institutional uses, to be located in Mixed Use Type A Areas. These uses should be predominantly directed to major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities;**
- (c) will seek to require the accommodation of a minimum amount of office space as part of the total floor area of buildings on site. Protection for future office space may be met through demonstrating phasing and/or including building types that can be easily converted to office uses over time; and**
- (d) in addition to the complete application requirements in Section 16 of this Plan, for proposals within the Mixed Use Type A designation in the intensification areas, may require the submission of an Office Demand Study, where office floor space is not being proposed.**

**11A.9.3 The following policies apply to the Mixed Use Type B land use designation as shown on Schedule XIV. Within these areas, City Council:**

- (a) shall require areas designated as Mixed Use Type B on Schedule XIV to be developed predominantly with mid- and high-rise buildings containing a mix of uses including residential, retail, and commercial uses at a lesser intensity than Mixed Use Type A Areas;**
- (b) shall require a significant proportion of retail and commercial uses in these areas, which predominantly consist of small- to medium-scale neighbourhood-oriented businesses to satisfy local needs. These uses are encouraged to be located on the first and second floors of mixed use buildings or in separate buildings on mixed use sites; and**
- (c) may permit office uses in these areas, in conjunction with residential, retail and commercial uses.**

**11A.9.4 The following policies apply to the Mixed Use Type C land use designation as shown on Schedule XIV. Within these areas, City Council:**

- (a) shall require areas designated as Mixed Use Type C on Schedule XIV to be developed predominantly as residential areas with limited retail uses;**
- (b) supports retail and commercial uses within these areas which are neighbourhood-oriented, smaller in scale, and complementary to residential uses. These uses shall be primarily located on the ground floor of buildings; and**
- (c) may permit limited office uses within these areas, in conjunction with residential, neighbourhood retail and commercial uses.**

**11A.9.5 The following policies apply to the Residential land use designation as shown on Schedule XIV. Within these areas, City Council:**

- (a) shall require Residential areas, as shown on Schedule XIV, to be developed with higher density residential housing types, consisting primarily of apartment dwellings; and**
- (b) may allow consideration of the location of compatible retail and offices within these areas, however, will require them to be limited to the ground-floor of residential buildings.**

**11A.9.6 The following policies apply to the Community Use land use designation as shown on Schedule XIV. Within these areas, City Council:**

- (a) recognizes identified areas as existing and proposed locations that contain important community facilities including emergency services, schools, and public uses which support the immediate and larger community;**
- (b) shall ensure Community Uses adhere to the relevant policies of Chapter 7 of this Plan;**
- (c) supports the co-location of community facilities and public service facilities within the Community Uses designation; and**
- (d) encourages, where appropriate, the maintenance and adaptation of existing community facilities and spaces as community hubs, particularly those which are easily accessible by active transportation and transit.**

**11A.9.7 The following policies apply to the Natural Areas land use designation as shown on Schedule XIV. Within these areas, City Council:**

- (a) shall ensure that the relevant policies of Chapter 10 and 16 of this Plan are applied; and**
- (b) encourages the restoration and rehabilitation of creeks that bisect the Kingston Corridor Intensification Area, and the implementation of erosion control and stormwater management best practices to improve existing flood conditions.**

**11A.10 City Council shall require built form within the intensification areas to reflect the following principles:**

- (a) promote higher-density residential and mixed use development while respecting the character and scale of established neighbourhoods through proper transitioning, and careful building design and placement;**
- (b) through the design of buildings, enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility;**
- (c) similar built form and height on both sides of the street will be encouraged, where appropriate, to create a coherent and cohesive public realm;**

- (d) taller buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where mid- rise or high-rise development is directly adjacent or in close proximity to existing low-rise neighbourhoods;
- (e) new development shall be designed, located and massed in such away that it limits any shadowing on the public realm, parks and public spaces and protects and buffers the pedestrian realm from prevailing winds, in order to achieve adequate sunlight and comfort in the public realm through all four seasons;
- (f) angular plane, building design, landscaping, setbacks, and other requirements will be applied, as appropriate, to ensure compatibility with adjacent development; and
- (g) all urban design matters regarding built form, including appropriate separation distances, floor areas, street walls, and podium heights, should be addressed in accordance with the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

11A.10.1 City Council shall,

- (a) direct high-rise buildings, consisting of buildings 13 storeys to a maximum of 45 storeys in height, to generally be located within appropriate gateway locations and at the intersection of transit spines and major arterials, along the Highway 401 and proximate to highway interchanges;
- (b) encourage the development of mid-rise buildings, consisting of buildings 5 storeys to 12 storeys in height, where appropriate, throughout the intensification areas;
- (c) consider in the review of development applications for mid-rise and high-rise development, the following performance criteria:

  - (i) that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;
  - (ii) that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level;
  - (iii) that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized;

- (iv) that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces;
- (v) that buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining public open spaces and sidewalks;
- (vi) that living areas, windows and private open spaces be located to minimize the potential for overlooking adjoining residential properties;
- (vii) that informal or passive surveillance of streets and other public open spaces be maximized by providing windows to overlook street and public spaces and using level changes, floor and balcony spaces elevated above the street level to allow views from residential units into adjacent public spaces whilst controlling views into these units; and
- (viii) that protection be provided for pedestrians in public and private spaces from wind down drafts;
- (d) despite Section 11A.10.1(a), limit the maximum building height to 25 storeys in the Rougemount Precinct on the south side of Kingston Road, along Highway 401 to reflect the precinct character;
- (e) further limit building heights, where appropriate, to provide transition immediately adjacent to existing low-rise residential areas and along streets without active frontages, particularly along the north side of Kingston Road;
- (f) despite Sections 3.6(d) and 3.6(e) and Table 6, require all new buildings in the Intensification Area to be at least 3 functional storeys except for community facilities and in the Open Space System – Natural Areas designation;
- (g) despite Section 11A.10.1(f), permit expansions or additions to existing buildings in the intensification areas to be less than 3 functional storeys, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in Table 6 of this Plan; and
- (h) in accordance with Section 16.18 of this Plan, consider, where appropriate, flexibility in massing and height, if the general intent of the Plan is met.

**11A.10.2 City Council shall,**

- (a) require front yard setbacks to be kept a minimum, in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, so that an urban streetwall condition can be achieved along all streets; and**
- (b) encourage the accommodation of patios, displays, waiting areas, public landscape elements or elements that provide screening and privacy for grade-related residential units, within setback areas as appropriate. On larger development or infill sites, phasing plans should indicate how infill development can be accommodated over time to achieve this condition.**

**11A.10.3 City Council shall,**

- (a) encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life;**
- (b) require primary frontages, as indicated in the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, to be developed with the highest levels of active uses such as retail that generates pedestrian activity; and**
- (c) encourage secondary frontages, as indicated in the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, to be developed to support high levels of public realm animation and pedestrian activity, but with less of a focus on retail activity.**

**11A.11 City Council shall,**

- (a) recognize parks, green spaces, privately-owned publically accessible spaces (POPS), boulevards, and connections as interconnected components of the public realm in the intensification areas;**
- (b) encourage the location of public parks and privately-owned publically accessible spaces such as an urban square, courtyard, parkette, green space, or community garden, within a 5 minute walk (400 metres) of all residences and places of employment within the intensification areas;**
- (c) prioritize connectivity between public spaces within the intensification areas as well as improved access to and enhancement of existing public spaces, including Public Parks, within a 10 minute walk (800 metres);**
- (d) require the provision of high quality indoor and outdoor amenity spaces as a component of all development within the intensification areas with a prioritization of spaces which are accessible to the public;**

- (e) encourage the provision of public access points to the Internet and infrastructure that supports this access in public spaces throughout the intensification areas and at Transit Stop locations, where possible;
- (f) encourage the provision of amenities for pedestrians such as seating areas, digital kiosks, play structures, fountains or feature benches in the public realm, as appropriate;
- (g) in accordance with the public art policies of Section 14.13, encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure;
- (h) prioritize municipal capital projects within the intensification areas that contribute to the public realm;
- (i) in consultation with the Toronto and Region Conservation Authority, require the proponents of new development adjacent to creeks within the Kingston Mixed Corridor Intensification Area to enhance natural heritage features and incorporate passive recreational uses such as walking paths and seating areas, where appropriate;
- (j) in consultation with the Durham District School Board, investigate opportunities for community access and use of school properties outside of school hours for active and passive community recreational needs; and
- (k) In addition to the complete application requirements in Section 16 of this Plan, require the submission of a Facility Fit Plan for proposals within the intensification areas to support the provision of suitable public amenity spaces.

11A.11.1 City Council shall,

- (a) prioritize the enhancement of existing public parks within the intensification areas, and within a 10 minute walk (800 metres), to accommodate an increase service levels, as well as improve access and connectivity;
- (b) require the provision of Public Parks as shown on Schedule XIV. All new Public Parks are intended to be developed as Neighbourhood Parks, with the exception of the new park in Brock Precinct, adjacent to the existing Beechlawn Park, which together is intended to be redeveloped into a Community Park;
- (c) require all Public Parks to have at least one frontage on a Public Street;

- (d) consider minor modifications to Public Parks as shown on Schedule XIV through detailed block planning, as long as the general intent of these spaces meet the City's requirements; and
- (e) encourage the development of Public Parks in accordance with the City's Parks and Recreation Master Plan and the Kingston Corridor and Brock Mixed Node Urban Design Guidelines, as applicable.

11A.11.2 City Council supports the development of Privately-Owned Publicly Accessible Spaces (POPS) throughout the intensification areas, including spaces such as urban squares, gateway plazas, parkettes, linear parks, and green spaces. These spaces are privately owned and maintained, however, are accessible to the general public. Accordingly,

- (a) the preferred location of POPS have been identified conceptually on Schedule XIV. However, POPS are encouraged as a component of all new development within the intensification areas, particularly in Gateways and near Transit Stops;
- (b) the exact size, location and design of POPS, including appropriate amenities, will be addressed through detailed block planning in accordance with Section 11A.14(a), the Facility Fit Plan in accordance with Section 11A.11(k), and in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines; and
- (c) POPS adjacent to the Heritage Path within the Rougemount Precinct shall be integrated with the Heritage Path in accordance with Section 11A.3.1.

11A.11.3 City Council shall,

- (a) support the development of Public Lookouts which highlight important views within the Kingston Mixed Corridor Intensification Area and are located at natural vantage points in close proximity to natural areas as shown on Schedule XIV; and
- (b) encourage Public Lookouts to be developed in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

11A.11.4 City Council shall,

- (a) require the provision of Public Parks through measures including in-kind contributions through development, municipal partnership, community philanthropy, land acquisition and in accordance with Section 16.29 of this Plan; and

- (b) prioritize the acquisition of parkland through land dedication to provide active and passive recreation opportunities within the Intensification Area to serve the needs of the new community, as well as, the surrounding established neighbourhoods.

11A.12 City Council supports the following key mobility principles for the intensification areas:

- (a) higher density, transit-supportive development with a mix of uses and activities;
- (b) the design of all streets as complete streets;
- (c) improved access management and connectivity for all transportation modes;
- (d) prioritization of measures to improve pedestrian safety and reduce traffic collisions;
- (e) promotion of transportation demand management measures in accordance with Policy 4.5(b) of this Plan, including mobility-as-a-service, where appropriate; and
- (f) prioritization of minimizing surface parking, and the development of active transportation networks.

11A.12.1 City Council shall,

- (a) require the provision of pedestrian paths, cycling facilities, and multi-use paths in accordance with the City's Integrated Transportation Master Plan, and where appropriate, in consultation with the Region of Durham;
- (b) encourage the provision of additional pedestrian and cycling infrastructure and connections, where opportunity arises, to support the City's active transportation network; and
- (c) require pedestrian and cycling facilities to be developed in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, best practices, and the prioritization of the safety of pedestrians and cyclists.

11A.12.2 City Council,

- (a) will cooperate with Durham Region Transit and Metrolinx in order that the alignment and location of future transit routes consider access to the greatest concentration of people and jobs, and minimizes the distance between transit connections within the intensification areas;

- (b) shall seek to coordinate the location and design of proposed future public spaces fronting Kingston Road and the other streets with transit routes and transit stops;**
- (c) will ensure the provision of appropriate amenities, including street furniture, trees for shade, digital kiosks, and access to pedestrian and cycling networks are provided to support transit ridership and promote an integrated and connected active transportation network;**
- (d) recognizes two key transit junctions along Kingston Road, at Whites Road and Brock Road and Kingston Road. These intersections occupy prime locations and transit transfer points along a higher-order transit corridor which connect the intensification areas with adjacent areas including the Seaton community and other lands to the north. Accordingly:**

  - (i) though transit-supportive development is expected to occur throughout the intensification areas, these locations warrant additional consideration as ideal sites for higher-intensity uses, in particular, employment uses;**
  - (ii) these transit junctions and related pedestrian connections shall be priority areas for design excellence and capital improvements including landscaping, public seating, weather protection and public art; and**
  - (iii) new development adjacent to the transit junctions shall be designed to frame the junctions with active uses at grade and entrances oriented towards them.**

**11A.12.3 City Council shall,**

- (a) in accordance with the policies of Section 4.11, require the design of new streets and the design and extension of streets identified on Schedule XIV to be connected to existing streets, and have block lengths generally no longer than 150 metres and block depths generally not less than 60 metres to provide to provide a finer grid of walkable and interconnected development blocks over time;**
- (b) require all new or re-designed streets, as appropriate, to be complete streets with public amenities including sidewalks, enhanced paving in busy pedestrian areas, cycle paths or multi-use paths, and landscape and furniture zones;**
- (c) through the redevelopment of larger blocks of land, require new public and private streets in locations generally as shown on Schedule XIV;**

- (d) allow the exact alignment of new streets to be determined through block planning, provided the overall block pattern is achieved, the achievement of minimum and maximum block sizes on the development site and adjacent sites is not compromised, and appropriate intersection spacing is maintained;
- (e) require the provision of trees along streets to enhance the urban forest canopy and provide shade for pedestrians, particularly along Kingston Road, Whites Road, and Brock Road;
- (f) encourage all streets to be designed in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, with consideration given to integration and continuity of street design elements where streets intersect, and construction of public streets to public street design standards; and
- (g) collaborate with the Region of Durham to implement, where possible, new signalized intersections as shown on Schedule XIV, in order to provide opportunities for efficient transportation and safe pedestrian movement.

11A.12.4 City Council shall,

- (a) require development proponents to demonstrate the provision of an adequate supply of parking to meet site requirements while balancing broader mobility objectives to decrease reliance on private vehicle use;
- (b) consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles,

  - (i) that the primary parking format be structured or below grade parking to facilitate connectivity and minimize the heat island effect created by large surface parking;
  - (ii) in phased development, that surface parking may be permitted if the proponent has demonstrated how parking will be accommodated in structures at full build out; and
  - (iii) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;
- (c) consider a reduction in the number of required car parking spaces where bicycle parking facilities or transportation demand management measures are provided to reflect the compact, high-density urban form of the intensification areas and shift toward an increase of active modes of transportation and transit; and

- (d) consider shared on-site parking areas for two or more uses where the maximum demand of such parking areas by the individual uses occurs at different periods of the day.**

**11A.12.5 City Council shall,**

- (a) require all uses that facilitate goods movement within the intensification areas to have regard for Provincial Freight Supportive Guidelines;**
- (b) ensure the design and location of buildings and loading areas, particularly those adjacent to goods movement routes, consider means to mitigate any adverse impacts that truck and commercial traffic will have on the surrounding areas; and**
- (c) require impacts on the pedestrian and cyclist environment from goods movement within the intensification areas to be considered and mitigated through measures such as wider sidewalks and landscaping schemes to reduce noise and visual impacts within pedestrian areas and to provide additional buffering.**

**11A.12.6 City Council shall,**

- (a) encourage, where possible, shared driveways, parking ramps and servicing areas between two or more properties to maximize building frontages and minimize the number of required curb cuts;**
- (b) where such shared facilities are provided, require each landowner to provide a reciprocal easement in favour of the other landowner(s);**
- (c) seek establishment of service streets and laneways with access off streets with lower levels of traffic, and to avoid interrupting active street frontages;**
- (d) require service laneways to be designed in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines; and**
- (e) recognize, in particular, two proposed private streets in the Rougemount Precinct south of Kingston Road as shown on Schedule XIV, as service streets and laneways. Since services are only provided to the north, only one sidewalk is required to be provided on the north side of the two service streets/laneways.**

**11A.13 City Council supports the optimization of infrastructure and a coordinated and integrated approach to the provision of infrastructure and services. Accordingly, the following principles shall apply, in addition to the provisions of Section 7.10 of this Plan, with regard to servicing the intensification areas:**

- (a) development should be sequenced to ensure that appropriate transportation, municipal servicing and community infrastructure are available;**
- (b) planned investment and expansion of infrastructure shall, wherever possible, be concurrent with and support growth;**
- (c) strategies shall be implemented for energy and water conservation, including energy and water demand management;**
- (d) the City will work with the Region of Durham, utility providers, and other appropriate stakeholders to prioritize infrastructure and servicing improvements, including burying of utilities, where feasible, and to ensure sufficient infrastructure capacity within the area to support growth;**
- (e) the City will work with landowners and the Region of Durham to develop a plan for the phasing of extensions to existing services within the area to allow development to proceed as expeditiously as possible; and**
- (f) consideration shall be given to the impacts associated with climate change, including an increase in the frequency and severity of extreme weather events, in the design and longevity of infrastructure services.**

**11A.13.1 City Council shall require proposals for large-scale development to be accompanied by a stormwater management plan or equivalent to the satisfaction of the City, in consultation with Toronto and Region Conservation Authority, that:**

- (a) is informed by a subwatershed plan or equivalent;**
- (b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; and**
- (c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and aligns with the stormwater master plan or equivalent for the settlement area, where applicable.**

**11A.14 City Council shall,**

- (a) require development applications on larger sites, identified through the implementing zoning by-law, to provide a block development plan to demonstrate the full build out of new streets and blocks within the site, potential connections to adjacent sites, redevelopment within all future blocks, and the provision of supporting open spaces and community infrastructure as required. The block development plans shall be accompanied by supporting technical studies that provide a level of information sufficient to assess the ultimate infrastructure and other requirements of full build out;**
- (b) require the expansion of the street network into a finer grid of streets and connections to occur incrementally with development, with new public streets being secured through the development application process and/or through cost-sharing by benefitting landowners, to the satisfaction of the City;**
- (c) where appropriate and necessitated by timing considerations, encourage the consideration of financial front-ending agreements to expedite infrastructure delivery. Agreements for cost-sharing should be implemented where appropriate to facilitate the provision of infrastructure and allocate the related costs of development amongst local landowners; and**
- (d) support the use of the Holding provisions in the *Planning Act* and require where necessary, proponents to enter into agreements with the City, Region and other agencies as appropriate, respecting various development related matters including but not limited to:**
  - (i) servicing or relocation of infrastructure;**
  - (ii) requiring a multi-modal transportation study for proposed developments that are anticipated to generate 100 or more vehicle peak hour trips (two-way), or where site and design characteristics may result in traffic or transportation concerns, to assess the impact on the transportation system and the timing and need for future improvements;**
  - (iii) entering into cost sharing and front ending agreements;**
  - (iv) ensuring that development shall not take place on lands within the defined Creek corridors;**
  - (v) providing or exchanging easements over lands where necessary;**

- (vi) providing contributions to the cost of rehabilitating the Creek corridors, if necessary;
- (vii) requiring a comprehensive functional servicing and stormwater management plan that addresses stormwater management on a site-by-site basis; and
- (viii) requiring a block development plan for large sites.

11A.14.1 City Council shall,

- (a) encourage and support the relocation of uses that are incompatible with the vision for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas. These include new auto-oriented development, industrial uses, or uses requiring extensive outdoor storage or surface parking;
- (b) discourage the expansion of existing uses that require outdoor storage and/or encourage the provision of indoor storage;
- (c) discourage the development of new, land intensive, auto-oriented stand alone retail and commercial uses; and
- (d) seek to ensure redevelopment adjacent to existing incompatible uses balance the mitigation of impacts with the integration and future redevelopment of such sites through building, site and streetscape design strategies.

11A.14.2 City Council, shall undertake measures to stimulate economic growth and vitality within the intensification areas. Accordingly, the City:

- (a) may undertake an office demand study to support transition and intensification efforts including redevelopment of the area, evaluation of applications, and relocation of incompatible businesses to other appropriate locations within the City; and
- (b) will initiate a program to engage local businesses in the area to consider matters such as business retention and expansion needs in a changing retail environment.

11A.14.3 City Council may, in order to support the achievement of the City Council's vision for the intensification areas, develop and implement a Community Improvement Plan for a portion or the entirety of the intensification areas in accordance with the policies of Section 16.33 of this Plan.

17. Revising City Policy 12.7, Rougemount Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete 12.7(c) and 12.7(e), add a new sub-section 12.7(d), and re-number other sub-sections as follows:

- ~~“(c) despite Table 6 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located on the north side of Kingston Road that are designated Mixed Use Areas and abut lands developed as low density development;~~
- (dc) require new development to have regard for the Rouge National Urban Park Management Plan;
- (d) require new development within the Detailed Review Area boundary to be in accordance with Chapter 11A of this Plan; and
- ~~(e) ensure that the proposed new road intersection at Altona Road and Rougemount Drive is provided to the satisfaction of the Region; and~~
- (f-e) despite Table 6 of Chapter 3 – Land Use, permit a maximum of 22 residential units on the lands located at the southwest corner of Altona Road and Twyn Rivers Drive that are designated Urban Residential Areas - Medium Density Areas.”
18. Revising City Policy 12.8, Woodlands Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete sub-sections 12.8(c); 12.8(e)(i), 12.8(e)(ii), 12.8(e)(iv), 12.8(e)(ix), 12.8(e)(x), 12.8(f)(i), and 12.8(h)(i), re-number and revise other sub-sections, and add a new sub-section 12.8(m) as follows:
- ~~“(c) despite Table 6 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located on the north side of Kingston Road that are designated Mixed Use Areas and abut lands developed as low density development;~~
- (dc) ...;
- ~~(e) to provide direction for land use within the lands covered by the Northeast Quadrant Development Guidelines:~~
- ~~(i) further its objective of transforming Kingston Road into a “mainstreet” for Pickering by requiring the placement of buildings to provide a strong and identifiable urban edge, the construction of some multi-storey buildings, and the provision of safe and convenient pedestrian access; accordingly, for the lands designated Mixed Use Areas – Mixed Corridor, City Council shall require:~~
- ~~(A) buildings to be located close to the street edge, with the minimum specified percentage of their front walls required to be located within build-to-zones to be established in the implementing zoning by-laws for each site;~~
- ~~(B) all buildings to be a minimum of two storeys in height, and require maximum building heights to be established in the implementing zoning by-law considering compatibility matters such as yard setbacks, building orientation and massing, adequate access to sunlight and privacy for existing residential development;~~

- ~~(C) commercial development to provide second storey functional floor space, with the minimum percentage of their gross floor area to be provided in second (or higher) storeys to be established in the implementing zoning by-laws for each project;~~
- ~~(ii) require new development to establish buildings on Whites Road and Sheppard Avenue close to the street edge, with the front doors facing the street, with a specified percentage of their front walls required to be located within build-to-zones to be established in the implementing zoning by-law for this site;~~
- ~~(iii)d) restrict the height of the Sheppard Avenue elevation of new dwellings buildings fronting Sheppard Avenue to a maximum of two storeys;~~
- ~~(iv) require a minimum of four functional storeys for the Whites Road elevations of new dwellings fronting Whites Road;~~
- ~~(ve) recognize the existing low density development on Sheppard Avenue, and to this end, require the design of new residential or commercial development to be compatible with existing development with respect to such matters as building heights, yard setbacks, building orientation and massing, access to sunlight, and privacy;~~
- ~~(vif) despite Table 9 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located south of Sheppard Avenue within the area governed by the Northeast Quadrant Development Guidelines that are designated Urban Residential – Medium Density, in light of their location abutting lands developed as low density development;~~
- ~~(viig) ...;~~
- ~~(viih) ...;~~
- ~~(ix) despite Sections 3.6(b), 3.9(b) and 16.39, and Tables 5 and 8 of Chapter 3, prohibit the development of any new gas bars, automobile service stations, or car washes for lands designated Mixed Used Area – Mixed Corridors or Urban Residential – Medium Density; and~~
- ~~(x) despite Section 12.8(e)(i)(C), the requirement for second storey functional floor space is not mandatory for existing or future vehicle dealerships and on the Hayes Line Properties Inc. lands, being Part of Lot 28, Range 3, Broken Front Concession, City of Pickering;~~
- ~~(f) to provide direction for transportation matters within and around the lands covered by the Northeast Quadrant Development Guidelines;~~

- ~~(i) support shared access points between properties along Kingston Road, in consultation with the Region of Durham;~~
- (iii) ...;
- (iii) ...;
- (ivk) ...;
- (g) to provide direction for environmental and stormwater management matters respecting the Amberlea Creek tributary ~~that flows through lands covered by the Northeast Quadrant Development Guidelines:~~
- (i) support the principle of piping the Amberlea Creek tributary east of Delta Boulevard, ~~that flows through the Northeast Quadrant Lands,~~ and recognizing the interests of landowners ~~within the Northeast Quadrant~~ on whose lands Amberlea Creek tributary flows ~~to pipe that tributary,~~ and the position of the Toronto and Region Conservation Authority to work with the City and landowners to implement a stormwater management strategy, which will ultimately result in the piping of the Amberlea Creek tributary ~~through the Northeast Quadrant lands;~~
- (ii) require any developer of lands ~~within the Northeast Quadrant~~ proposing to pipe or relocate the Amberlea Creek tributary to:
- (A) ...;
- (B) ...;
- (C) ...;
- (iii) ...; and
- ~~(h) to provide additional direction on implementation matters for lands covered by the Northeast Quadrant Development Guidelines:~~
- ~~(i) through the use of the holding provisions of the *Planning Act*, require where necessary, proponents to enter into agreements with the City, Region and other agencies as appropriate, respecting various development related matters including but not limited to: entering into cost sharing agreements between each other where mutual shared access is necessary; providing or exchanging easements over lands where necessary; payment of study costs; and providing contributions to the cost of a downstream stormwater management facility, if necessary.~~
- (m) require new development within the Detailed Review Area boundary to be in accordance with Chapter 11A of this Plan."

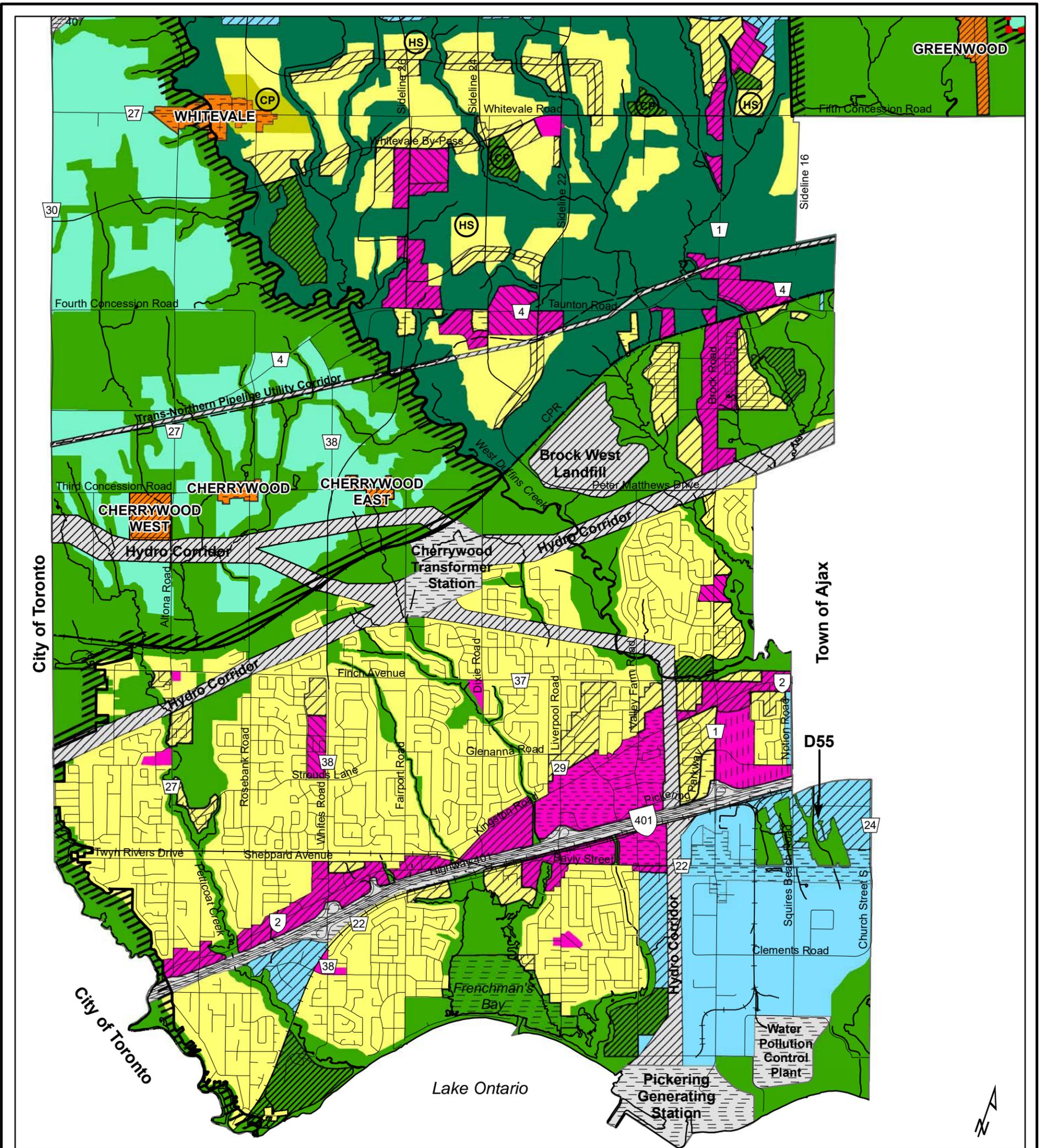
19. Revising City Policy 12.9, Dunbarton Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete sub-section 12.9(c) and add a new sub-section 12.9(c) as follows:
- ~~“(c) despite Table 6 of Chapter 3, establish a minimum density range of over 80 units per net hectare up to and including 260 units per net hectare for lands located on the south side of Kingston Road being Parts 1, 2 & Part of 3, 40R8710 and West Shore Boulevard (aka Fairport Road) being Kings Highway 2 and Kings Highway 401 being road allowance between Lots 26 and 27, Concession Broken Front.~~
- (c) require new development within the Detailed Review Area boundary that encompasses Kingston Mixed Corridor to be in accordance with Chapter 11A of this Plan.”**
20. Revising City Policy 12.11, Village East Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete sub-section 12.11(d) and the second bullet under Section 12.11(e)(iii), and to add a new sub-section 12.11(d) as follows:
- “(d) require new development within the Detailed Review Area boundary that encompasses Kingston Mixed Corridor and Brock Mixed Node Intensification Areas to be in accordance with Chapter 11A of this Plan.”**
21. Revising City Policy 12.14, Liverpool Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete sub-section 12.14(a), renumber the sub-sections following, and add a new sub-section 12.14(f) as follows:
- ~~“(a) recognize the proximity of low intensity development in the Liverpool Neighbourhood to the high intensity development in the Town Centre Neighbourhood and accordingly, shall consider the concerns of the nearby residents in Liverpool when preparing plans or development guidelines, and when considering development proposals, for lands in the Town Centre;~~
- (ba) ...;**
- (cb) ...;**
- (dc) ...;**
- (ed) ...; and**
- (fe) ...; and**
- (f) require new development within the Detailed Review Area boundary that encompasses Kingston Mixed Corridor to be in accordance with Chapter 11A of this Plan.”**
22. Revising City Policy 14.8, Streetscapes, in Chapter 14 – Detailed Design Considerations, by amending sub-section (d) so that it read as follows:

- “(d) promote a unified design of decorative treatment for sidewalks within strategic areas, such as the City Centre, Kingston Mixed Corridor, the Brock Mixed Node, community nodes and other important shopping areas;”**
23. Revising City Policy 16.5A, Required Studies for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium Approval, in Chapter 16 – Development Review, by adding new sub-sections (xxxvii) and (xxxviii) to read as follows:
- “(xxxv) ...; and**
- (xxxvi) ...;**
- (xxxvii) Facility Fit Plan; and**
- (xxxviii) Office Demand Study.”**
24. Revising City Policy 16.5B, Required Studies for Site Plan Approval, in Chapter 16 – Development Review, by adding new sub-sections (xxvii) and (xxviii) to read as follows:
- “(xxv) ...; and**
- (xxvi) ...;**
- (xxvii) Facility Fit Plan”**
- (xxviii) Office Demand Study”**
25. Revising City Policy 16.30, Road Widening, in Chapter 16 – Development Review, by amending the first paragraph of the policy to read as follows:
- “City Council shall secure, at no charge to the municipality, the right-of-way widths in accordance with Section 4.10 for roads shown on Schedule II and Schedule XIV, through the subdivision, land severance and/or site plan control process, and/or through development agreements, and/or by dedication or conveyance, subject to:”**
26. Revising City Policy 16.33, Community Improvement Areas, in Chapter 16 – Development Review, by amending sub-section (d) to read as follows:
- “(d) shall, at this time and on the basis of these criteria, identify the Frenchman’s Bay area, the Hamlet of Claremont, the Hamlet of Brougham, and the old Village of Dunbarton, Kingston Mixed Corridor Intensification Area, and Brock Mixed Node Intensification Area as Community Improvement Areas; and”**

**Implementation:** The provisions set forth in the City of Pickering Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Amendment. In light of the numerous components of the Official Plan that are being revised concurrently, the numbering of the policy sections in this amendment is subject to change in accordance with the sequencing of approvals.

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

OPA 20-004/P  
City Initiated



Extract of  
Schedule I to the  
**Pickering  
Official Plan**

Edition ?



Sheet 1 of 3

City of Pickering  
City Development Department  
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This Map Forms Part of Edition ? of the Pickering Official Plan and  
Must Be Read in Conjunction with the Other Schedules and the Text.

**Open Space System**

- Seaton Natural Heritage System
- Natural Areas
- Active Recreational Areas
- Marina Areas
- Hamlet Heritage Open Space

**Rural Settlements**

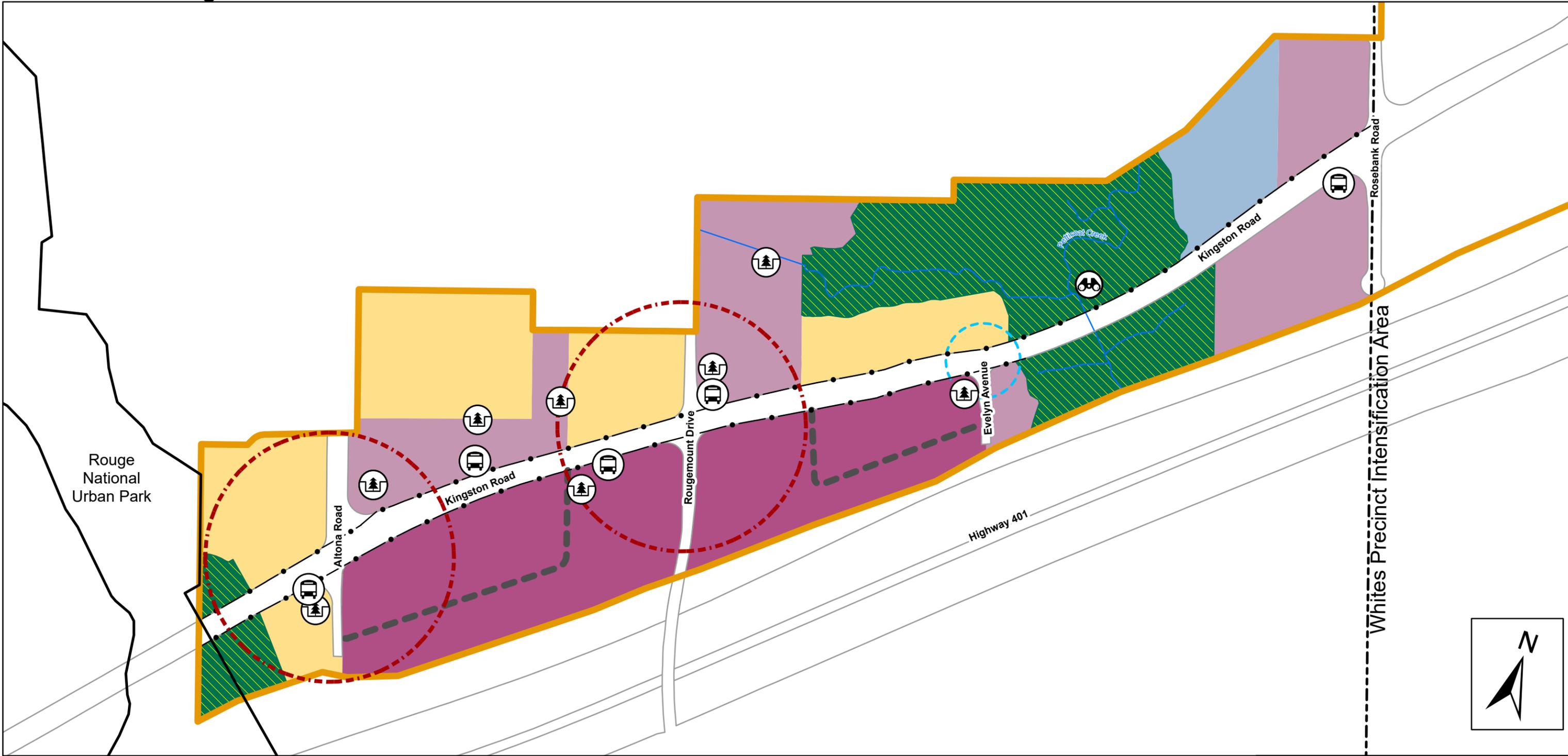
- Rural Clusters
- Rural Hamlets

**Land Use Structure**

- Urban Residential Areas**
  - Low Density Areas
  - Medium Density Areas
  - High Density Areas
- Mixed Use Areas**
  - Local Nodes
  - Community Nodes
  - Mixed Corridors
  - Brock Mixed Node
  - City Centre
- Employment Areas**
  - General Employment
  - Prestige Employment
  - Mixed Employment

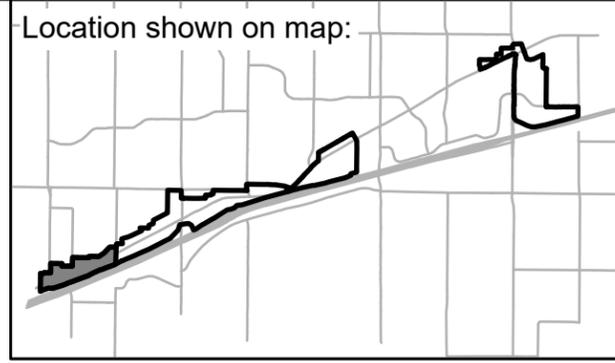
**Freeways and Major Utilities**

- Controlled Access Areas
- Potential Multi Use Areas
- Seaton Symbols**
  - District Park
  - Community Park
  - High School
- Other Designations**
  - Prime Agricultural Areas
  - Deferrals
  - Greenbelt Boundary



Legend

- |                  |               |                                  |                       |                                      |
|------------------|---------------|----------------------------------|-----------------------|--------------------------------------|
| Mixed Use Type B | Community Use | Proposed Signalized Intersection | Future Private Street | Privately Owned Public Spaces (POPS) |
| Mixed Use Type C | Natural Areas | Heritage Path                    | Watercourses          | Public Lookout                       |
| Residential      | Gateways      | Rail Road                        | Transit Stop          |                                      |



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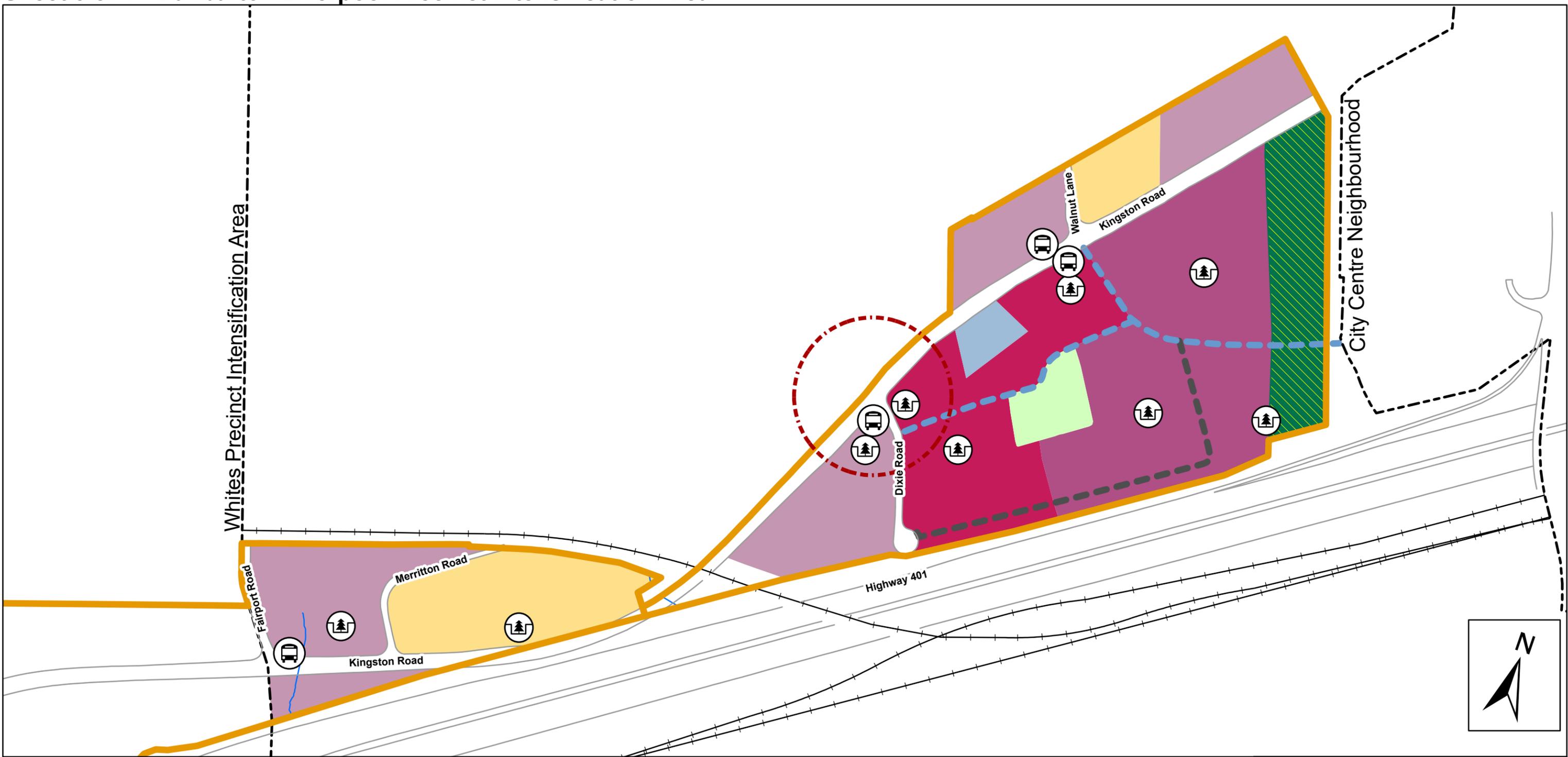


Legend

- |                  |               |                                  |                       |                                      |
|------------------|---------------|----------------------------------|-----------------------|--------------------------------------|
| Mixed Use Type A | Community Use | Gateways                         | Future Public Street  | Transit Stop                         |
| Mixed Use Type B | Public Park   | Proposed Signalized Intersection | Future Private Street | Privately Owned Public Spaces (POPS) |
| Mixed Use Type C | Natural Areas | Rail Road                        | Watercourses          | Public Lookout                       |
| Residential      |               |                                  |                       |                                      |

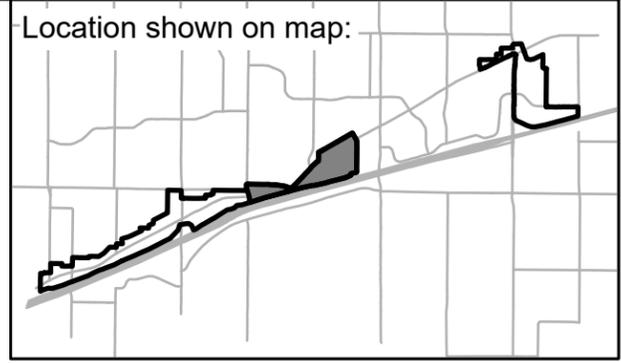


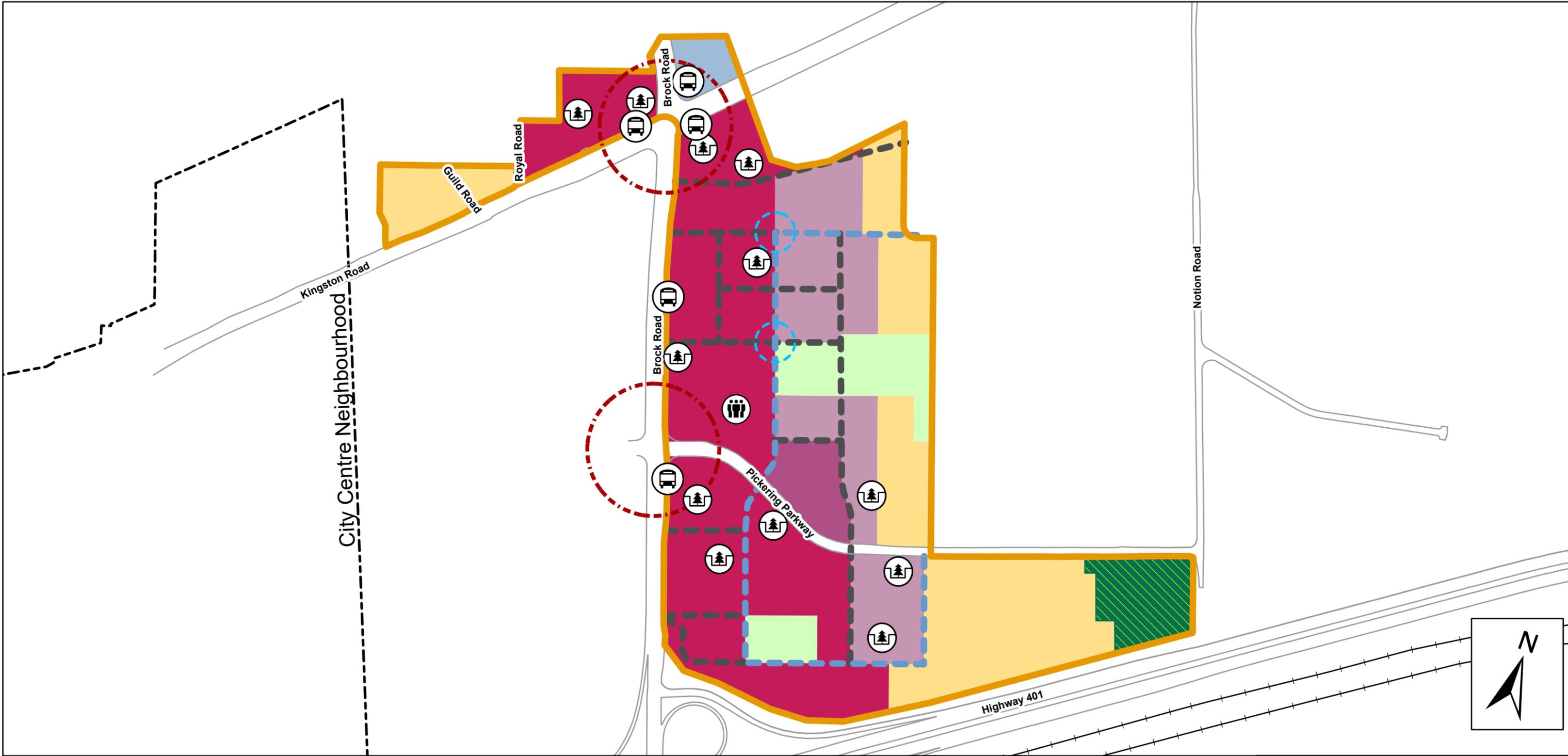
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**Legend**

|                  |               |               |                       |                                      |
|------------------|---------------|---------------|-----------------------|--------------------------------------|
| Mixed Use Type A | Residential   | Natural Areas | Future Public Street  | Transit Stop                         |
| Mixed Use Type B | Community Use | Gateways      | Future Private Street | Privately Owned Public Spaces (POPS) |
| Mixed Use Type C | Public Park   | Rail Road     | Watercourses          |                                      |





Legend

- |                  |               |                                  |                       |                                      |
|------------------|---------------|----------------------------------|-----------------------|--------------------------------------|
| Mixed Use Type A | Residential   | Natural Areas                    | Rail Road             | Transit Stop                         |
| Mixed Use Type B | Community Use | Gateways                         | Future Public Street  | Privately Owned Public Spaces (POPS) |
| Mixed Use Type C | Public Park   | Proposed Signalized Intersection | Future Private Street | Potential Community Facility         |



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**Proposed Informational Revision 26  
to the Pickering Official Plan**

## Proposed Informational Revision 26 to the Pickering Official Plan

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**Purpose:** The purpose of this Revision is to change the informational text contained within the Pickering Official Plan in order to provide context to the policies introduced as part of the Official Plan Amendment to implement the Intensification Plan for the Kingston Road Corridor and Specialty Retailing Node, endorsed in principle by the Council of the City of Pickering on December 16, 2019.

**Location:** Numerous references through the Official Plan.

**Basis:** In reviewing the informational text contained in the Official Plan, various technical revisions have been determined to be necessary and appropriate to assist users with understanding the changes to the Official Plan text implemented through the associated Official Plan Amendment.

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

(New text shown as underlined text, deleted text shown as strikethrough text, retained text shown as unchanged text)

1. Adding the following informational sidebar, which relates to Strategic Growth Areas, referred to in new Section 3.2 (d):

### **Strategic Growth Areas**

Areas that have been identified to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunity areas within municipalities. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas. (A Place to Grow)

2. Revising the 2<sup>nd</sup> informational paragraph below the heading: “Mixed Use Areas” in Part 2, Chapter 3 – Land Use, to read as follows:

“The Mixed Use Areas designation incorporates the hierarchy, function and design considerations specified for “centres and corridors” in the Durham Regional Official Plan, as indicated on Table 4. The broadest diversity of use, greatest levels of activity, and highest quality of design shall be directed to ~~two~~ three primary Mixed Use Areas: the City Centre; Brock Mixed Node; and the Mixed Corridor along Kingston Road, the City’s mainstreet.”

3. Revising the informational paragraph below “Table 4: Relationship Between Regional Official Plan and Pickering Official Plan – Mixed Use Areas” in Part 2, Chapter 3 – Land Use, to read as follows:

“The same uses would generally be permissible in all Mixed Use Areas, although some exceptions may apply. However, the scale and extent to which a use may be allowed, and the performance characteristics it may be required to meet, could differ between Local Nodes, Community Nodes, Mixed Corridors, Mixed Nodes and the City Centre.”

4. Adding the following informational sidebar, which relates to major office uses, referred to in new Section 5.2 (e):

**Major Office**  
Freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more. (A Place to Grow)

5. Adding the following informational paragraphs below a new chapter heading “Chapter 11A: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas” in Part 2:

“The objectives and policies for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas implement the Kingston Road Corridor and Specialty Retailing Node Intensification Plan for these Strategic Growth Areas. The goals, objectives and policies in this section provide additional policy guidance to the other policies of Chapter 2 for Pickering’s Urban System and the South Pickering Urban Area, and the Land Use policies of Chapter 3, in particular, the policies for Mixed Use Areas, and the relevant urban neighbourhood policies in Chapter 12. This Chapter is intended to be read as a whole and in conjunction with the rest of the Pickering Official Plan. Second to the City Centre, these areas are intended to accommodate the highest mix and intensity of uses and activities in the City.

The development of these areas is guided by the vision set out in the Intensification Plan and outlined as follows:

- an urban, livable, transit-supportive community, with a higher density mix of uses, located in buildings that are pedestrian oriented, and that transition in height and mass to the scale of adjacent established neighborhoods, particularly to the north of the Corridor and to the east of the Node
- a sustainable place that embraces its significant natural heritage assets, connecting to the valleys and creeks that the corridor crosses, mitigating greenhouse gas emissions and adapting to climate change, and building communities centred on new public open spaces in both the Corridor and Node

- a walkable place, with safe, comfortable and green boulevards and pedestrian connections on both sides of Kingston Road, and within larger parcels that are likely to redevelop with an internal street network, particularly within the Node
- a place that continues to serve as both a destination for shopping and a place of employment, with retail, commercial services and offices within mixed use buildings or on mixed use sites, and generally fronting directly onto Kingston Road, Whites Road, Brock Road and onto new internal streets on larger parcels, to provide active uses at grade that encourage pedestrian traffic
- a corridor that serves as a regional and local multi-modal connector, with regional gateways at Altona Road and Brock Road, and with gateways to the neighborhoods north and south of the corridor at Rougemount Drive, Whites Road, Dixie Road and Brock Road”

6. Adding the following informational sidebars, regarding population and job targets for the Kingston Mixed Corridor and Brock Mixed Node Intensification, in relation to the informational text at the beginning of Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensifications Areas:

| <b>Population Projection</b> |        |
|------------------------------|--------|
| 2020 Estimated Population    | 1,290  |
| Projected Growth             | 20,570 |
| 2031 Estimated Population    | 21,860 |

| <b>Employment Projection</b> |       |
|------------------------------|-------|
| 2020 Estimated Jobs          | 5,570 |
| Projected Growth             | 2,540 |
| 2031 Estimated Jobs          | 8,110 |

- 7. Adding a subtitle “**City Policy** Placemaking” for newly added Section 11A.1;
- 8. Adding the following informational sidebar, which relates to transit-supportive areas, referred to in new section 11A.1 (e):

**Transit-supportive**  
Relates to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. (A Place to Grow)

9. Adding a subtitle “**City Policy Gateway**” for newly added Section 11A.2;
10. Adding the following informational sidebar, which relates to Gateways, referred to in new Section 11A.2:

Gateways are location-specific entry points into significant streetscapes, areas or neighbourhoods, often signified by a distinctive public realm, landmark or built form, and enhanced through site and building design.

11. Adding a subtitle “**City Policy Rougemount Precinct**” for newly added Section 11A.3;
12. Adding a subtitle “**City Policy Heritage Path**” for newly added Section 11A.3.1;
13. Adding a subtitle “**City Policy Whites Precinct**” for newly added Section 11A.4;
14. Adding a subtitle “**City Policy Dunbarton-Liverpool Precinct**” for newly added Section 11A.5;
15. Adding a subtitle “**City Policy Brock Precinct**” for newly added Section 11A.6;
16. Adding a subtitle “**City Policy Cultural Heritage**” for newly added Section 11A.7;
17. Adding a subtitle “**City Policy Sustainability and Climate Resiliency**” for newly added Section 11A.8;
18. Adding a subtitle “**City Policy Land Use**” for newly added Section 11A.9;
19. Adding a subtitle “**City Policy Prohibited Uses**” for newly added Section 11A.9.1;
20. Adding the following sub-heading and informational paragraph before Policy 11A.9.2 in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

**“Mixed Use Type A**

Mixed Use Type A Areas are targeted for significant development and will have the greatest density, tallest heights, and represent the highest-intensity uses within the Corridor and Node. These areas are primarily located within gateways and at major intersections along Kingston Road and Brock Road.”

21. Adding a subtitle “**City Policy Mixed Use Type A**” for newly added Section 11A.9.2;
22. Adding the following sub-heading and informational paragraph before Policy 11A.9.3 in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

**Mixed Use Type B**

Mixed Use Type B Areas feature a combination of residential and retail uses in mixed use buildings, or in separate buildings on mixed use sites, at a lesser density than Mixed Use Type A Areas, and contain a significant proportion of at-grade retail. These areas are primarily located close to gateways or internal local streets.

23. Adding a subtitle “**City Policy Mixed Use Type B**” for newly added Section 11A.9.3;
24. Adding the following sub-heading and informational paragraph before Policy 11A.9.4 in in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

**Mixed Use Type C**

Mixed Use Type C Areas represent the least-intensive mixed use areas within the Corridor and Node. They feature a combination of residential and retail uses, with a greater proportion of residential, and a lower proportion of retail than Mixed Use Type B Areas. These areas are primarily located within the Rougemount Precinct, at intersections that are not identified as gateways or in mid-block locations along Kingston Road, and adjacent to natural areas.

25. Adding a subtitle “**City Policy Mixed Use Type C**” for newly added Section 11A.9.4;
26. Adding the following sub-heading and informational paragraph before Policy 11A.9.5 in in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

**Residential**

Residential Areas feature primarily residential uses, generally in areas where a mix of uses on a specific site may not be desirable or achievable. These areas are located throughout the Corridor and Node, typically adjacent to existing low-rise residential neighbourhoods.

27. Adding a subtitle “**City Policy Residential**” for newly added Section 11A.9.5;
28. Adding a subtitle “**City Policy Community Uses**” for newly added Section 11A.9.6;
29. Adding the following informational sidebar, which relates to community hubs, referred to in new Section 11A.9.6(c):

**Community Hubs**

Centralize community services and make it easier for local residents to access the health, social, cultural, recreational and other resources they need together in one spot. (A Place to Grow)

30. Adding a subtitle “**City Policy** Natural Areas and Natural Hazards” for newly added Section 11A.9.7;
31. Adding a subtitle “**City Policy** Built Form” for newly added Section 11A.10;
32. Adding a subtitle “**City Policy** Building Heights and Transition” for newly added Section 11A.10.1;
33. Adding a subtitle “**City Policy** Setbacks” for newly added Section 11A.10.2;
34. Adding a subtitle “**City Policy** Active Frontages At Grade” for newly added Section 11A.10.3;
35. Adding a subtitle “**City Policy** Public Realm” for newly added Section 11A.11;
36. Adding a subtitle “**City Policy** Public Parks” for newly added Section 11A.11.1;
37. Adding the following informational sidebar, which relates to neighbourhood parks, referred to in new Section 11A.11.1(b):

Neighbourhood Parks are intended to perform an array of functions and include amenities such as play structures, smaller recreational fields, sports courts, and passive areas, primarily serving the immediate neighbourhood.

38. Adding the following informational sidebar, which relates to community parks, referred to in new Section 11A.11.1(b):

Community Parks are intended to provide for a range of illuminated recreational facilities as well as some non-illuminated sports fields, including mini-baseball and soccer fields, servicing the surrounding neighbourhoods.

39. Adding a subtitle “**City Policy** Privately-owned Publically Accessible Spaces” for newly added Section 11A.11.2;
40. Adding a subtitle “**City Policy** Public Lookouts” for newly added Section 11A.11.3;
41. Adding a subtitle “**City Policy** Parkland Acquisition” for newly added Section 11A.11.4;
42. Adding a subtitle “**City Policy** Mobility” for newly added Section 11A.12;
43. Adding the following informational sidebar, which relates to complete streets, referred to in new Section 11A.12 (b):

**Complete Streets**

Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. (A Place to Grow)

44. Adding a subtitle “**City Policy** Pedestrian and Cycling Network” for newly added Section 11A.12.1;
45. Adding a subtitle “**City Policy** Transit” for newly added Section 11A.12.2;
46. Adding a subtitle “**City Policy** Street Network and Design” for newly added Section 11A.12.3;
47. Adding a subtitle “**City Policy** Parking” for newly added Section 11A.12.4;
48. Adding a subtitle “**City Policy** Loading Areas and Goods Movement” for newly added Section 11A.12.5;
49. Adding a subtitle “**City Policy** Service Streets and Laneways” for newly added Section 11A.12.6;
50. Adding a subtitle “**City Policy** Servicing” for newly added Section 11A.13;
51. Adding a subtitle “**City Policy** Stormwater Management” for newly added Section 11A.13.1;
52. Adding the following informational sidebar, which relates to stormwater management, referred to in new Section 11A.13.1:

The following stormwater management criteria should be implemented for development within the intensification areas:

- i) control of post-development peak flow rates to pre-development levels;
- ii) a maximum runoff coefficient of 0.5 should be used to represent pre-development conditions, regardless of how much impervious cover currently exists on a re-development site;
- iii) retention of the runoff from up to a 5 mm storm event be provided on site for infiltration;
- iv) enhanced water quality treatment to achieve 80% removal of Total Suspended Solids.

53. Adding a subtitle “**City Policy** Implementation” for newly added Section 11A.14;
54. Adding a subtitle “**City Policy** Transition” for newly added Section 11A.14.1;

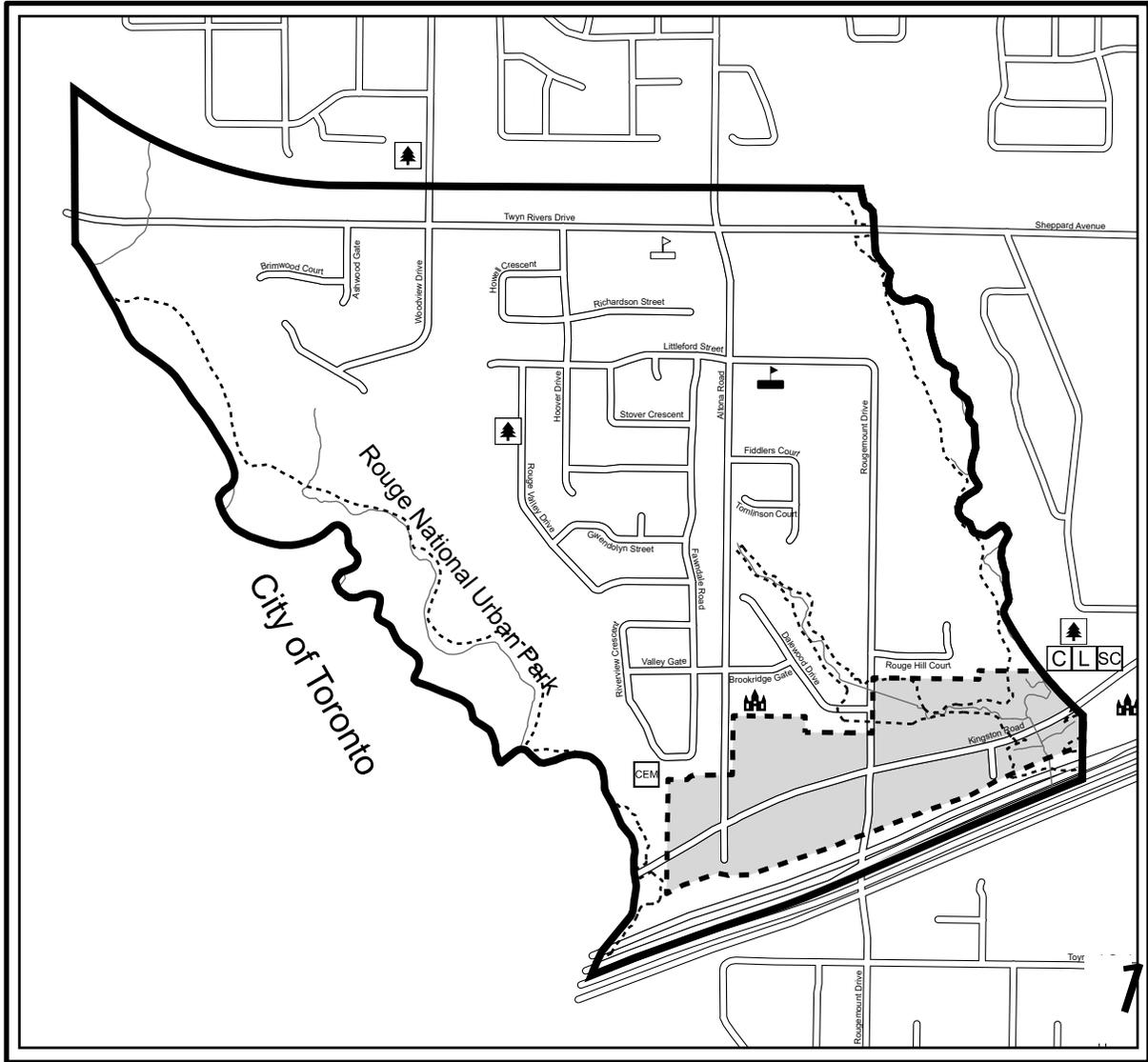
55. Adding a subtitle “**City Policy** Economic Development” for newly added Section 11A.14.2;
56. Adding a subtitle “**City Policy** Community Improvement Plan” for newly added Section 11A.14.3;
57. Adding a new sentence after the 2<sup>nd</sup> paragraph at the beginning of Part 3, Chapter 12 – Urban Neighbourhoods, to indicate that neighbourhood population targets will be updated through the City’s conformity amendment for A Place to Grow, to read as follows:
- “Note: The year increments and the population targets for the Neighbourhoods will be adjusted and updated through the completion of the City’s Growth Plan conformity amendment.”
58. Revising the informational paragraphs below the Description of Neighbourhood 5: Rougemount, in Part 3, Chapter 12 – Urban Neighbourhoods, 3<sup>rd</sup> and 7<sup>th</sup> bullets to read as follows:
- Consists of primarily detached dwellings on large lots north of the Kingston Mixed Corridor; a transitioning Intensification Area along Kingston Road; and also includes ~~two~~ an elementary schools, ~~a two~~ two neighbourhood parks, ~~two~~ and a places of worship ~~and a library~~.
  - City Council has adopted “Kingston Mixed Corridor and Brock Mixed Node Urban Design Road Corridor Development Guidelines”, which guidelines apply to the lands along Kingston Road Corridor through this Neighbourhood.”
59. Revising Map 15, Neighbourhood 5: Rougemount, as illustrated on Appendix I to this Revision.
60. Revising the informational paragraphs below the Description of Neighbourhood 6: Woodlands, in Part 3, Chapter 12 – Urban Neighbourhoods, 1<sup>st</sup> through 4<sup>th</sup> and 7<sup>th</sup> and 8<sup>th</sup> bullets to read as follows:
- “Is bounded by Petticoat Creek, the C.N. rail line, an open space area associated with the Amberlea ~~Farms~~ Watercourse east of the Highway 401 ramps to Kingston Road, and Highway 401.
  - Old Forest Road, Highbush Trail and Rosebank Road originally settled between 1900 and 1940; ~~more recent subdivisions activity occurred~~ were developed east of Rosebank Road in the 1980s; an apartment building was constructed at the northeast corner of Whites Road and Kingston Road in the 1990s; properties along Kingston Road and a segment of Whites Road are recognized as an Intensification Area.

- Consists of primarily detached dwellings on large lots north of the Kingston Road Corridor and east of Whites Road; also includes a secondary school, ~~an elementary school~~, a seniors/community centre; library; two neighbourhood parks, two places of worship, and a fire hall.
  - Has neighbourhood and community shopping located along Kingston Road; and a medical centre/professional office building at Sheppard Avenue and Whites Road.
  - ~~City Council has adopted development guidelines as follows:~~
    - \* ~~The “Northeast Quadrant Development Guidelines” (for the lands generally located between Kingston Road and Sheppard Avenue, east of Whites Road, and for the lands located at the southwest corner of Dunfair Street and Whites Road).~~
  - City Council has adopted “Kingston Road Mixed Corridor and Brock Mixed Node Urban Design Development Guidelines”, which ~~guidelines~~ apply to the lands along the Kingston Road Corridor through this Neighbourhood.”
61. Revising Map 16, Neighbourhood 6: Woodlands, as illustrated on Appendix II to this Revision.
62. Revising the informational paragraphs below the Description of Neighbourhood 7: Dunbarton, in Part 3, Chapter 12 – Urban Neighbourhoods, 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup>, and 8<sup>th</sup> to read as follows:
- “Encompasses the former Village of Dunbarton, which was established in the mid-1800s; development along Fairport Road, Bonita Avenue and Applevew Road occurred between 1900 and 1940; ~~recent subdivision activity located subdivisions~~ in the north end of the neighbourhood were developed occurred in the 1980s; Kingston Mixed Corridor is recognized as an Intensification Area which is planned to accommodate more intensive mixed use development.
  - Consists of primarily detached dwellings on large lots north of the Kingston Mixed Corridor; and also includes three places of worship and two cemeteries.
  - Has three Detailed Review Areas within its boundary: (i) lands along the Kingston Mixed Corridor Road frontage; (ii) lands surrounding the old Dunbarton Village area; and (iii) lands central to the neighbourhood on both sides of Fairport Road.
  - ~~City Council has adopted~~ “Kingston Road Mixed Corridor and Brock Mixed Node Urban Design Development Guidelines”, which ~~guidelines~~ apply to the lands along the Kingston Road Corridor through this Neighbourhood.”
63. Revising Map 17, Neighbourhood 7: Dunbarton, as illustrated on Appendix III to this Revision.
64. Revising the informational paragraphs below the Description of Neighbourhood 9: Village East, in Part 3, Chapter 12 – Urban Neighbourhoods, 2<sup>nd</sup>, 4<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> bullets to read as follows:

- Has established residential areas fronting Guild Road, Royal Road and Southview Drive; ~~recent subdivisions activity~~ at the western and eastern ends of the neighbourhood developed ~~occurred~~ since the 1970s.
  - Has neighbourhood and community shopping around the intersection of Brock Road and Kingston Road, and ~~the First Simcha Shopping Centre, located on the east side of Brock Road, north of Highway 401.~~ The Brock Mixed Node is recognized as an Intensification Area which is planned to accommodate more intensive mixed use development.
  - Has ~~three~~ two Detailed Review Areas within its boundary: (i) lands along the Kingston Road Frontage Mixed Corridor and on the east side of Brock Road, north of Highway 401; and (ii) ~~lands containing and surrounding the First Simcha Shopping Centre and the Home and Leisure Centre;~~ and (iii) lands along the west side of Notion Road.
  - Council has adopted development guidelines as follows:
    - \* ~~The “Specialty Retailing Node Development Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines”~~ (for lands at the northeast corner of the Highway 401/Brock Road interchange).
    - \* ~~The “Notion Road Area Development Guidelines”~~ (for lands on the west side of Notion Road).”
65. Revising Map 19, Neighbourhood 9: Village East, as illustrated on Appendix IV to this Revision.
66. Revising the informational paragraphs below the Description of Neighbourhood 12: Liverpool, in Part 3, Chapter 12 – Urban Neighbourhoods, 4<sup>th</sup>, 5<sup>th</sup>, and 10<sup>th</sup> through 12<sup>th</sup> bullets to read as follows:
- The area north of Kingston Road Mixed Corridor consists of a mix of detached, semi-detached, and townhouse dwellings; also includes one secondary school, five elementary schools, seven neighbourhood parks, two places of worship and a fire hall. The north side of Kingston Road is planned for higher intensity mixed uses.
  - The area south of Kingston Road consists of a mix of large format retailers, specialty retailers, automotive uses, offices and services including restaurants and an emergency management service station. Kingston Mixed Corridor is recognized as an Intensification Area which is planned to accommodate more intensive mixed use development.
  - Has ~~one~~ two Detailed Review Areas within its boundary: lands on the west side of Liverpool Road south of Glenanna Road and lands in the Kingston Mixed Corridor.
  - ~~City Council has adopted development guidelines as follows:~~
    - \* ~~The “Walnut Lane Area Development Guidelines”~~ (for lands on the north side of Kingston Road, east of Walnut Lane).

- ~~\* The “Town Centre West Development Guidelines” (for lands generally west of Pine Creek, between Kingston Road and Highway 401).~~
- City Council has adopted “Kingston Road Mixed Corridor and Brock Mixed Node Urban Design Development Guidelines”, which ~~guidelines~~ apply to the lands along the Kingston Road Corridor and west of Pine Creek through this Neighbourhood.”
67. Revising Map 22, Neighbourhood 12: Liverpool, as illustrated on Appendix V to this Revision.

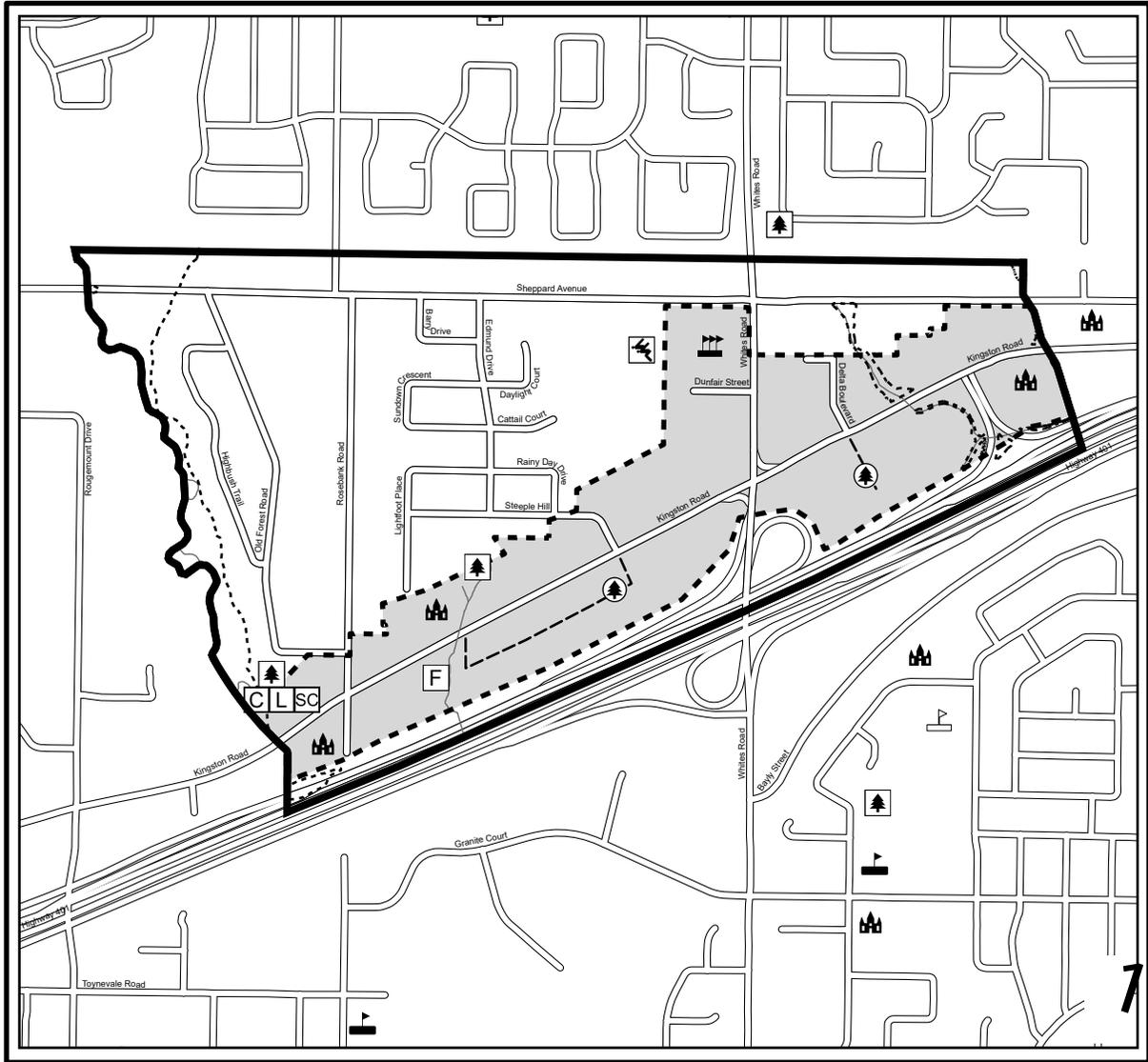
Map 15: Neighbourhood 5: Rougemount



Legend

- Neighbourhood Boundary
- Regional Storm Flood Line
- Detailed Review Area
- Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A)
- Community Centre
- Library
- Senior's Centre
- Cemetery
- Place Of Worship
- Elementary Public School
- Elementary Separate School
- Park

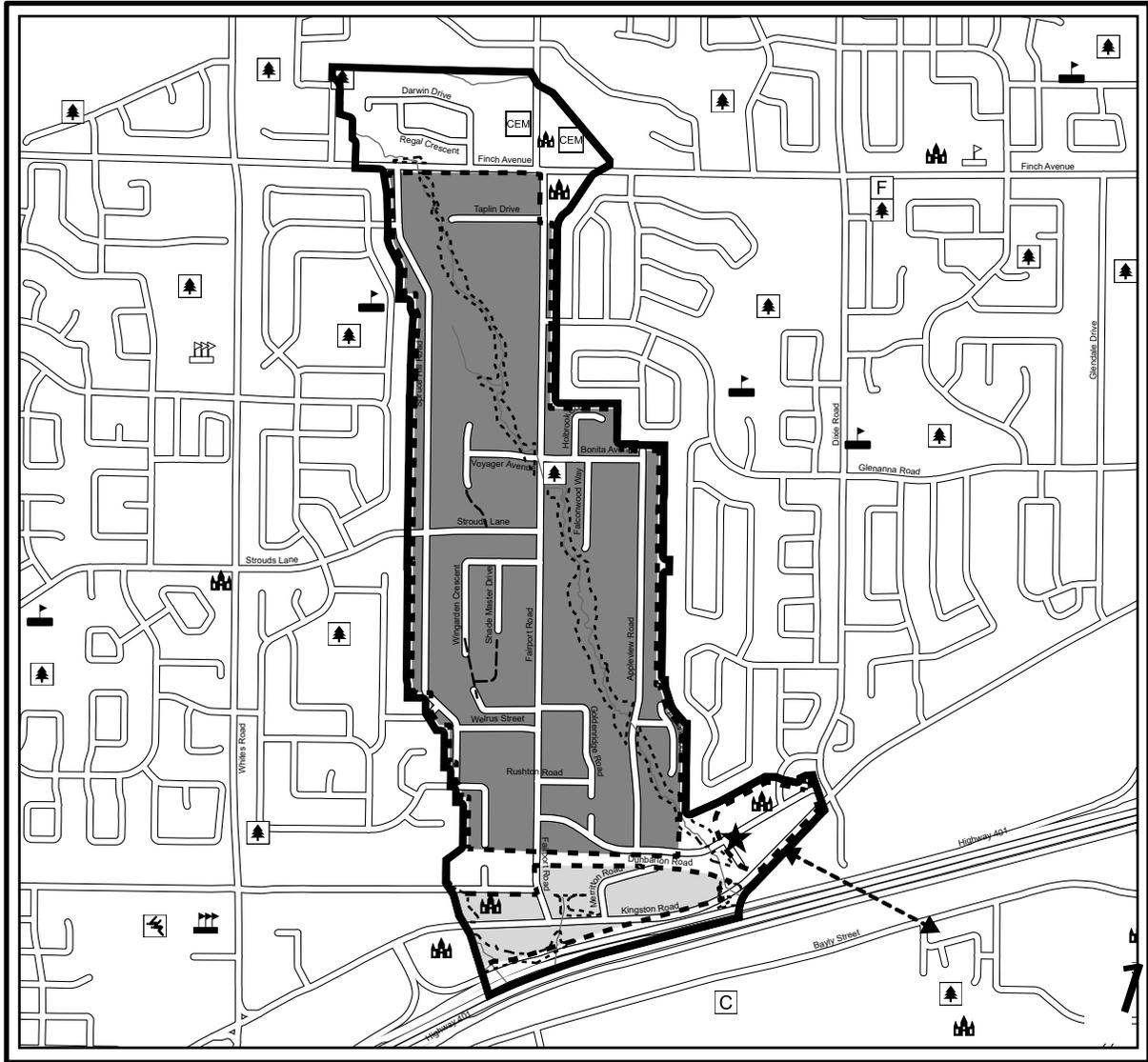
Map 16: Neighbourhood 6: Woodlands



Legend

- |   |                  |                            |               |
|---|------------------|----------------------------|---------------|
| Neighbourhood Boundary  | Community Centre | Elementary Public School   | Park          |
| Regional Storm Flood Line   | Fire Station     | Elementary Separate School | Proposed Park |
| Detailed Review Area  | Library          | Secondary Public School    |               |
| Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A) | Senior's Centre  | Secondary Separate School  |               |
| New Road Connections (Proposed)                                     | Place Of Worship | Swimming Pool              |               |

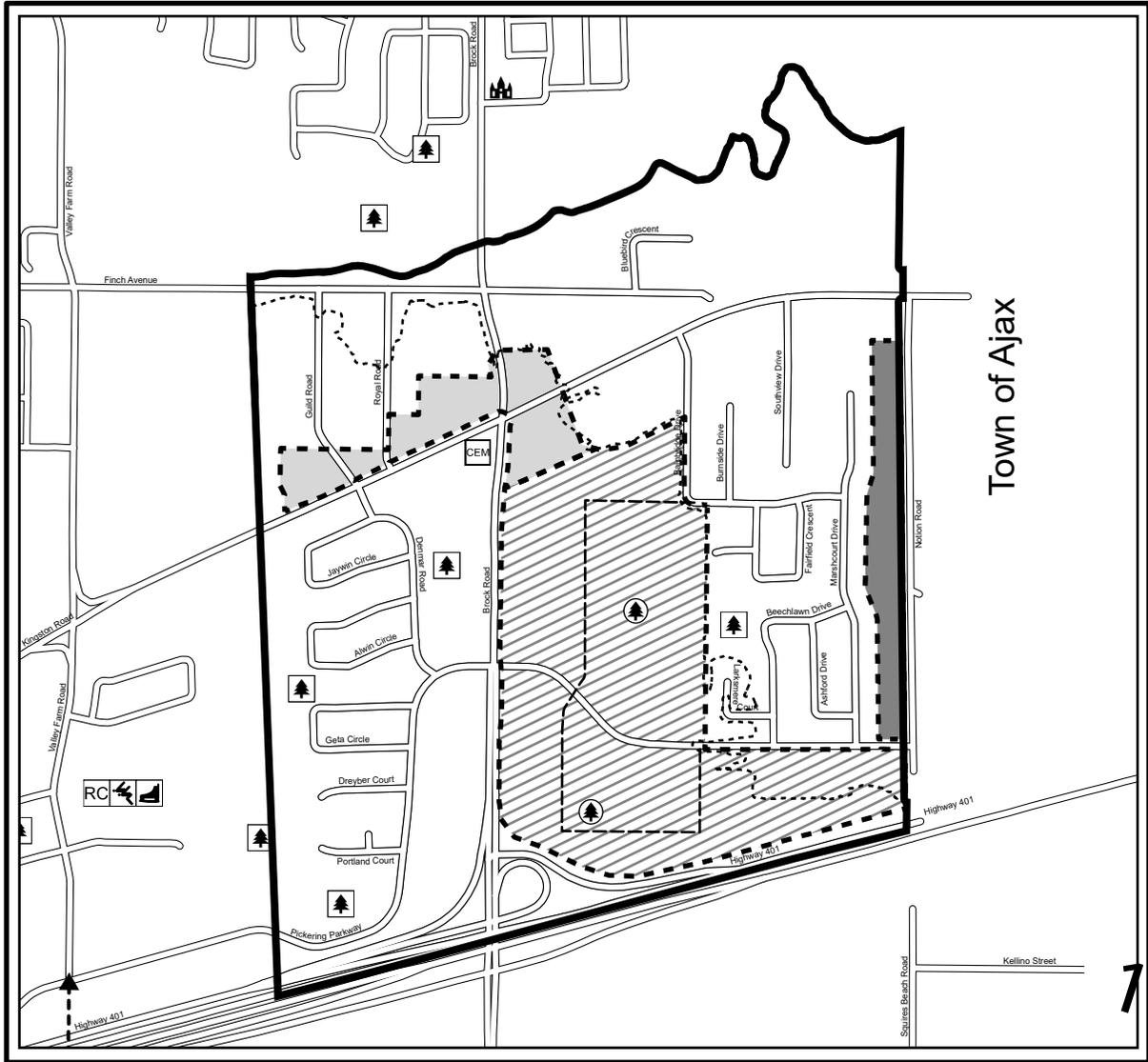
Map 17: Neighbourhood 7: Dunbarton



**Legend**

- |   |   |   |  |   |                            |
|---|---|---|--|---|----------------------------|
|  | Neighbourhood Boundary  |  | Pedestrian/Bicycle Connection (Proposed) |  | Elementary Public School   |
|  | Regional Storm Flood Line   |  | New Road Connections (Proposed)          |  | Elementary Separate School |
|  | Detailed Review Area  |  | Community Centre                         |  | Secondary Public School    |
|  | Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A)                       |  | Fire Station                             |  | Secondary Separate School  |
|  | Lands for which Council has adopted Development Guidelines (Refer to Compendium Document) |  | Senior's Centre                          |  | Swimming Pool              |
|   |   |  | Cemetery                                 |  | Park                       |
|   |   |  | Place Of Worship                         |  | Historical Village         |

Map 19: Neighbourhood 9: Village East



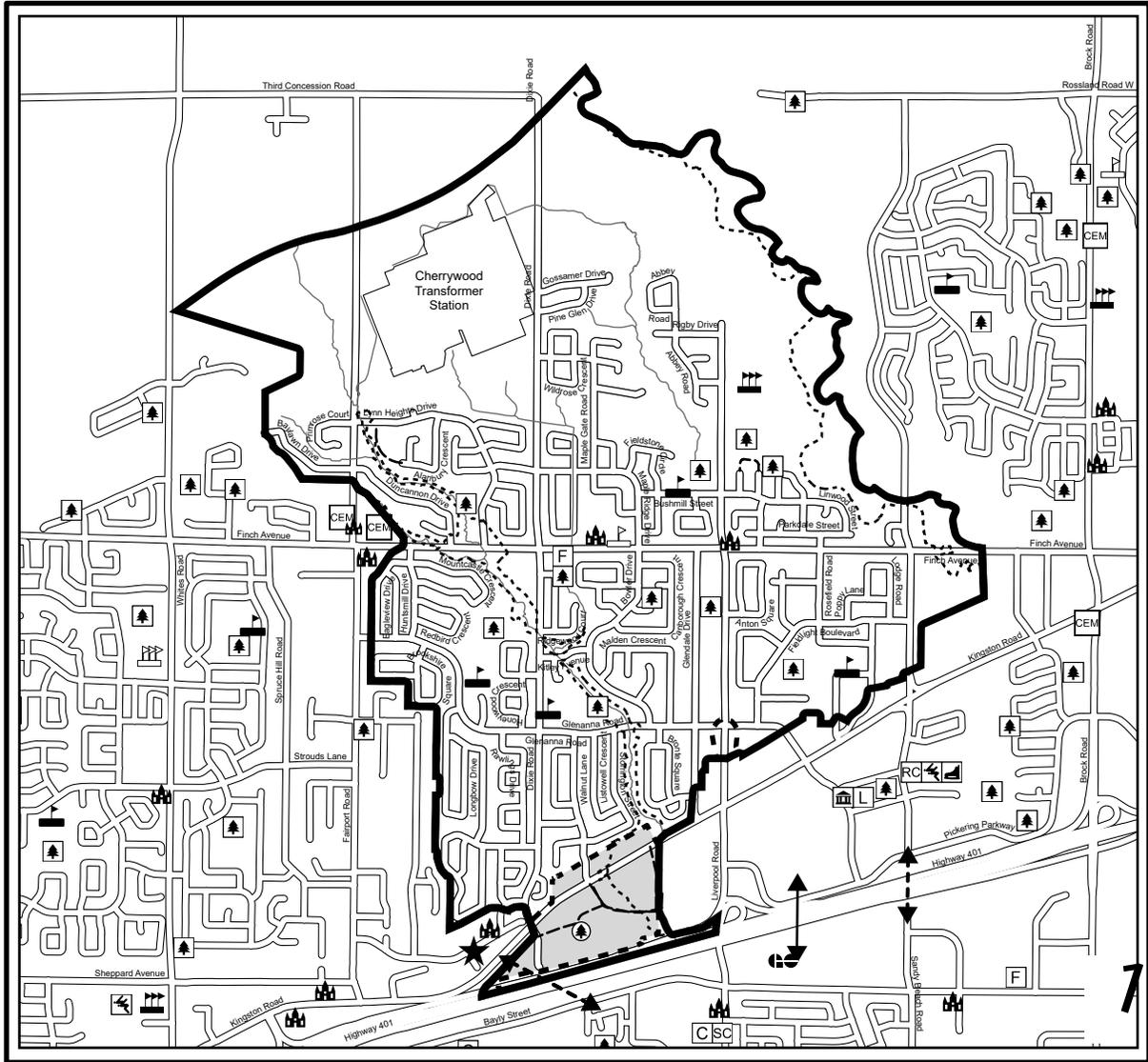
Legend

- Neighbourhood Boundary
- Regional Storm Flood Line
- Detailed Review Area
- Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A)
- Brock Mixed Node Intensification Area (Refer to Chapter 11A)
- Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- New Road Connections (Proposed)
- Arena
- Recreation Complex
- Cemetery
- Place Of Worship
- Swimming Pool
- Park
- Proposed Park

City of Pickering  
 City Development Department  
 © September, 2020  
 This Map Forms Part of Edition 7 of the Pickering Official Plan and Must Be Read in Conjunction with the Other Schedules and the Text.

Note: Land Use Designations Appear on Schedule I & Schedule XIV

Map 22: Neighbourhood 12: Liverpool



Legend

- |   |  |                            |                           |
|---|--|----------------------------|---------------------------|
| Neighbourhood Boundary  | Pedestrian/Bicycle Connection (Proposed) | Library                    | Secondary Public School   |
| Regional Storm Flood Line   | New Road Connections (Proposed)          | Recreation Complex         | Secondary Separate School |
| Detailed Review Area  | Arena                                    | Senior's Centre            | Swimming Pool             |
| Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A) | City Hall                                | Cemetery                   | GO Station                |
|   | Community Centre                         | Place Of Worship           | Park                      |
|   | Fire Station                             | Elementary Public School   | Historical Village        |
|   |  | Elementary Separate School | Proposed Park             |

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

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**Subject:** Official Plan Amendment Application OPA 20-002/P  
Zoning By-law Amendment Application A 06/20  
Director Industrial Holding Limited (Sorbara Group)  
Part of Lot 29, Range 3, Broken Front Concession  
(603 to 643, 645 and 699 Kingston Road)

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

The purpose of this report is to provide preliminary information regarding applications for Official Plan Amendment and Zoning By-law Amendment, submitted by Director Industrial Holdings Limited, to facilitate a phased mixed-use high-density 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 on these applications is being 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 are located at the southwest corner of Kingston Road and Whites Road within the Woodlands Neighbourhood (see Location Map, Attachments #1). The subject lands comprise two properties, municipally known as 603-643, 645 and 699 Kingston Road. The lands have a combined area of approximately 4.9 hectares, with approximately 410 metres of frontage along Kingston Road.

The subject lands currently support two single-storey stand-alone retail buildings occupied by National Sports and Value Village and a single-storey multi-tenant building occupied by various uses including a restaurant, a paint store, a tile store, and a fitness centre. The primary access is provided from a signalized intersection at Kingston Road and Steeple Hill and a secondary full-moves access is provided at the west end of the site along Kingston Road (see Air Photo Map, Attachment #2).

Surrounding land uses include:

- North: Across Kingston Road is the Steeple Hill Shopping Centre, which contains various uses including, but not limited to, restaurants, a grocery store, retail stores, personal service uses, financial institutions and offices. To the west of the shopping centre is an established medium density residential community consisting primarily of detached dwellings and a townhouse condominium complex. At the northwest corner of Whites Road and Kingston Road is an automobile service station (Shell) and a restaurant (Tim Horton's), and immediately north of the automobile service station is a recently constructed stacked townhouse development and Dunbarton High School.
- East: At the northeast corner of Kingston Road and Whites Road is an automobile service station (PetroCan), multi-tenant commercial buildings and a 6-storey apartment building. At the southeast corner of Kingston Road and Whites Road is the Whites Road Shopping Centre containing various commercial, personal service, and restaurant uses.
- South: Immediately to the south is Highway 401.
- West: Immediately to the west are two automobile sales dealerships (Acura Pickering and Toyota Pickering).

### **3. Applicant's Proposal**

Director Industrial Holdings Limited (Sorbara) has submitted applications for an Official Plan Amendment and a Zoning By-law Amendment to facilitate the redevelopment of the subject lands for a phased mixed-use high-density residential development introducing approximately 2,884 residential units and approximately 6,680 square metres of commercial/office space.

The proposed Official Plan Amendment seeks to increase the maximum permitted residential density from 140 to 500 units per hectare and floorspace index from 2.5 to 5.0. The Zoning By-law Amendment is intended to rezone the lands to an appropriate zone category and establish appropriate development standards.

The submitted concept plan illustrates a total of 8 residential towers ranging in heights between 18 and 42 storeys (with 4 and 6 storey podium heights), and 4 blocks of 4-storey stacked townhouses. The plan also includes 3 publicly accessible private parks, and a gateway plaza at the southwest corner of Kingston Road and Whites Road (see Submitted Conceptual Plan, Attachment #3).

Vehicular access to the redevelopment is to be provided through internal private condominium roads having a road right-of-way widths ranging between 7 metres and 13 metres. Primary access will be at the signalized intersection at Kingston Road and Steeple Hill and a secondary access driveway further west on the south side of Kingston Road. Parking is proposed to be primarily underground with some additional above-ground structured parking within the podiums of the buildings closest to Highway 401.

The table below summarizes the key statistical details of the proposal:

|   | <b>Proposal</b>   |
|---|---|
| <b>Total Residential Gross Floor Area</b> | 242,808 square metres   |
| <b>Total Commercial Gross Floor Area</b>  | 2,232 square metres (within Towers 4, 5, and 8)   |
| <b>Total Office Floor Area</b>            | 4,448 square metres (Tower 5)   |
| <b>Total Number of Residential Units</b>  | Apartment Units: 2,740 units<br>Stacked Townhouses: 144 units<br>Total: 2,884 units   |
| <b>Density</b>                            | 500 units per net hectare   |
| <b>Floor Space Index</b>                  | 5.0   |
| <b>Number of Storeys</b>                  | Tower 1 – 29 Storeys<br>Tower 2 – 32 Storeys<br>Tower 3 – 36 Storeys<br>Tower 4 – 18 Storeys<br>Tower 5 – 18 Storeys<br>Tower 6 – 29 Storeys<br>Tower 7 – 42 Storeys<br>Tower 8 – 24 Storeys<br>Townhouses (Blocks 1-4) – 4 Storeys |
| <b>Vehicular Parking Ratio</b>            | Stacked Townhouses: 1 space per unit<br>Apartment: 0.80 spaces per unit<br>Shared Visitor, Commercial & Office: 0.15 spaces per unit  |
| <b>Vehicular Parking</b>                  | Residential: 2,386 spaces<br>Visitor/Office/Commercial: 444 spaces<br>Total: 2,830 parking spaces   |
| <b>Bicycle Parking</b>                    | 1,521 bicycle parking spaces (including 7 visitor spaces)   |
| <b>Private Parks and Open Spaces</b>      | Park 1 – 1,137 square metres<br>Park 2 – 1,437 square metres<br>Park 3 – 1,423 square metres<br>Gateway Plaza – 977 square metres   |
| <b>Amenity Areas</b>                      | 4 square metres per dwelling unit to be divided between indoor and outdoor amenity space<br>Total: 4,974 square metres  |

Sorbara Group has advised that the redevelopment of the subject lands is anticipated to be constructed in phases. The preliminary phasing plan for the site illustrates that the first phase is proposed to be the westernmost portion of the lands along the Kingston Road frontage (603 to 643 Kingston Road) on which the existing multi-unit commercial building sits with 2 blocks of stacked townhouses, containing a total of 72 units, and an 18-storey multi-residential building containing 360 units (see Preliminary Phasing Plan, Attachment #4).

Each phase of development will be subject to site plan approval, and applications for draft plan of condominium will be submitted at later dates.

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

##### **4.1 Provincial Policy Statement (2020) and A Place to Grow (2019)**

The Provincial Policy Statement, 2020, directs growth and development to settlement areas and promotes efficient, transit-supportive development patterns that “optimize the use of land, resources and public investment in infrastructure and public service facilities”, and “promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.” New development in designated growth areas is encouraged to have a compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure, and public service facilities.

A Place to Grow (2019) directs where and how growth should occur in the Greater Golden Horseshoe. The Plan prioritizes intensification and higher densities in strategic growth areas, which includes locally-identified nodes and corridors, arterials, and areas with planned frequent transit service in order to make efficient use of land and infrastructure and support transit viability. A Place to Grow supports the achievement of complete communities that:

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- expand convenient access to:
  - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - public service facilities, co-located and integrated in community hubs;
  - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - healthy, local, and affordable food options, including through urban agriculture;
- provide for a more compact built form and a vibrant public realm, including public open spaces;
- mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- integrate green infrastructure and appropriate low impact development.

## 4.2 Durham Regional Official Plan

The subject lands are designated as “Living Areas” with a “Regional Corridor” overlay in the Durham Regional Official Plan (ROP).

Living Areas shall be developed to incorporate the widest possible variety of housing types, sizes and tenure to provide living accommodations that address various socio-economic factors. These areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads and with particular consideration for supporting and providing access to public transit.

Lands within this designation are predominately intended for housing purposes. In addition to residential uses, office development and limited retailing of goods and services, in appropriate locations, as components of mixed-use developments are permitted within Living Areas. In Corridor locations, major retail uses and major office uses are also permitted. In the consideration of development proposals, regard shall be had to achieving a compact urban form, including intensive residential, office, retail and service, and mixed uses along arterial roads, in conjunction with present and potential transit facilities. Regional Corridors are recognized and identified as key focus areas for intensification.

Kingston Road and Whites Road are identified as Regional Corridors in the ROP. Regional Corridors shall be planned and developed in accordance with the underlying land use designation, as people-oriented places that are accessible by public transit and an extensive pedestrian network, including civic squares, parks and walkways. Corridors shall generally be developed to promote public transit ridership through well-designed development, having a mix of uses at higher densities. Development within Corridors shall be oriented to the Corridor and consolidation of access points is encouraged. Regional Corridors are intended to support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index (FSI) of 2.5, with a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in municipal official plans.

The ROP supports and promotes rejuvenation, development and renewal within Regional Corridors. Restoration of the historic integration of the shopping function with the other traditional functions, such as housing, employment, recreation, social activities and cultural facilities is supported. Accordingly, the ROP encourages existing shopping centres to redevelop with a full array of compatible uses, particularly residential uses.

Kingston Road is designated as a Type ‘B’ Arterial Road and a Rapid Transit Spine in the ROP. Type ‘B’ Arterial Roads are designed to carry large volumes of traffic at moderate to high speeds, connect with freeways, other arterial roads and collector roads. Whites Road is designated as a Type ‘A’ Arterial Road and a High Frequency Transit Network in the ROP. Type ‘A’ Arterial Roads are designed to carry large volumes of traffic at moderate to high speeds, over relatively long distances. High Frequency Transit Networks consist of buses in planned High Occupancy Vehicle (HOV) lanes, or buses or in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants.

Development along Transit Spines and High Frequency Transit Networks shall provide for complementary higher density and mixed uses at an appropriate scale and context, buildings oriented towards the street to reduce walking distances, facilities which support non-auto modes of transportation, and limited surface parking and the potential redevelopment of surface parking. Further, Kingston Road (Highway 2) is identified in the ROP as one of the most significant transit corridors within the Region, which should be developed to its fullest potential.

The Durham-Scarborough Bus Rapid Transit Environmental Assessment and Preliminary Design Business Case, being undertaken by Metrolinx in partnership with agencies including the Region of Durham and Durham Region Transit, is currently underway to facilitate transportation improvements along Kingston Road from Scarborough Centre to Downtown Oshawa. The timing for completion of this study is anticipated to be next fall (2021).

#### **4.3 Pickering Official Plan**

The subject lands are located within the Woodlands Neighbourhood and are designated “Mixed Use Areas – Mixed Corridors” in the City’s Official Plan.

Mixed Use Areas are intended to have the widest variety of uses and highest levels of activities in the City. Within Mixed Use Areas, a wide variety of uses for residents, business-people and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses are permitted. The broadest diversity of use, greatest levels of activity, and highest quality of design shall be directed to the City Centre and the Mixed Corridor along Kingston Road, the City’s mainstreet.

The Mixed Corridors designation is intended primarily for residential, retail, community, cultural and recreational uses at a scale serving the community, and provides for a range of commercial uses and residential development at a density range of over 30 units up to and including 140 units per net hectare and a maximum FSI up to and including 2.5 FSI. It should be noted that the City is proposing to amend the current policies for the Mixed Use Areas through Official Plan Amendment 38 (File: OPA 20-004/P) to implement the Kingston Road Corridor and Specialty Retailing Node Intensification Plan. Details on the proposed Official Plan Amendment are included in Report 13-20.

The applicant is requesting to amend the Official Plan to add a site-specific exception to permit a maximum residential density of 500 units per net hectare and a maximum FSI of 5.0.

#### **4.4 Kingston Road Corridor and Specialty Retailing Node Intensification Plan and Draft Urban Design Guidelines**

The Woodlands Neighbourhood policies of the Pickering Official Plan identify that the Kingston Road Corridor Development Guidelines apply to the subject lands. The Guidelines are intended to guide the design of Kingston Road, as well as the developments that flank or front Kingston Road. The Kingston Road Corridor Development Guidelines, which were adopted by Pickering Council in 1997, do not reflect the new vision for the Kingston Road Corridor established by the Council endorsed Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines. The 1997 Development Guidelines are intended to be superseded by the new Draft Urban Design Guidelines.

On December 16, 2019, Council endorsed in principle the Kingston Road Corridor and Specialty Retailing Node Intensification Plan (Intensification Plan) and the Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines (Draft Urban Design Guidelines). The Intensification Plan and Draft Urban Design Guidelines were prepared as a result of the Kingston Road Corridor and Specialty Retailing Node Intensification Study, which represented the second phase of the South Pickering Intensification Study. The Intensification Plan contains a comprehensive framework for redevelopment and intensification along the Corridor and within the Retailing Node. The Draft Urban Design Guidelines articulate the vision set by the Intensification Plan and provide specific design considerations.

The subject lands are located in the Whites Precinct within the Intensification Plan. The recommended land uses for the subject lands within the Intensification Plan is “Mixed Use A” on the lands immediately southwest of the intersection of Whites Road and Kingston Road, a “Public Park” west of the current intersection of Steeple Hill and Kingston Road, and “Mixed Use B” on the westernmost portion of the lands. The Intensification Plan further identifies the area at the intersection of Kingston Road and Whites Road as a “Gateway” location with a gateway plaza and also as a preferred office location. The Intensification Plan shows access to the site through a new proposed future public road, which would extend south from the existing intersection of Steeple Hill and west through the property to eventually loop back to Kingston Road at a new proposed intersection just east of Petticoat Creek through the subject lands (see Whites Precinct Intensification Plan, Attachment #5).

The Intensification Plan included several recommended policies as it relates to the subject lands, which are summarized in Attachment #6 to this report. The Draft Urban Design Guidelines also included several key urban design objectives concerning block structure, built form, site design, landscaping, building design, pedestrian connections, parking and transition and massing as it relates to the proposal, which are summarized in Attachment #7 to this report.

The applications will be assessed against the applicable framework and policy recommendations of the Council-endorsed Intensification Plan and the design priorities of the Draft Urban Design Guidelines.

#### **4.5 Zoning By-law 3036**

The lands municipally known as 603-643 and 645 Kingston Road are currently zoned “SC-2” within Zoning By-law 3036, as amended by By-law 1810/84, which permits the use of these lands for a bakery, business office, commercial recreational establishment, commercial school, dry-cleaning establishment, financial institution, personal service shop, professional offices, restaurant subject to certain conditions, retail store, scientific, research or medical laboratory, vehicle sales establishment, and vehicle accessory installation shop.

The lands municipally known as 699 Kingston Road is currently zoned “SC-11” within Zoning By-law 3036, as amended by By-laws 2471/87 and 4787/96, which permits the use of these lands for furniture or major appliance sales, home improvement centre, light manufacturing plant, sales outlet subject to certain conditions, warehouse, sports practice facility, and retail warehouses type A and type B.

A zoning by-law amendment is required to implement the applicant's proposal. The applicant is proposing to rezone the entire site to an appropriate mixed-use zone category with site-specific performance standards to facilitate the proposed development

## **5. Comments Received**

### **5.1 Public comments on the proposal**

The notice of the Statutory Public Meeting regarding these applications was provided through a mailing of all properties within 150 metres of the subject lands. Also, 3 development notice signs were posted on the subject lands providing notice of this meeting to members of the public.

To date, the City has received written comments from 5 area residents expressing the following concerns:

- commented that adding the proposed number of new residential units would make the area denser and busier than it is currently;
- commented that Pickering is not known to have many taller buildings, and the proposed development does not fit in with the existing community character in Pickering or Durham Region;
- concerned about the loss of wildlife;
- concerned that existing high schools do not have the capacity to accommodate the additional student population generated by this proposal;
- commented that the proposed parkland is inadequate to support the future residents within this development;
- commented on the need for high-end rental apartments in Pickering;
- concerned over the impacts/loss of existing businesses on the property that are enjoyed and frequented by residents; and,
- concerned about traffic impacts from the proposed development, including:
  - increased congestion at the intersection of Whites Road and Kingston Road, which already experiences significant traffic congestion; and
  - increased through traffic on Steeple Hill

### **5.2 Agency Comments**

At the time of writing this report, no comments have been received from the Region of Durham – Planning & Economic Development Department.

#### **5.2.1 Ministry of Transportation**

- the Ministry of Transportation as reviewed the submitted Urban Transportation Considerations, prepared by BA Consulting Group, dated April 2020, and has provided technical comments related to the study for the applicant to address.

#### **5.2.2 Durham District School Board**

- this redevelopment is anticipated to generate between 165 and 225 elementary students, and approximately between 80 to 115 students at the secondary level;

- the subject site is located within the boundary of Altona Forest Public School; however, several elementary public schools are located within close proximity and could accommodate students from this development;
- students at the secondary level could attend Dunbarton High School and Pine Ridge Secondary School.

### **5.2.3 Durham Catholic District School Board**

- no objections to the approval of the proposed development; and
- students from this development will attend existing neighbourhood schools.

## **5.3 City Department Comments**

### **5.3.1 Engineering Services Department**

- require the provision of a Phase 2 Environmental Site Assessment (ESA) as per the recommendations of the Phase 1 ESA;
- the site design should be reviewed and revised in accordance with the City's Fire Services Department Development Design Guidelines;
- require the submitted hydrogeological report to be updated to ensure groundwater impacts are assessed and evaluated for the entirety of the site;
- ensure adequate pedestrian connectivity to Kingston Road is provided from the site;
- the proposed plan shows a gateway plaza and three smaller park areas, two of which are encumbered with underground parking, stormwater management facilities and underground services. The third parkland area is quite small and irregular in shape. The preference would be to have one large central public park as shown in the Intensification Plan. The public parkland should not have any encumbrances (below-grade parking);
- confirmation should be provided that the proposed park uses in the facility fit plans will be supported by the existing and future demographics projected for this development area;
- the Kingston Road Corridor and Specialty Retailing Node Intensification Plan recommends a public road extending south from the intersection of Kingston Road and Steeple Hill through the subject site, extending west to connect back up with Kingston Road at a new signalized intersection on the east side of Petticoat Creek;
- the proposed access on the west side of the site is recommended to be restricted to a right-in-right out access only;
- the stormwater management criteria for all proposed developments within this area were updated after completion of the Kingston Road Corridor and Specialty Retailing Node Intensification Plan Study (December 2019). The current criteria for the proposed development require the control of post-development peak flow rates to pre-development levels, for all storms from 2-year up to and including 100-year event, using a maximum runoff coefficient of 0.5. These criteria should be applied to the proposed development, and the proposal should be revised accordingly;
- the Owner shall satisfy all requirements, financial and otherwise, of the City of Pickering. This shall include, among other matters, the execution of a subdivision and/or site plan agreement between the owner and the City of Pickering concerning the provision and installation of services, grading, drainage and other local services; and

- the applicant is also required to address various technical requirements of the City and revise their studies and plans accordingly on matters including foundation drainage and erosion and sediment control, stormwater management, hydrogeological matters, and traffic study requirements.

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

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

### **6.1 Land Use Policies**

- ensure conformity with all applicable statutory policies of the Provincial Policy Statement (2020), A Place to Grow (2019), and the Region of Durham Official Plan;
- assess the proposal to ensure consistency with the applicable goals and objectives of the City of Pickering Official Plan, including the Council endorsed Kingston Road Corridor and the Specialty Retailing Node Intensification Plan and the Draft Urban Design Guidelines;
- assess the appropriateness of the requested increase in density and FSI, in the context of the Council-endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan and the City Initiated proposed Official Plan Amendment 38;
- ensure that appropriate implementing policies and zoning provisions are included to secure for the proposed Major Office uses;
- ensure a mix of uses and appropriate transitions are provided across the site in accordance with the policy recommendations for “Mixed Use A”, “Mixed Use B”, and “Gateways” within the Intensification Plan;
- ensure that sufficient retail and commercial gross floor area is being replaced given the removal of existing service-commercial and retail uses that currently service the surrounding community;
- require commercial uses to extend further west along Kingston Road to achieve greater pedestrian activity on Kingston Road, and/or the inclusion of flexible space, which can be easily converted into commercial and/or office space over-time to achieve the desired long-term objective while balancing market conditions;
- secure opportunities to provide affordable housing, accessible units, and a variety of unit types, sizes and tenures (including rental);
- assess how the proposal contributes to the City’s Age Friendly goals; and
- ensure the proposed redevelopment plan considers and accommodates for future redevelopment of adjacent lands extending westerly to Petticoat Creek.

### **6.2 Site Design and Built Form**

- evaluate the appropriateness of the proposed site layout, building setbacks, building height and massing, pedestrian connections and landscaping to ensure the proposed built form is in keeping with the design goals and objectives of the Council-endorsed Draft Urban Design Guidelines for the Kingston Corridor and Specialty Retailing Node;

- ensure that the proposed building massing and height is to be scaled to be compatible with adjacent streets and open spaces to create an attractive human-scaled environment, respect existing scale and character and appropriately respond to the local context, and taller building heights be directed to the lands along the highway, south of the proposed public street and at the corner of Kingston Road and Whites Road;
- ensure the proposed tower floor plate sizes are consistent with the recommended maximum tower floor plate size in the Council endorsed Draft Urban Design Guidelines for the Kingston Corridor and Specialty Retailing Node
- ensure the proposed development demonstrates design excellence, through built form and other means such as landscaping, public seating, weather protection and public art, given the site's location within a gateway and key transit junction; and
- review proposed building heights and tower placements to minimize any potential shadowing and wind impacts public parks, open spaces and public roads, and to ensure adequate sunlight penetration, and skyviews are being maintained.

### **6.3 Parkland**

- determine the appropriate amount of land to be dedicated to the City in accordance with the *Planning Act* requirements, and determine whether additional parkland is needed to support the requested increase in density;
- require the consolidation of private parks into one larger public park, to be conveyed to the City, fronting onto a public street as shown in the Council endorsed Intensification Plan; and
- ensure that the size, location and future programming within the public park is sufficient and adequate to serve the future residents of this redevelopment and the broader community.

### **6.4 Street Network and Design, Traffic, and Parking**

- require that the full build-out include a new public street in accordance with the Kingston Road Corridor and Specialty Retailing Node Intensification Plan;
- require that the public and private road right-of-ways be complete streets including cycling facilities and other elements such as enhanced landscaped boulevards, seating areas and street trees, and be designed as illustrated in the Council-endorsed draft urban design guidelines;
- ensure accessible paths of travel are provided throughout the site, including pedestrian connections to street networks, public transit, parks, gateway plaza and other outdoor amenity spaces;
- ensure the grading and the design of roads allows for future extension of the roads through the lands located to the west of the subject site;
- assess whether the proposal will result in any significant traffic impacts and/or operational issues at the intersections of Kingston Road and Whites Road, Whites Road interchange, Steeple Hill and Kingston Road, and other roads within the immediate area;
- ensure sufficient resident and visitor parking is provided to support the proposal;
- review the proposed shared parking formula to ensure sufficient visitor and commercial parking is available at all times to support the development; and

- assess the proposed transportation demand management measures and determine whether these measures are appropriate to support the reduced parking ratio and shared parking formula.

### **6.5 Other matters to be addressed**

- ensure that all engineering requirements have been addressed and that sufficient servicing capacity (sanitary, storm sewer and water) is available to service this redevelopment;
- consider the use of an “H” Holding symbol within the implementing zoning by-law amendment to ensure the orderly development of the plans including securing public parkland; designing and securing the implementation of public roads, securing any identified municipal infrastructure upgrades or modifications required to support this redevelopment; and
- explore opportunities for the applicant to include and fund public art elements within the proposed development.

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 submitted in support of the revised applications are listed below and available for viewing on the City’s website at [pickering.ca/devapp](http://pickering.ca/devapp) or in person by appointment at the office of the City of Pickering, City Development Department:

- Planning Justification Report, prepared by Weston Consulting, dated April 2020
- Urban Transportation Considerations, prepared by BA Consulting Group, dated April 2020
- Functional Servicing Report, prepared by WSP, dated April 15, 2020
- Stormwater Management Report, prepared by WSP, dated April 16, 2020
- Sun/Shadow Study Report, prepared by Weston Consulting, dated April 2020
- Urban Design Brief and Sustainable Development Report, prepared by Weston Consulting, dated April 2020
- Sustainable Development Matrix, prepared by Weston Consulting, dated April 2020
- Phase One Environmental Site Assessment, prepared by Toronto Inspection Ltd., dated April 22, 2020
- Preliminary Geotechnical Investigation, prepared by Toronto Inspection Ltd., dated April 20, 2020
- Hydrogeological Investigation, prepared by Toronto Inspection Ltd., dated April 20, 2020
- Architectural Concept Drawings, prepared by Graziani + Corazza Architects, dated April 2020
- Facility Fit Plan, prepared by Weston Consulting, dated July 2020
- Preliminary Phasing Plan, prepared by Weston Consulting, dated September 2020
- Draft Official Plan Amendment, prepared by Weston Consulting, dated April 2020
- Draft Zoning By-law Amendment, prepared by Weston Consulting, dated April 2020

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## **8. Procedural Information**

### **8.1 General**

- written comments regarding this proposal should be directed to the City Development Department;
- oral comments may be made at the Electronic Statutory Public Meeting;
- all comments received will be noted and used as input to a 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; and
- any member of the public who wishes to be notified of Council's decision regarding this proposal must request such in writing to the City Clerk.

### **8.2 Official Plan Amendment Approval Authority**

- the Region of Durham may exempt certain local official plan amendments from Regional approval if such application is determined to be locally significant, and do not exhibit matters of Regional and/or Provincial interest; and
- the Region has not yet advised if the application for Official Plan Amendment is considered to have no significant Regional or Provincial concerns and therefore exempted from Regional approval.

## **9. Owner/Applicant Information**

The owner of this property is Director Industrial Holdings Limited and is represented by Weston Consulting.

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## **Attachments**

1. Location Map
2. Air Photo Map
3. Submitted Conceptual Plan
4. Preliminary Phasing Plan
5. Whites Precinct Intensification Plan
6. Kingston Road Corridor and Specialty Retailing Node Intensification Plan – Recommended Policies Related to the Proposal
7. Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines – Relevant Design Recommendations Related to the Proposal

**Prepared By:**

Original Signed By:

Kristy Kilbourne, MCIP, RPP  
Principal Planner, Policy

Original Signed By:

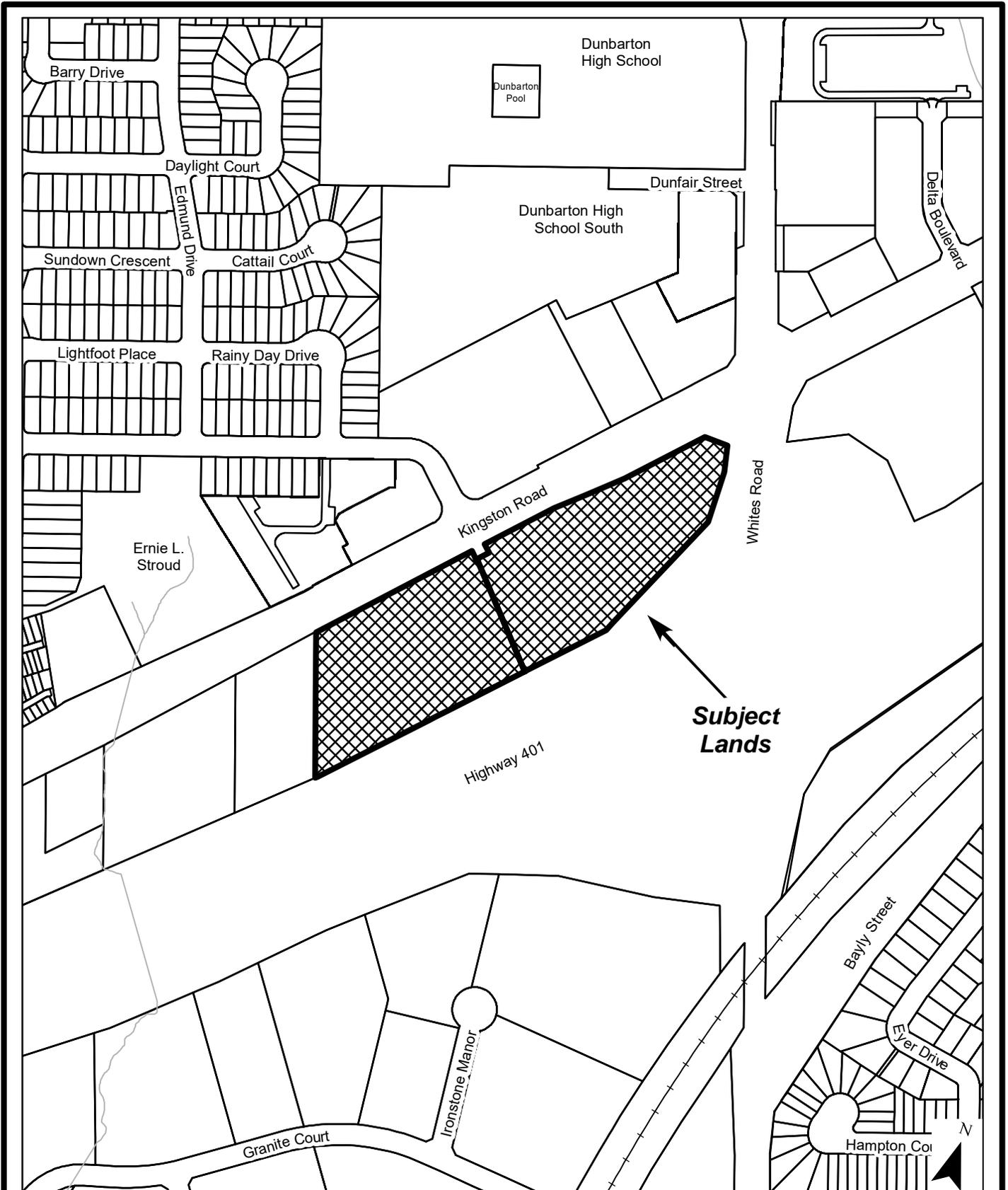
Nilesh Surti, MCIP, RPP  
Manager, Development Review  
& Urban Design

Date of Report: October 19, 2020

**Approved/Endorsed By:**

Original Signed By:

Catherine Rose, MCIP, RPP  
Chief Planner

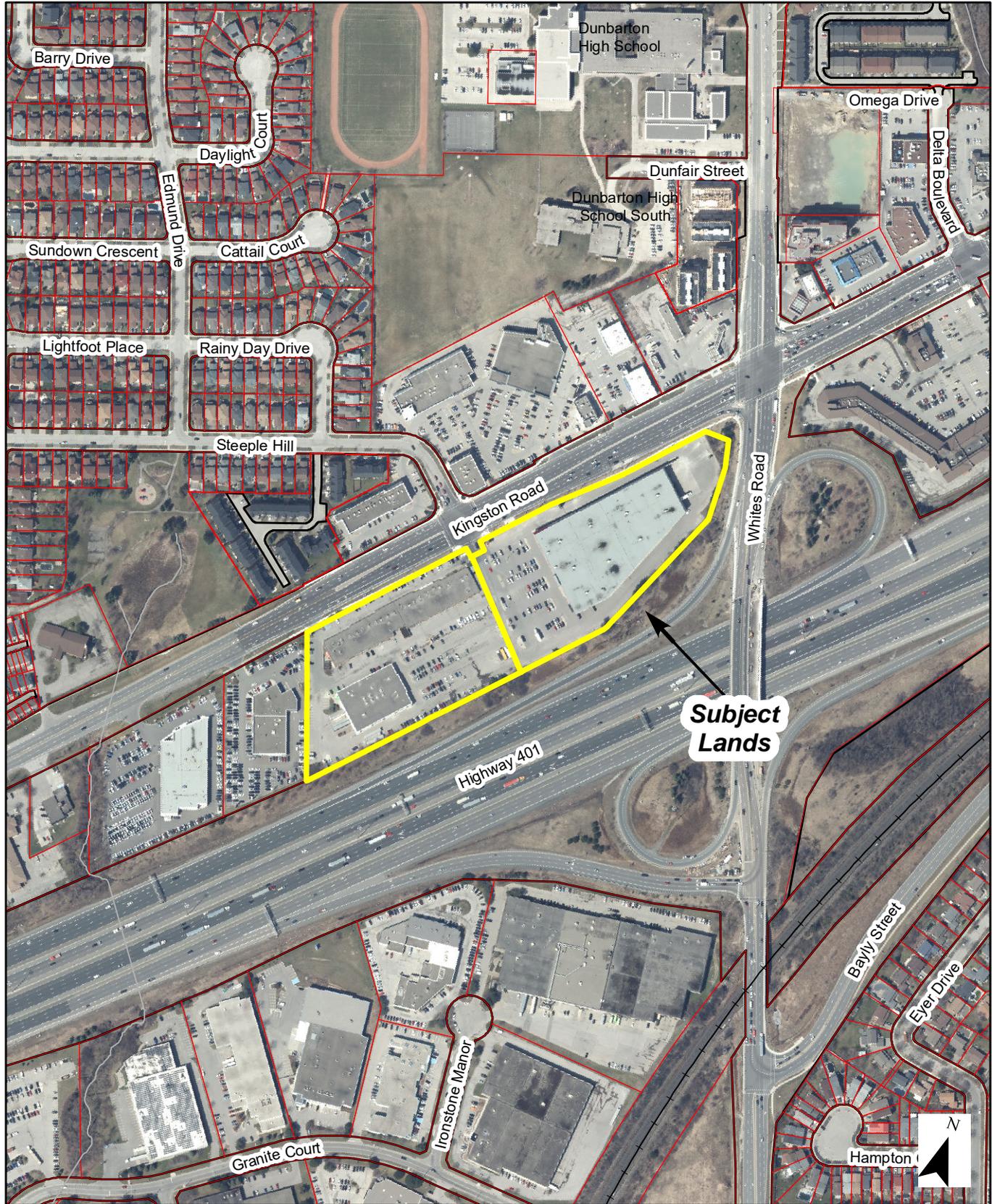


**Subject Lands**

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

|  |  |
|--|--|
| <b>Location Map</b>  |  |
| <b>File:</b> OPA 20-002/P and A 06/20  |  |
| <b>Applicant:</b> Director Industrial Holdings Limited   |  |
| <b>Property Description:</b> Part of Lot 29, Range 3, B.F.C.<br>(603-643, 645 & 699 Kingston Road) |  |
| <b>Date:</b> Oct. 15, 2020   | <b>SCALE:</b> 1:5,000<br>THIS IS NOT A PLAN OF SURVEY. |

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|   |  |   |
|---|--|---|
| <br><b>PICKERING</b><br>City Development<br>Department | <b>Air Photo Map</b>   |   |
|   | <b>File:</b> OPA 20-002/P and A 06/20  |   |
|   | <b>Applicant:</b> Director Industrial Holdings Limited   |   |
|   | <b>Property Description:</b> Part of Lot 29, Range 3, B.F.C.<br>(603-643, 645 & 699 Kingston Road) |   |
|   | Date: Oct. 15, 2020  | SCALE: 1:5,000<br>THIS IS NOT A PLAN OF SURVEY. |

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| TOWNHOUSE BLOCKS | HEIGHT   | PODIUMS | HEIGHT   | TOWERS        | HEIGHT [total height] | PARKS & OPEN SPACE | AREA                       |
|------------------|----------|---------|----------|---------------|-----------------------|--------------------|----------------------------|
| B1               | 4 STOREY | P1      | 4 STOREY | T1            | 29 STOREY             | PARK 1             | 1,137 m <sup>2</sup>       |
| B2               | 4 STOREY | P2      | 6 STOREY | T2            | 32 STOREY             | PARK 2             | 1,437 m <sup>2</sup>       |
| B3               | 4 STOREY | P3      | 6 STOREY | T3            | 36 STOREY             | PARK 3             | 1,423 m <sup>2</sup>       |
| B4               | 4 STOREY | P4      | 4 STOREY | T4 [mid-rise] | 18 STOREY             | PLAZA              | 977 m <sup>2</sup>         |
|                  |          | P5      | 4 STOREY | T5 [mid-rise] | 18 STOREY             | <b>TOTAL</b>       | <b>4,974 m<sup>2</sup></b> |
|                  |          |         |          | T6            | 29 STOREY             |                    |                            |
|                  |          |         |          | T7            | 42 STOREY             |                    |                            |
|                  |          |         |          | T8            | 24 STOREY             |                    |                            |

City of  
**PICKERING**  
City Development  
Department

**Submitted Conceptual Plan**

**File No:** OPA 20-002/P and A 06/20

**Applicant:** Director Industrial Holdings Limited

**Property Description:** Part of Lot 29, Range 3, B.F.C.  
(603-643, 645 & 699 Kingston Road)

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

**DATE:** Oct 1, 2020



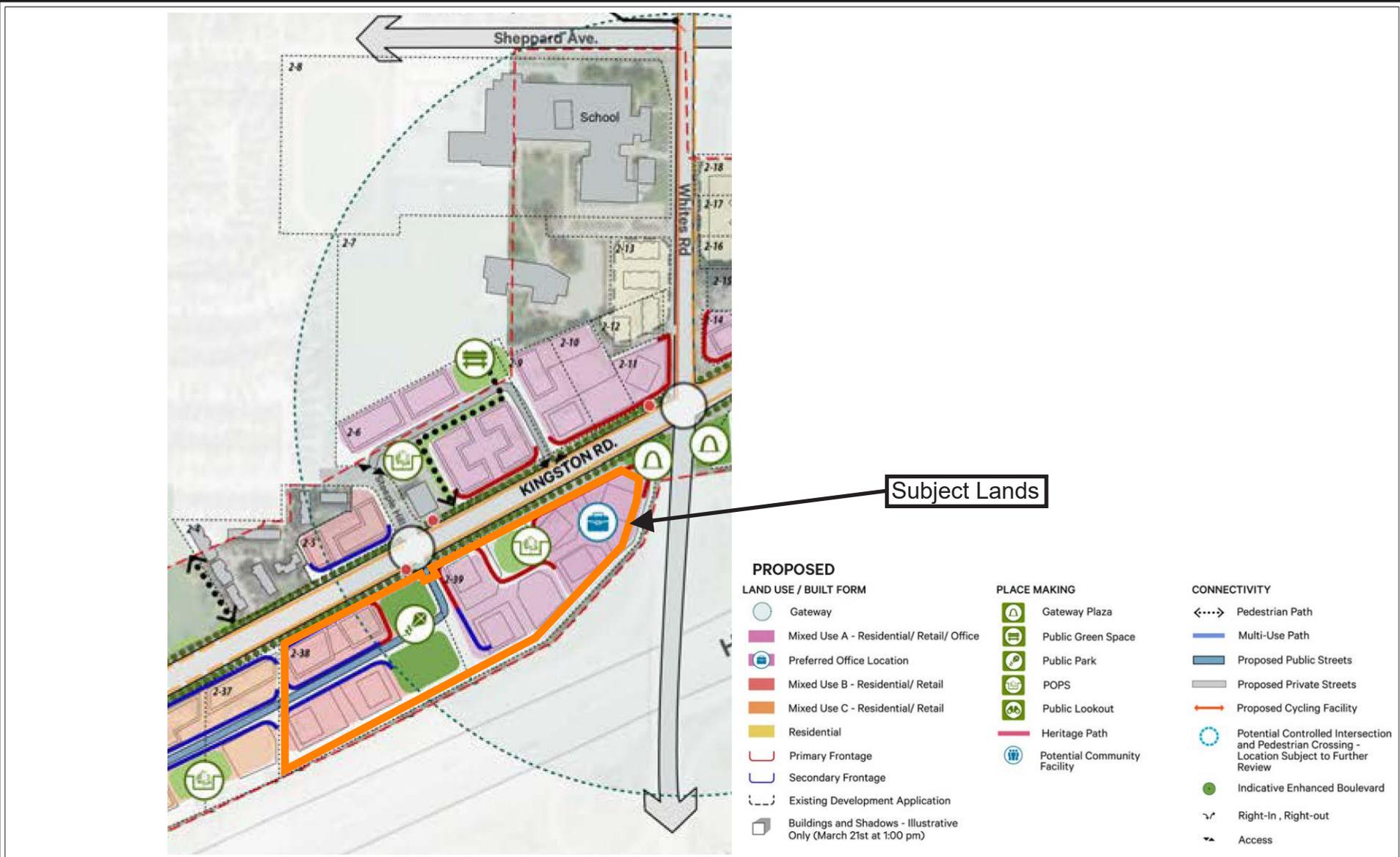
— Property Boundary    - - - Phase 1    ▨ Future Phases

City of  
**PICKERING**  
City Development  
Department

**Preliminary Phasing Plan**  
**File No:** OPA 20-002/P and A 06/20  
**Applicant:** Director Industrial Holdings Limited  
**Property Description:** Part of Lot 29, Range 3, B.F.C.  
 (603-643, 645 & 699 Kingston Road)

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

**DATE:** Oct 5, 2020



City of  
**PICKERING**  
City Development  
Department

**Whites Precinct Intensification Plan**  
**File No:** OPA 20-002/P and A 06/20  
**Applicant:** Director Industrial Holdings Limited  
**Property Description:** Part of Lot 29, Range 3, B.F.C.  
 (603-643, 645 & 699 Kingston Road)

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

**DATE:** Oct 1, 2020

## **Kingston Road Corridor and Specialty Retailing Node Intensification Plan – Recommended Policies Related to the Proposal**

The policy recommendations of the Intensification Plan outline that Mixed Use A Areas should feature a combination of residential, retail, and office uses in mixed use buildings, or in separate buildings on mixed use sites. Mixed Use A areas are intended to have the greatest densities and represent the highest intensity uses. Office uses are encouraged to be located in Mixed Use A areas with preferred office locations at major intersections where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities.

Mixed Use B areas should feature a combination of residential and retail uses in mixed use buildings, or in separate buildings on mixed use sites. Mixed Use B areas are intended to contain a significant proportion of at-grade retail, most of which should be small- to medium-scale neighbourhood-oriented businesses to satisfy local needs. Retail and commercial-service uses should be primarily located on the ground floor with second floor retail and commercial service uses encouraged.

The Plan also provides the following key policy recommendations relevant to the proposed development:

- Major office development is encouraged to occur in Mixed Use A areas. Office uses should be located at Preferred Office Locations according to the Intensification Plan.
- Redevelopment within Mixed Use A areas should seek to accommodate a minimum amount of office space as part of the total area of buildings on site.
- Larger redevelopment site should submit a phasing plan as part of their development application demonstrating the full build out of the site, including but not limited to:
  - Ultimate street and block network, including potential connections to adjacent properties;
  - Ultimate parks and open space networks, including potential connections to adjacent properties;
  - Integration of office uses; and
  - Redevelopment of surface parking lots;
- Residential development should support the City's affordable housing targets which encourage a minimum 25 percent of new residential construction to be of forms that would be affordable to households of low or moderate-income.
- Tall buildings (consisting of buildings 13 storeys or greater) should be located within gateways and at the intersection of transit spines and major arterials, along the highway, and in proximity to highway accesses.
- Taller buildings should be located to minimize shadow impacts and wind tunnel effects on proximate parks, open spaces, primary frontage sidewalks and existing low-rise residential areas.
- Taller buildings tower should be separated from one another by a minimum distance of 25 metres and should have a maximum tower plate of 750 square metres.
- The general maximum height of tall buildings should be no more than 45 storeys; if the general intent of the intensification plan is met, flexibility with massing and height may be considered on a site-specific basis.

- On Kingston Road built form should confirm to an angular plane extended at a 45 degree angle from the front property line, beginning at a height 80 percent the width of the adjacent right-of-way.
- Taller buildings should generally be located within gateways.
- Building articulation, including vertical projects, recessions, design treatments and other architectural details, are encouraged at gateway locations to create an enhanced visual interest and a human-scaled environment.
- All buildings fronting Kingston Road should be setback 5 metres from the front property line, 2 metres from new public and private streets that are internal to the development block and 3 metres from parks and open spaces.
- Primary frontage shall have a minimum of 60 percent of the lot frontage of retail uses, commercial-service uses or consolidated office and residential entrances.
- Active frontages, including uses such as commercial and retail which facilitate pedestrian activity, are encouraged, particularly along Kingston Road.
- Enhanced architectural and urban design treatment is encouraged at gateway locations.
- The minimum streetwall height along all public and private roads should be 3 storeys, with a minimum ground floor height of 4.5 metres.
- The podium portion of tall buildings should have a minimum height of 3 storeys and a maximum height of 6 storeys.
- Public parks will be provided through redevelopment in the Whites Precinct as shown conceptually through the Intensification Plan.
- The precise location of the Public Parks within the development blocks where they are conceptually identified will be determined through the implementing zoning by-law. Their exact size, location and design will also be addressed through detailed block planning.
- Gateway plazas will be provided as shown conceptually through the Intensification Plan.
- A 2-metre wide raised cycle track with an enhanced treed and landscaped planting area is recommended on both sides of Kingston Road.
- All public and private streets should be designed as “complete streets” which should accommodate facilities including pedestrian zones, cycling facilities or multi-use paths, and street trees.
- Off-street parking and cycling infrastructure are encouraged to be provided within structured or underground parking within private properties to facilitate connectivity and minimize the heat island effect created by large surface parking.
- Reduced minimum parking standards are encouraged to reflect the area’s compact, high-density urban form and shift towards a pedestrian and transit-oriented environment.

## **Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines – Relevant Design Recommendations Related to the Proposal**

The Draft Urban Design Guidelines support the goals, objectives, and vision for the area as set out in the Kingston Road Corridor and Specialty Retailing Node Intensification Plan and establish design priorities and principles related to built form, placemaking, and connectivity. The following key priorities of the Guidelines are relevant to the proposed development (OPA 002-20/P and A 06/20) on the lands municipally known as 603 to 643, 645 and 699 Kingston Road:

### **Built Form**

- Block lengths should generally range between 100 and 150 metres to promote permeability within the streetscape, support walkability and increase the ease of pedestrian and cyclist movement.
- Block layouts should be designed to maximize views and vistas through development blocks and towards gateways.
- Entrances should be highly visible, front onto the public street, and connect to pedestrian walkways or sidewalks. Entrances should promote visibility and views between interior and exterior spaces.
- For tall buildings over 13 storeys in height, a minimum separation distance of 25 metres shall generally be maintained between towers.
- A minimum separation distance of 15 metres shall generally be provided between facing buildings on sites with multiple buildings. On multi-building sites, it is encouraged that buildings are offset or angled away from each other to maintain privacy between facing units.
- A minimum separation distance of 15 metres should be provided between adjacent buildings where windows are proposed within a podium. No sideyard separation is necessary where a continuous streetwall is desirable.
- The following setback criteria should be applied:
  - Buildings fronting Kingston Road and public roads intersecting Kingston Road should be setback 5 metres from the property line.
  - Internal to the site, buildings shall be setback a minimum of 2.0 metres from new public and private streets that are internal to the development block.
  - All buildings shall be setback a minimum of 3.0 metres from parks and other open spaces.
  - Where retail and commercial uses are located, setback areas should accommodate spill-out uses from commercial activity (i.e., patios, displays, waiting areas) to improve the pedestrian experience. These areas should be primarily hardscaped to act as an extension of the sidewalk and accommodate for higher levels of foot traffic.
  - Where residential uses are located, softscape elements such as plantings should be used in setback areas to provide screening and maintain privacy for grade-related residential units. These areas may also include some public amenities (i.e. benches, bicycle racks).

- To minimize access off Kingston Road, consolidated private rear accesses should be provided. These should be developed with a coordinated approach across landowners to ensure that clear accessways are maintained, no properties are landlocked and all lots have a viable connection back to a public road.
- Any redevelopment should seek to remove or minimize grade differences between its adjacent lots, including Kingston Road and Whites Road. Where this is not possible due to site topography, measures should be taken to make the transition walkable for pedestrians and accessible for cars.
- Vehicular entrances and access points should have minimal impact on walkways and the pedestrian realm and where possible should be integrated with building design.
- Surface parking is discouraged for main street retail, and high-density residential, office and mixed-use developments. In these areas, parking shall be provided underground, behind or inside a structure on upper floors with appropriate screening, or inside a building.
- Structured underground parking is preferred over surface parking or above-grade structured parking to reduce the urban heat island effect and minimize blank walls.
- Parking structure design is encouraged to consider flexible designs, including designs which allow for future conversions into other uses.
- Above-grade parking structures shall be encouraged to be designed with active uses on all sides.
- The sides and rear of multi-storey above-grade parking structures facing adjacent developments shall be screened as to not create blank facades around the building. They are encouraged to incorporate glazing, cladding, landscaping, or exterior finishes to complement the surrounding streetscape.
- At-grade parking structures shall be designed with active uses fronting the public street and other pedestrian uses, such as retail or amenity areas. These should incorporate visually-appealing architectural and landscape treatments.
- Access points to parking structures should be located at the rear or side of buildings, and away from main streets and intersection corners.
- Landscaping shall be an integral piece of the site design and be developed to unify and enhance the overall architecture of a development. High-quality, durable and diverse landscape elements shall be encouraged.
- A minimum of 10% of each lot shall be landscaped, with a significant proportion of that being soft landscaping.
- Landscaping shall support and define a consistent and attractive street edge. The selection and spacing of all plantings should relate to the street type and adjacent land use and site conditions.
- Within sites, landscaping shall define pedestrian routes and enhance visual imagery of the site. Large tree canopies are encouraged along pedestrian routes to provide shade and comfort.
- Sustainable and Low Impact Development (LID) measures are encouraged for all development to reduce stormwater run-off.

- The use of softscapes (e.g., trees, grass, shrubs, flowers) should be encouraged on flat roofs of all buildings, including residential, commercial and mixed-use buildings. Green roofs are encouraged to act as public amenity spaces.
- New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.
- In cases where buildings have a height of 8 storeys or more proposed adjacent to the streetline, the upper storeys of the building should be sited on podiums having a minimum height of 3 storeys and a maximum height of 6 storeys. Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary frontages, and other intensively used areas of the public realm.
- The shadow impact of buildings on adjacent residential buildings, public parks and privately owned publicly-accessible spaces shall be assessed through a shadow impact study, where appropriate, and minimized to the extent possible.
- Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.
- A consistent streetwall should be maintained along Kingston Road and all Primary Frontages. The minimum streetwall height along all streets shall be 3 storeys, with a minimum ground floor height of 4.5 metres to accommodate for retail uses.
- The podium portion of tall buildings shall have a minimum height of 3 storeys and a maximum height of 6 storeys.
- All street-related uses should have primary entrances fronting onto the public street and feature transparent windows and doors to provide outlook and animation onto the street edge.
- Building stepbacks should be a minimum of 2.5 metres.
- A fine-grain pattern of retail units and/or residential entrances is encouraged to provide variety and variation in the streetwall. Variation in frontage width is encouraged to flexibly accommodate a range of street-related uses, including multiple internal formats and layouts for commercial/retail units.
- Primary and Secondary Frontages are indicated in the Urban Design Guidelines. Primary Frontages shall contain predominantly street-related active retail or commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, including community and institutional uses, are also encouraged. Secondary Frontages should contain street-related active retail or other commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, such as community and institutional uses, are also encouraged.
- Gateways are entry points into significant streetscapes, areas or neighbourhoods, often signified by a distinctive public realm or built form and enhanced through site and building design.
- Buildings with significant heights and massing should be located at gateway locations, including both mid-rise and tall buildings. Building and landscape design should aim to create a sense of arrival.
- Gateways should incorporate public gathering spaces, such as plazas and urban squares.

- Buildings at gateways are encouraged to include recessed corners to enlarge the public realm at key intersections to support additional spill-over space for active commercial uses.
- Primary building entrances should be located at gateways.
- Building articulation, including vertical projections, recessions, design treatments and other architectural details, is encouraged at gateway locations to create enhanced visual interest and a distinct sense of place.
- Heights, massing and articulation of buildings at gateways shall consider the aesthetics and orientation of view corridors approaching gateways to ensure a cohesive and prominent streetscape.
- Tall buildings (over 13 storeys) should generally be located within gateways, including at the intersection of transit spines, major arterials, along the highway and proximate to highway access.
- Tall buildings should be designed and sited to minimize shadows, maximize sky views, and reduce negative micro-climate impacts, particularly where high-rise development is directly adjacent to low-rise neighbourhoods, parks and open spaces.
- Building towers shall be subject to a minimum 25-metre separation distance, measured between the exterior edges of the building faces.

### **Placemaking**

- Public Parks shall front onto public streets, be accessible from adjacent public streets where possible, and be of a shape, topography and size that reflects their intended use. Park design should incorporate a measure of flexibility to enable the potential for multi-use spaces throughout all seasons.
- Public Parks should have a minimum of one public street frontage and one private street frontage, although greater street frontages are encouraged.
- The siting and sizing of new Public Parks should take into account planned residential and employment intensification to ensure adequate provision.
- Public Parks should contain multiple access points and should be physically and visually connected to the public street. New buildings should be positioned to define the shape and function of the public park and to create the impression of a cohesive public realm.
- Public Parks shall incorporate an appropriate range and variety of active and passive recreational uses including playgrounds, seating areas, pathways, tree canopies, and where appropriate, sports courts.
- The gateway intersection of Kingston Road and Whites Road is the focal point of Whites Precinct. Accordingly, the greatest heights and densities should be clustered in close proximity to the gateway.
- Gateway Plazas should be framed by adjacent settings which are designed to the highest architectural standard and should be gathering places which add aesthetic value to the environment.
- Gateway Plazas shall be physically and visually connected to the public street and well-designed to relate to surrounding buildings and create the impression of a cohesive public realm. Commercial and mixed-use buildings adjacent to plazas should provide active frontages with direct views and access.

- Privately Owned Publicly-accessible Spaces (POPS) form a key part of the public realm network, providing valuable amenity space through development. POPS are owned and maintained by private landowners, but open to the general public to enjoy. They can take a variety of forms, including parks, linear parks and urban squares.
- The locations of POPS will be identified in the implementing zoning by-law and their exact size, location and design shall be addressed through detailed block planning. The location and design of POPS should seek to physically and visually connect to public streets.
- POPS should be framed by and relate to surrounding buildings; at-grade active uses shall support the programming of the open space and offer a surveillance element to promote safety.
- POPS should maximize sun exposure and strive to achieve 5 consecutive hours of sun as measured on March 21 and September 21.
- POPS designed as Urban Squares should be located in commercial areas and be designed to accommodate relatively higher levels of pedestrian foot traffic, with more hardscaped areas relative to softscape. Urban squares should be larger than 100 square metres and should be sized based on local site conditions. They should be large enough to allow for active programming and public events.
- Public art should be located in or with close proximity to community-oriented spaces, such as parks, open spaces, public squares, plazas, and gateways, to maximize visibility. It should be exhibited along streets and laneways that support a continuous flow of high pedestrian volumes.

### **Connectivity**

- Sidewalks and pedestrian paths should provide a network of accessible and inter-connected pedestrian routes which relate directly to surrounding buildings and destinations.
- Adequate space should be provided within the public right-of-way to allow for landscape and furniture zones adjacent to sidewalks and pedestrian paths.
- The proposed new public street is identified as a primary street. Primary streets should be designed to prioritize public transit facilities, such as stops, shelters and dedicated lanes. Travel lanes should be designed with a minimum width of 3.5 metres and should be provided in both directions of travel.
- Sidewalks should be provided on both sides of the road. They should be designed to accommodate all user groups and be a minimum width of 2.0 metres.
- Where appropriate, dedicated raised cycle tracks should be provided on primary streets. Landscaping and street furniture zones should be provided on both sides of the street to provide a comfortable public realm. They should be wide enough to accommodate a continuous row of street trees, typically a width of 2.0 metres.
- On-street lay-by parking lanes should be provided, where practical, having a minimum width of 2.5 metres. They may be provided on one or both sides of the road.
- Vehicular access from Kingston Road should be minimized.

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

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**Subject:** Official Plan Amendment Application OPA 20-003/P  
Zoning By-law Amendment Application A 07/20  
Site Plan Application S 06/20  
First Simcha Shopping Centres Limited and Calloway REIT (Pickering) Inc.  
(SmartCentres)  
Part of Lot 18, Concession 1, Now Parts 1 to 20 & 22 to 40, Part of Lots 21 & 41,  
40R-26237 (Save & Except Parts 1 to 3, 40R-27791  
(1899 Brock Road)

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

The purpose of this report is to provide preliminary information regarding applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval, submitted by First Simcha Shopping Centres Limited and Calloway REIT (Pickering) Inc., to permit a high-density mixed-use condominium 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 decisions on these applications are being 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 landholdings of First Simcha Shopping Centres Limited and Calloway REIT (Pickering) Inc. (SmartCentres) comprise two separate parcels of land having a combined area of approximately 19.5 hectares with frontages along Brock Road and Pickering Parkway, municipally known as 1899 Brock Road. The commercial shopping centre includes several single-storey stand-alone and multi-tenanted buildings accommodating various restaurant, retail and commercial tenants, including, but not limited to, Walmart, Lowe's, McDonald's, Toys-R-Us, PetSmart and LCBO.

The subject lands that are proposed to be redeveloped, referred to as Block 1, are located at the northeast corner of Brock Road and Pickering Parkway within the Village East Neighbourhood (see Location Map, Attachment #1). Block 1 has a total area of approximately 2.85 hectares with approximately 140 metres of frontage along Brock Road and approximately 170 metres of frontage along Pickering Parkway. The Block 1 lands currently support 5 single-storey buildings occupied by various retail and restaurant uses including Marks Work Warehouse, McDonald's, AllStar Wings and Royal Paan.

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

- North: Immediately to the north is the Brockington Plaza, which contains a range of commercial and retail uses, including but not limited to, financial institutions, grocery stores, restaurants, and personal services. At the southeast corner of Kingston Road and Brock Road is an automobile services station (Petro Canada).
- East: An established low-density residential neighbourhood comprising detached dwellings, and Beechlawn Park, which abuts a portion of the eastern boundary of the SmartCentres lands.
- South: Across Pickering Parkway is a stand-alone commercial retail building and an automobile services station (Canadian Tire), as well as the Shops at Pickering Ridge commercial centre containing a range of commercial and retail uses including restaurants, retail stores, grocery store, and fitness centre.
- West: Across Brock Road is an existing medium-density residential condominium development comprising townhouse dwelling units, and Denmark Park, which abuts Brock Road.

### **3. Applicant's Proposal**

#### **3.1 Conceptual Masterplan for the entire landholdings**

SmartCentres has prepared a masterplan that is conceptual in nature, and represents their long-term vision for their entire landholdings. The masterplan was submitted by SmartCentres to demonstrate how the proposed development of Block 1, located at the southwest corner of their landholdings, could integrate with the remaining lands. Future phases beyond Block 1 have not been identified for redevelopment at this time. The City has not approved this plan (see Submitted Conceptual Masterplan, Attachment #3).

The masterplan envisions:

- a network of private internal streets, which includes connections to existing public streets;
- privately owned, publicly accessible open spaces in varying sizes and configurations throughout the site; and
- additional mixed-use buildings that range in height and density surrounding centrally-located publicly accessible spaces.

##### **3.1.1 Redevelopment of Block 1**

SmartCentres has submitted applications for an Official Plan Amendment and a Zoning By-law Amendment to facilitate the redevelopment of a portion of their lands, referred to as Block 1, located at the northeast corner of Brock Road and Pickering Parkway. The applicant is proposing a phased, high-density mixed-use development consisting of 4 towers containing a total of 1,678 dwelling units and 3,670 square metres of grade related commercial uses (see Submitted Concept Plan, Block 1, Attachment #4).

The applicant proposes to amend the current Official Plan policies to allow for a greater range of permitted uses, including high density residential uses, and seeks to increase the permissions for residential densities in order to advance the intensification objectives for the Block 1 lands. The requested amendment also incorporates general provisions to address placemaking, building heights, pedestrian and cycling network and parking.

SmartCentre is specifically requesting to re-designate the Block 1 lands from Specialty Retailing Node to Mixed-Use A proposing a variety of uses including: high density residential; retailing of goods and services; offices and restaurants; hotels; convention centres; community, cultural and recreational uses; district energy facilities and self-storage facilities. The site-specific amendment includes increasing the maximum permitted residential density from 180 units per net hectare to a minimum residential density of 500 units per gross hectare, and increasing the maximum permitted FSI from 2.5 to 6.0.

In addition, the amendment proposes that units per hectare shall be defined as the total number of residential units divided by the total gross area of the land and FSI shall be defined as the total gross floor area of all buildings on a lot divided by the total area of the lot on which the building is located, excluding any portion of the building located below grade, such as parking structures.

The Zoning By-law Amendment is intended to rezone the lands to an appropriate zone category, including a list of permitted uses, and establishing appropriate development standards with respect to building height, building setbacks and stepbacks, podium height, building separation, tower floor plate size, landscaping, indoor and outdoor amenity areas, and parking standards for residential, visitor and commercial uses, including a shared parking formula.

### **3.1.2 Block 1 lands to be developed in Phases**

The westerly portion of Block 1 adjacent to Brock Road will be developed as Phase 1. The remainder of the block will proceed as future phases. At this time, Site Plan Approval is being sought for Phase 1 (see Submitted Site Plan for Phase 1 and Submitted Elevation Plan, Attachments #5 and #6). Figure 1 shown on the next page, is a conceptual rendering of Phase 1.

Phase 1 consists of:

- 2 Towers (Tower 1 and Tower 2) having heights of 33 and 34 storeys, respectively and connected by a 4-storey podium;
- a total of 737 dwelling units; and
- 1,346 square metres of grade related commercial uses.



**Figure 1: Rendering Plan, Phase 1**

Vehicular access to Phase 1 will utilize the existing signalized access from Brock Road located immediately north of the intersection of Brock Road and Pickering Parkway. The Submitted Site Plan, Phase 1, illustrates an east-west private street along the north end of Block 1, identified as Street B (see Submitted Site Plan, Phase 1, Attachment #5).

The development will utilize a mix of on-site parking facilities including below grade, and above grade deck parking forming part of the building podium and off-site parking. For Phase 1, off-site parking will be provided in the existing surface parking in Block 1 (see Submitted Site Plan, Phase 1, Attachment #5). A shared parking formula is proposed to minimize parking facilities on-site. As multiple uses are being accommodated in the proposed development, shared parking is proposed between the residential visitor and retail uses.

As shown on the Submitted Concept Plan, Block 1 and Submitted Site Plan, Phase 1, an outdoor open space area (1,117 squares metres in size) is located along the north side of Tower 1. This space will be owned by a private landowner/condominium corporation, and will be accessible to the public. These spaces are referred to as privately owned public spaces (POPS). Phase 1 also proposes an outdoor amenity area located on the roof of the podium on the fourth floor. This space will be connected to the proposed indoor amenity space on the fourth level to meet the needs of residents (see Submitted Site Plan, Phase 1, Attachment #5).

As noted, SmartCentres has formally applied for Site Plan Approval for Phase 1, which is currently under review. Applications for draft plan of condominium will be submitted at a later date.

### 3.1.3 Future Phases within Block 1

The easterly portion of Block 1 lands that are to be developed for future phases will continue to be occupied by the existing commercial uses and surface parking lot (see Submitted Concept Plan, Block 1, Attachment #4). The applicant advises that the proposed site configuration and unit counts associated with the future phases should be considered conceptual.

The future phases will consist of:

- 2 Towers (Tower 3 and Tower 4) having heights of 43 and 40 storeys, respectively;
- a total of 941 dwelling units; and
- 2,323 square metres of grade related commercial uses.

Vehicular access to future phases will utilize the existing signalized access from Pickering Parkway. The Submitted Concept Plan, Block 1, illustrates a north-south private street along the east side of Block 1, identified as Street A (see Submitted Concept Plan, Block 1, Attachment #4).

As provided in Phase 1, future phases will utilize a mix of on-site parking facilities including below grade, and above grade structured parking forming part of the building podium and off-site parking, and utilize a shared parking formula.

A centrally located outdoor space, identified as a courtyard area (2,669 squares metres in size) is located west of Tower 3. Similar to the outdoor space in Phase 1, this area will be a POPS.

The future phases will be subject to site plan approval, and applications for draft plan of condominium will be submitted at a later date.

The table below summarizes the key site statistics of the applicant's overall proposal:

|   | <b>Phase 1</b>      | <b>Future Phases</b> | <b>Total</b>        |
|---|---------------------|----------------------|---------------------|
| <b>Land Area</b>  | 1.08 hectares       | 1.77 hectares        | 2.85 hectares       |
| <b>Commercial GFA<br/>(Grade Related<br/>Commercial Uses)</b> | 1,346 square metres | 2,323 square metres  | 3,670 square metres |
| <b>Number of Dwelling<br/>Units</b>                           | 737 units           | 941 units            | 1,678 units         |
| <b>Density<br/>Units per hectare<br/>(uph)</b>                | 682 uph             | 531 uph              | 588 uph             |

|                                       | <b>Phase 1</b>  | <b>Future Phases</b>  | <b>Total</b>               |
|---------------------------------------|---|---|----------------------------|
| <b>Floor Space Index (FSI)</b>        | 5.62 FSI  | 4.41 FSI  | 4.87 FSI                   |
| <b>Private Open Spaces/Parks</b>      | Open space area:<br>1,177 square metres   | Courtyard:<br>2,669 square metres                                 | 3,846 square metres        |
| <b>Amenity Space for Condominiums</b> | Outdoor:<br>Rooftop of Fourth Floor: 2,940 square metres<br>Indoor:<br>1536 square metres | Outdoor:<br>1,882 square metres<br>Indoor:<br>1,882 square metres | 8,240 square metres        |
| <b>Residential Parking</b>            | 587 parking spaces  | 668 parking spaces  | 1255 parking spaces        |
| <b>Residential Parking Ratio</b>      | 0.8 parking spaces/unit   |   |                            |
| <b>Visitor Parking</b>                | 103 visitor spaces<br>6 on-site/97 off-site   | 6 on-site visitor spaces  | 109 visitor spaces         |
| <b>Visitor Parking Ratio*</b>         | 0.14 of a space per/unit  |   |                            |
| <b>Commercial Parking</b>             | 13 off-site parking spaces  | 0 parking spaces  | 13 off-site parking spaces |
| <b>Commercial Parking Ratio*</b>      | 1.0 parking space per 100 square metres of gross leasable floor area                      |   |                            |

\* Shared Parking Formula Proposed

#### 4. Policy Framework

##### 4.1 Provincial Policy Statement (2020) and A Place to Grow (2019)

The Provincial Policy Statement, 2020, directs growth and development to settlement areas and promotes efficient, transit-supportive development patterns that “optimize the use of land, resources and public investment in infrastructure and public service facilities”, and “promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.” New development in designated growth areas is encouraged to have a compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure, and public service facilities.

A Place to Grow (2019) directs where and how growth should occur in the Greater Golden Horseshoe. The Plan prioritizes intensification and higher densities in strategic growth areas, which includes locally-identified nodes and corridors, arterials, and areas with planned frequent transit service in order to make efficient use of land and infrastructure and support transit viability. A Place to Grow supports the achievement of complete communities that:

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- expand convenient access to:
  - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - public service facilities, co-located and integrated in community hubs;
  - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - healthy, local, and affordable food options, including through urban agriculture;
- provide for a more compact built form and a vibrant public realm, including public open spaces;
- mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- integrate green infrastructure and appropriate low impact development.

#### **4.2 Durham Regional Official Plan**

The subject lands are designated as “Living Areas” with a “Regional Corridor” overlay in the Durham Regional Official Plan (ROP).

Living Areas shall be developed to incorporate the widest possible variety of housing types, sizes and tenure to provide living accommodations that address various socio-economic factors. These areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads and with particular consideration for supporting and providing access to public transit.

Lands within this designation are predominately intended for housing purposes. In addition to residential uses, office development and limited retailing of goods and services, in appropriate locations, as components of mixed-use developments are permitted within Living Areas. In Corridor locations, major retail uses and major office uses are also permitted. In the consideration of development proposals, regard shall be had to achieving a compact urban form, including intensive residential, office, retail and service, and mixed uses along arterial roads, in conjunction with present and potential transit facilities. Regional Corridors are recognized and identified as key focus areas for intensification.

Brock Road is identified as a Regional Corridor in the ROP. Regional Corridors shall be planned and developed in accordance with the underlying land use designation, as people-oriented places that are accessible by public transit and an extensive pedestrian network, including civic squares, parks and walkways. Corridors shall generally be developed to promote public transit ridership through well-designed development, having a mix of uses at higher densities. Development within Corridors shall be oriented to the Corridor and consolidation of access points is encouraged. Regional Corridors are intended to support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index (FSI) of 2.5, with a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in municipal official plans.

The ROP supports and promotes rejuvenation, development and renewal within Regional Corridors. Restoration of the historic integration of the shopping function with the other traditional functions, such as housing, employment, recreation, social activities and cultural facilities is supported. Accordingly, the ROP encourages existing shopping centres to redevelop with a full array of compatible uses, particularly residential uses.

Brock Road is designated as a Type 'A' Arterial Road and High-Frequency Transit Network in the ROP. Type 'A' Arterial Roads are designed to carry large volumes of traffic at moderate to high speeds, have some access restrictions and generally have a right-of-way width ranging from 36 to 45 metres. Roads designated High-Frequency Transit Network are recognized for planned High Occupancy Vehicle (HOV) lanes, or buses in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service.

High-Frequency Transit Networks consist of buses in planned High Occupancy Vehicle (HOV) lanes, or buses or in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants.

Development along Transit Spines and High-Frequency Transit Networks shall provide for complementary higher density and mixed uses at an appropriate scale and context, buildings oriented towards the street to reduce walking distances, facilities which support non-auto modes of transportation, and limited surface parking and the potential redevelopment of surface parking.

### **4.3 Pickering Official Plan**

The subject lands are located within the Village East Neighbourhood and are designated "Mixed Use Areas – Specialty Retailing Node" in the Pickering Official Plan.

Mixed Use Areas are intended to have the widest variety of uses and highest levels of activities in the City. Within Mixed Use Areas, a wide variety of uses for residents, business-people and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses are permitted. The broadest diversity of use, greatest levels of activity, and highest quality of design shall be directed to the City Centre and the Mixed Corridor along Kingston Road, the City's mainstreet.

The Specialty Retailing Node designation permits a variety of uses including hotels; special purpose commercial uses such as large format retailers; retail warehouses; automotive uses and ancillary retailing of other goods and services including restaurants; limited offices; community, cultural and recreational uses; community gardens; and limited residential development at higher densities as an integral part of an overall development scheme. The permitted residential density range is over 80 units up to and including 180 units per net hectare, a maximum FSI up to and including 2.5 FSI and a maximum gross leasable floorspace for the retailing of goods and services to be determined by site-specific zoning. The Official Plan also includes land use policies for lands within the Specialty Retailing Node regarding the creation of large-format retail centre.

It should be noted that the City is proposing to amend the current policies for the Specialty Retailing Node through Official Plan Amendment 38 (File: OPA 20-004/P) to implement the Kingston Road Corridor and Specialty Retailing Node Intensification Plan. Details on the proposed Official Plan Amendment are included in Information Report 13-20.

As noted in Section 3.1.1 of this report, SmartCentre is proposing to amend the Official Plan to re-designate the Block 1 lands to Mixed Use A to permit a variety of uses including: high density residential; retailing of goods and services; offices and restaurants; hotels; convention centres; community, cultural and recreational uses; district energy facilities and self-storage facilities. The requested amendment also includes a minimum net residential density of 500 units per gross hectare and a FSI of over 0.75 and up to and including 6.0. In addition, the application is requesting changes to the definitions of Net Residential Density and Floor Space Index, and includes general provisions addressing placemaking, building heights, pedestrian and cycling network and parking.

#### **4.4 Kingston Road Corridor and Specialty Retailing Node Intensification Plan and Draft Urban Design Guidelines**

The Village East Neighbourhood policies of the Pickering Official Plan identify that the Village East Neighbourhood Specialty Retailing Node Development Guidelines apply to the subject lands. These Guidelines, which were adopted by Pickering Council in 1997, do not reflect the new vision for the Specialty Retailing Node established by the Council endorsed Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines. The 1997 Development Guidelines are intended to be superseded by the new Draft Urban Design Guidelines.

On December 16, 2019, Council endorsed in principle the Kingston Road Corridor and Specialty Retailing Node Intensification Plan (Intensification Plan) and the Kingston Road Corridor and Specialty Retailing Node Draft Urban Design Guidelines (Draft Urban Design Guidelines). The Intensification Plan and Draft Urban Design Guidelines were prepared as a result of the Kingston Road Corridor and Specialty Retailing Node Intensification Study, which represented the second phase of the South Pickering Intensification Study. The Intensification Plan contains a comprehensive framework for redevelopment and intensification along the Corridor and within the Retailing Node. The Draft Urban Design Guidelines articulate the vision set by the Intensification Plan and provide specific design considerations.

The subject lands are located in the Brock Precinct within the Intensification Plan (see Brock Precinct Intensification Plan, Attachment #7). The recommended land use for the subject lands within the Intensification Plan is “Mixed Use Type A” on the lands located at the northeast corner of Pickering Parkway and Brock Road. The Intensification Plan further identifies the area at the intersection of Pickering Parkway and Brock Road as a “Gateway” location with a preferred office location, potential community facility and POPS (privately owned public spaces).

The policy recommendations of the Plan outline that “Mixed Use A – Residential / Retail Office” should feature a combination of residential, retail and office uses in mixed-use buildings, or in separate buildings on mixed-use sites. Mixed Use A areas are intended to have the greatest densities and represents the highest intensity uses. Office uses are encouraged to be located in Mixed Use A areas with preferred office locations at major intersections where access to existing and planned transportation infrastructure is greatest, including higher-order transit facilities.

The Intensification Plan included several recommended policies as it relates to the subject lands, which are summarized in Attachment #8 to this report. The Draft Urban Design Guidelines also included several key urban design objectives concerning block structure, built form, site design, landscaping, building design, pedestrian connections, parking and transition and massing as it relates to the proposal, which are summarized in Attachment #9 to this report.

The applications will be assessed against the applicable framework and policy recommendations of the Intensification Plan and the design priorities of the Draft Urban Design Guidelines.

#### **4.5 Zoning By-law 3036**

The subject lands are zoned “MU-SRN” – Mixed Use Specialty Retailing Node within Zoning By-law 3036, as amended, which permits a broad range of commercial, retail and personal service uses. The applicant is requesting to rezone Block 1 to an appropriate mixed-used residential zone category with site-specific performance standards to facilitate the proposed apartment buildings and grade related commercial uses.

### **5. Comments Received**

#### **5.1 Public comments from public open house meeting and written submissions**

On August 19, 2020, an Electronic Public Open House meeting was hosted by the City Development Department to inform area residents about the development proposal. The City advertised the meeting by posting the notice on the City’s social media pages, 3 development signs were installed on the property and a notice was distributed by mail to area residents within 150 metres and the radius was further extended in consultation with the local and regional Councilors. A total of 9 residents participated in the meeting.

The notice of the Statutory Public Meeting regarding these applications was provided through a mailing of all properties within 150 metres of the subject lands and any person who requested further notification. Also, 3 development notice signs were installed on the subject lands providing notice of this meeting to members of the public.

The following is a list of key concerns that were verbally expressed by area residents at the Electronic Public Open House meeting and written submissions received from approximately 26 residents:

- 
- commented that the proposal will increase traffic congestion on roads within the surrounding neighbourhoods;
  - commented that local roads and Brock Road off-ramp do not have the capacity to handle additional vehicles that would be generated by this development;
  - concerned with the loss of retail stores and other commercial services that serve area residents;
  - requested further information on the plans for the entire SmartCentres landholdings;
  - commented that the proposed building heights are too tall, not appropriate at this location and not compatible with the surrounding established neighbourhoods;
  - concerned with the proposed number of parking spaces for residents, visitors and commercial uses are insufficient to support the development;
  - concerned with the number of off-site parking spaces proposed for visitor and commercial uses;
  - commented that the proposal will create privacy and shadow impacts;
  - concerned that vibration during construction will negatively impact surrounding homes;
  - commented that the commercial centre is under-utilized and is in need of revitalization;
  - commented that wider sidewalks, pedestrian routes, bike lanes should be provided for the safety of pedestrian and bicyclist;
  - commented that the proposed buildings should be a high-quality design; and
  - commented that the proposal does not meet the policies of the Kingston Road Corridor and Specialty Retailing Node Intensification Plan.

## **5.2 Agency Comments**

At the time of writing this report, no comments have been received from the Region of Durham – Planning & Economic Development Department, and the Ministry of Transportation (MTO).

### **5.2.1 Toronto and Region Conservation Authority (TRCA)**

- TRCA staff have no objection to the approval of the Official Plan Amendment and Zoning By-law amendment applications;
- TRCA staff recommend deferral of the Site Plan Approval application until such time that the technical comment noted have been addressed;
- Regional Floodplain is required to be plotted to ensure development is outside of these limits;
- further information and clarification pertaining to the incorporated Low Impact Development (LID's);
- conceptual water quality measures are required to be provided for future phases; and
- Erosion and Sediment Control plans are required.

### **5.3 City Department Comments**

#### **5.3.1 Engineering Services Department**

- a Traffic Impact Study in lieu of the Traffic Statement provided is required to be submitted prior to the approval of the subject applications;
- a draft R-Plan is required, including all proposed blocks as required in the Master Servicing Report, dated April 2020;
- confirmation on the intent of the development to utilize the existing entrances and curbs without realignment for all phases or provide further details on architectural and engineering plans if new or realigned entrances are proposed;
- a Construction Management Plan and Shoring Plan are required that illustrate to what extents below-grade shoring would extend to;
- alternative solutions are required for the proposed permanent dewatering and the intent to discharge groundwater to the storm sewers which is not acceptable;
- Tower 3 is recommended to be shifted further south to allow for a continuous park space (POPS) as noted on the Intensification Plan; and
- more details are required for the SWM tank proposed under the open space area north of Tower 1 to ensure the area will allow for tree plantings.

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

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

#### **6.1 Land Use Policies**

- ensure conformity with all applicable statutory policies of the Provincial Policy Statement (2020), A Place to Grow (2019), and the Region of Durham Official Plan;
- assess the proposal to ensure consistency with the applicable goals and objectives of the City of Pickering Official Plan, including the Council endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan and the Draft Urban Design Guidelines;
- assess the appropriateness of the requested increase in density and FSI, in the context of the Council-endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan and the draft City Initiated Official Plan Amendment 38;
- assess the request to amend the City's Official Plan definitions for residential density and FSI;
- assess the appropriateness of the proposed self-storage facility use;
- ensure that sufficient retail and commercial gross floor area is being replaced given the removal of existing service-commercial and retail uses that currently service the surrounding community;
- secure opportunities to provide affordable housing, accessible units, and a variety of unit types, sizes and tenures (including rental);
- assess how the proposal contributes to the City's Age Friendly goals;

- require the inclusion of major office space given that office uses are directed to the identified gateway location at Brock Road and Pickering Parkway; and
- assess the lack of community uses given that the intensification plan identifies Brock Road and Pickering Parkway as an optimal location for potential community facility.

## 6.2 Site Design and Built Form

- evaluate the appropriateness of the proposed site layout, building setbacks, building height and massing, pedestrian connections and landscaping to ensure the proposed built form is in keeping with the design goals and objectives of the Council endorsed Draft Urban Design Guidelines for the Kingston Corridor and Specialty Retailing Node;
- ensure that the proposed building massing and height is scaled to be compatible with adjacent streets and open space to create an attractive human-scaled environment, respect existing scale and character and appropriately respond to local context, require tower heights to be located within the recommended 45-degree angular plane requirements as established in the Council endorsed Urban Design Guidelines along Brock Road and Pickering Parkway;
- ensure the proposed tower floor plate sizes are consistent with the recommended maximum tower floor plate size in the Council endorsed Draft Urban Design Guidelines for the Kingston Corridor and Specialty Retailing Node
- ensure the proposed development demonstrates design excellence, through built form and other means such as landscaping, public seating, weather protection and public art, given the site's location within a gateway and key transit junction;
- review proposed building heights and tower placements to minimize any potential shadowing and wind impacts on public parks, open spaces and public roads, and to ensure adequate sunlight penetration, and skyviews are being maintained; and
- review the proposed above-grade parking structure within the podium to ensure that the design includes active uses on all sides.

## 6.3 Parks and Amenity Spaces

- determine the appropriate amount of land to be dedicated to the City in accordance with the *Planning Act* requirements, and determine whether additional parkland is needed to support the requested increase in density;
- determine whether Block 1 shall provide its proportionate share of parkland dedication given that the redevelopment timelines for the remaining landholdings are unknown at this time;
- require appropriate grade-related publicly- accessible park and amenity spaces within Phase 1 for future residents;
- require the open space area provided along Tower 1 in Phase 1 be expanded to the future phases to achieve the linear open space area (POPS) as shown on the Brock Precinct Intensification Plan;
- require children's outdoor play areas or amenities for youth at grade and/or on the 4<sup>th</sup> floor amenity area;
- ensure that future park and open space areas are designed to link to the existing Beechlawn Park, which abuts a portion of the eastern boundary of the SmartCentres lands; and

- review the size and location of the SWM tank that is proposed under the open space area north of Tower 1 to ensure that the space will allow for tree planting and possible park programming.

#### **6.4 Street Network and Design, Traffic, and Parking**

- require that the submitted Transportation Statement be revised to a Traffic Impact Study prepared in accordance with City's, the Region's and MTO's terms of reference, which may be peer reviewed, at the applicant's expense;
- assess whether the proposal will result in any significant traffic impacts and/or operation issues on Brock Road/Pickering Parkway/Brock Road interchange, and other roads within the neighbourhood;
- ensure that the future full build-out of new streets and blocks within the larger SmartCentres site are in accordance with the Kingston Road Corridor and Specialty Retailing Node Intensification Plan;
- ensure that the right-of-ways for the proposed private east-west street and the future public north-south road be complete streets including cycling facilities and other elements such as enhanced landscaped boulevards, seating areas and street trees, and be designed as illustrated in the Council-endorsed Draft Urban Design Guidelines;
- ensure required resident and visitor parking, as well as commercial parking, is provided within Phase 1;
- review the proposed shared parking formula to ensure sufficient visitor and commercial parking is available at all times to support the development;
- assess the appropriateness of the applicant's request for off-site parking, and the long term impacts once the entire SmartCentres land holdings are developed in its entirety;
- ensure the design of a two-level above-grade parking structure within the podium is screened with active uses from all sides; and
- ensure accessible paths of travel are provided throughout the site, including pedestrian connections to street networks, public transit, parks, and other outdoor amenity spaces.

#### **6.5 Other matters to be addressed**

- require the masterplan be revised to include public roads, public parks and pedestrian connectivity;
- ensure that all engineering requirements have been addressed and that sufficient servicing capacity (sanitary, storm sewer and water) is available to service this redevelopment; and
- explore opportunities for the applicant to include and fund public art elements within the proposal.

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 submitted in support of the revised applications are listed below and available for viewing on the City's website at [pickering.ca/devapp](http://pickering.ca/devapp) or in person by appointment at the office of the City of Pickering, City Development Department:

- Planning Rationale, prepared by Weston Consulting, dated April 2020
- Urban Design Brief, prepared by WestonWilliamson + Partners, dated April 2020
- Architectural Plans, prepared by Turner Fleischer Architects Inc., dated April 2020
- Civil Engineering Plans, prepared by Schaeffers Consulting Engineers, dated December 2019
- Geotechnical Report, prepared by Terraprobe Inc. dated April 2020
- Hydrogeology Report, prepared by Terraprobe Inc. dated April 2020
- Landscape Plan, prepared by MHBC, dated April 2020
- Master Servicing Report & Stormwater Report, Schaeffers Consulting Engineers, dated April 2020
- Noise Report, prepared by Gradientwind Engineers & Scientists, dated April 2020
- Phase One ESA, prepared by Exp. Services Inc., dated April 2020
- Shadow Study, Turner Fleischer Architects Inc., dated April 2020
- Traffic Statement, WSP Canada Group Ltd., dated April 2020
- Tree Inventory Plan, Kuntz Forestry Consulting, dated February 2020
- Wind Study, Gradientwind Engineers & Scientists, dated April 2020
- Arborist Report, Kuntz Forestry Consulting, dated February 2020

## **8. Procedural Information**

### **8.1 General**

- written comments regarding this proposal should be directed to the City Development Department;
- oral comments may be made at the Electronic Statutory Public Meeting;
- all comments received will be noted and used as input to a 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; and
- any member of the public who wishes to be notified of Council's decision regarding this proposal must request such in writing to the City Clerk.

### **8.2 Official Plan Amendment Approval Authority**

- the Region of Durham may exempt certain local official plan amendments from Regional approval if such application is determined to be locally significant, and do not exhibit matters of Regional and/or Provincial interest; and
- the Region has not yet advised if the application for Official Plan Amendment is considered to have no significant Regional or Provincial concerns and therefore exempted from Regional approval.

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**9. Owner/Applicant Information**

The owner of this property is First Simcha Shopping Centres Limited and Calloway REIT (Pickering) Inc.

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**Attachments**

1. Location Map
  2. Air Photo Map
  3. Submitted Conceptual Masterplan
  4. Submitted Concept Plan, Block 1
  5. Submitted Site Plan, Phase 1
  6. Submitted Elevation Plan
  7. Brock Precinct Intensification Plan
  8. Kingston Road Corridor and Specialty Retailing Node Intensification Plan – Recommended Policies Related to the Proposal
  9. Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines – Relevant Design Recommendations Related to the Proposal
- 

**Prepared By:**

Original Sign By:

Cristina Celebre, MCIP, RPP  
Principal Planner, Development Review

Original Sign By:

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

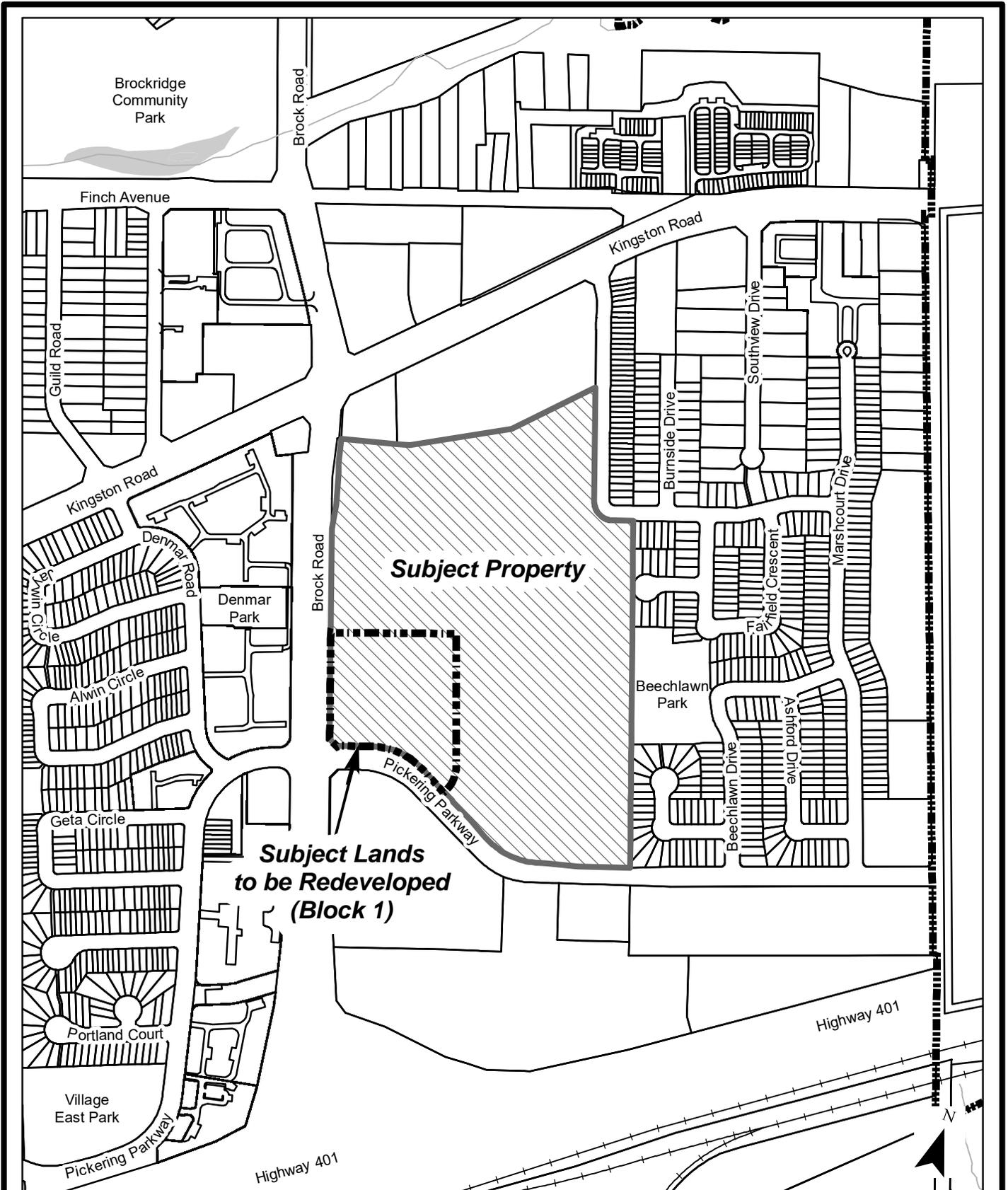
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Date of Report: October 19, 2020

**Approved/Endorsed By:**

Original Sign By:

Catherine Rose, MCIP, RPP  
Chief Planner



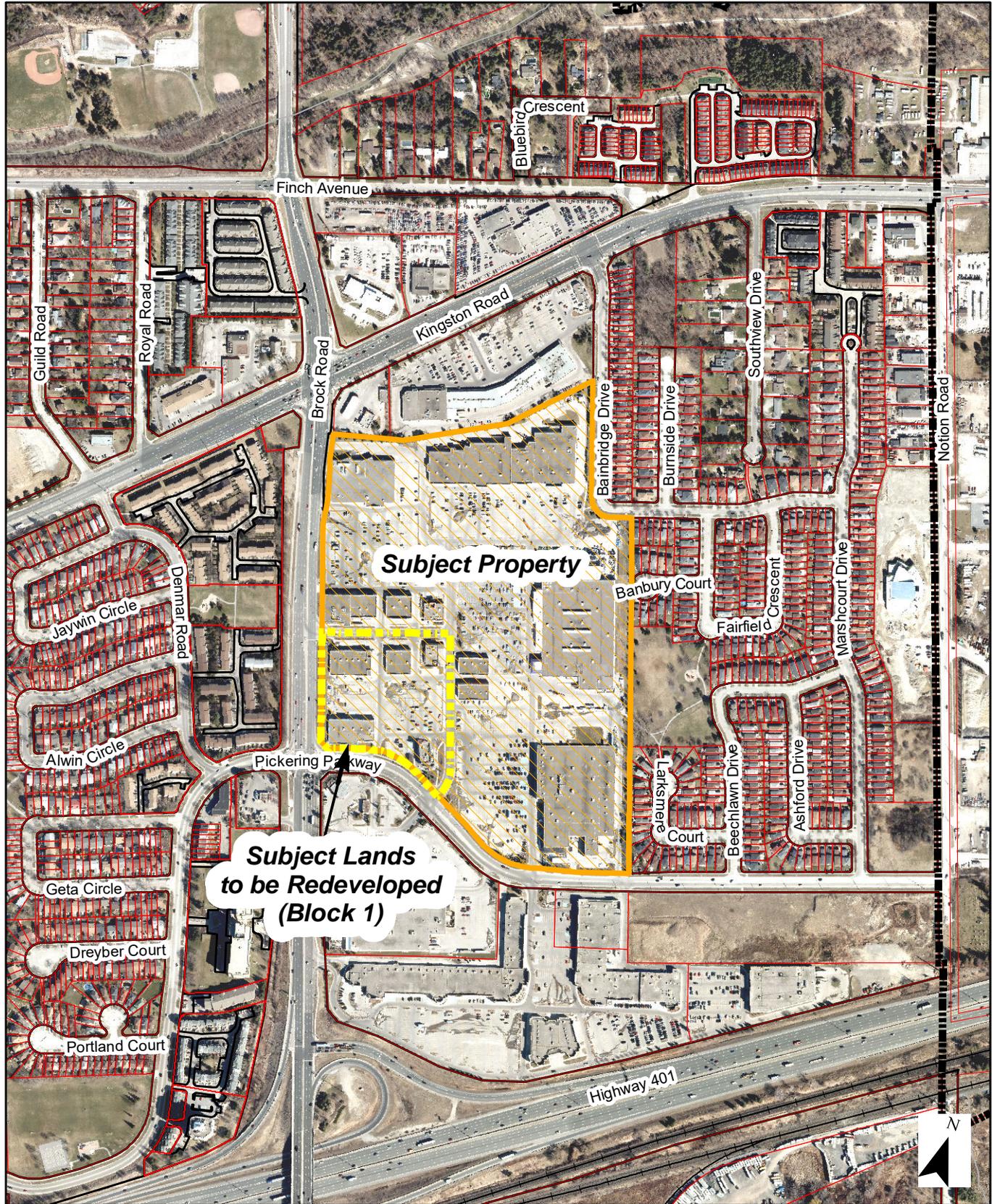
City of  
**PICKERING**  
 City Development  
 Department

**Location Map**  
**File:** OPA 20-003/P, A 07/20, S 06/20  
**Applicant:** First Simcha Shopping Centres Limited, Calloway REIT (Pickering) Inc.  
**Property Description:** Pt Lt 18 Con 1 Now, Pt 1-20. 22-40 Pt of 21 & 41, 40R-26237  
 (Save & Expt Pts 1-3, 40R-27791)(1899 Brock Rd.)

**Date:** Oct. 15, 2020

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 Department

**Air Photo Map**

**File:** OPA 20-003/P, A 07/20, S 06/20

**Applicant:** First Simcha Shopping Centres Limited, Calloway REIT (Pickering) Inc.

**Property Description:** Pt Lt 18 Con 1 Now, Pt 1-20. 22-40 Pt of 21 & 41, 40R-26237  
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**SCALE:** 1:7,000  
 THIS IS NOT A PLAN OF SURVEY.



- - - - - Subject Lands (Block 1)
- - - - - Phase 1



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

**Submitted Conceptual Masterplan**

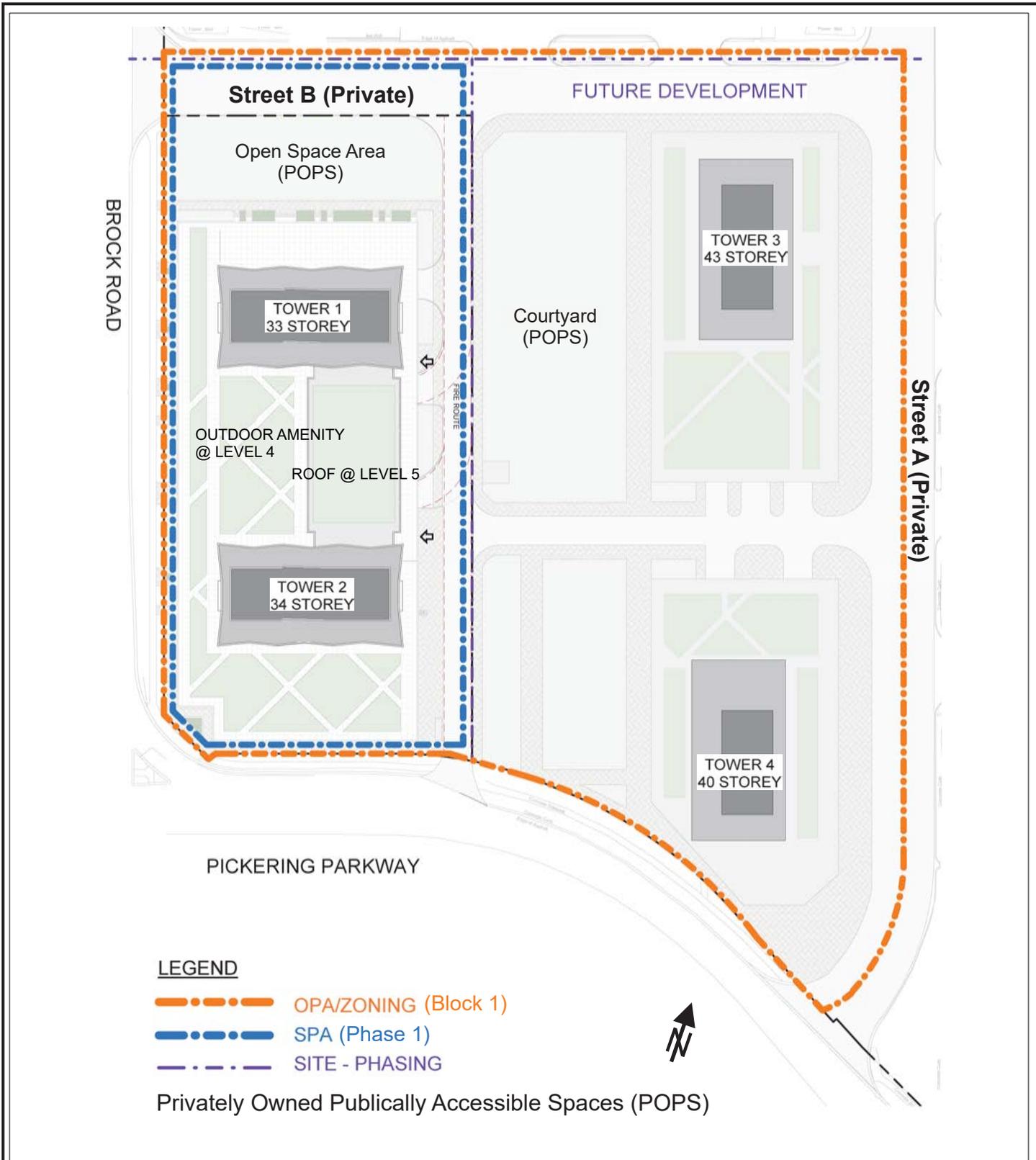
**File No:** OPA 20-003/P, A 07/20, S 06/20

**Applicant:** First Simcha Shopping Centres Limited, Calloway REIT (Pickering) Inc.

**Property Description:** Pt Lt 18 Con 1 Now, Pt 1-20. 22-40 Pt of 21 & 41,  
40R-26237 (Save & Expt Pts 1-3, 40R-27791) (1899 Brock Road)

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CITY DEVELOPMENT DEPARTMENT.

DATE: Oct. 01, 2020



City of  
**PICKERING**  
City Development  
Department

**Submitted Concept Plan, Block 1**

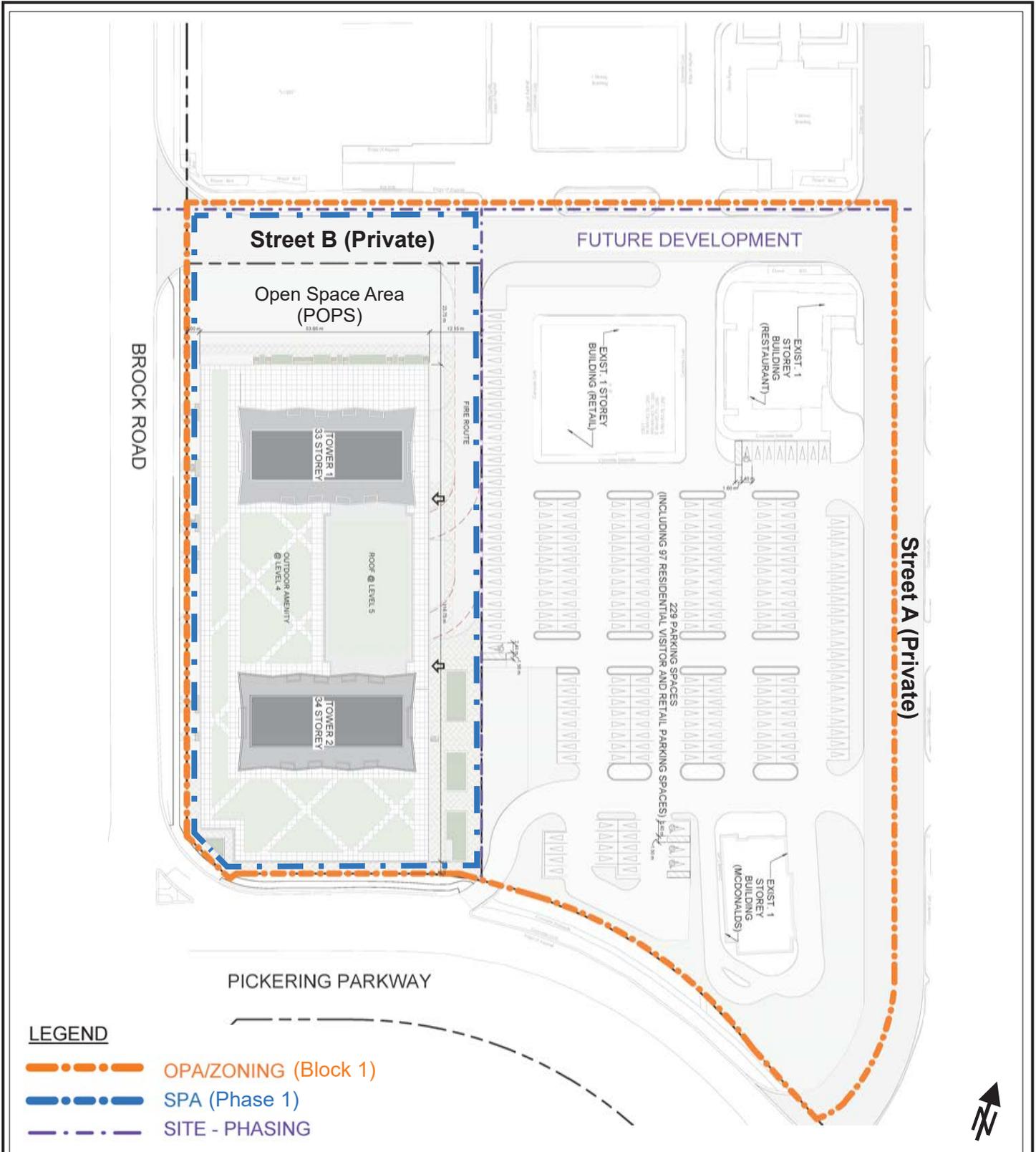
**File No:** OPA 20-003/P, A 07/20, S 06/20

**Applicant:** First Simcha Shopping Centres Limited, Calloway REIT (Pickering) Inc.

**Property Description:** Pt Lt 18 Con 1 Now, Pt 1-20. 22-40 Pt of 21 & 41,  
40R-26237 (Save & Expt Pts 1-3, 40R-27791) (1899 Brock Road)

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CITY DEVELOPMENT DEPARTMENT.

DATE: Sept. 30, 2020



**LEGEND**

- OPA/ZONING (Block 1)
- SPA (Phase 1)
- - - - - SITE - PHASING

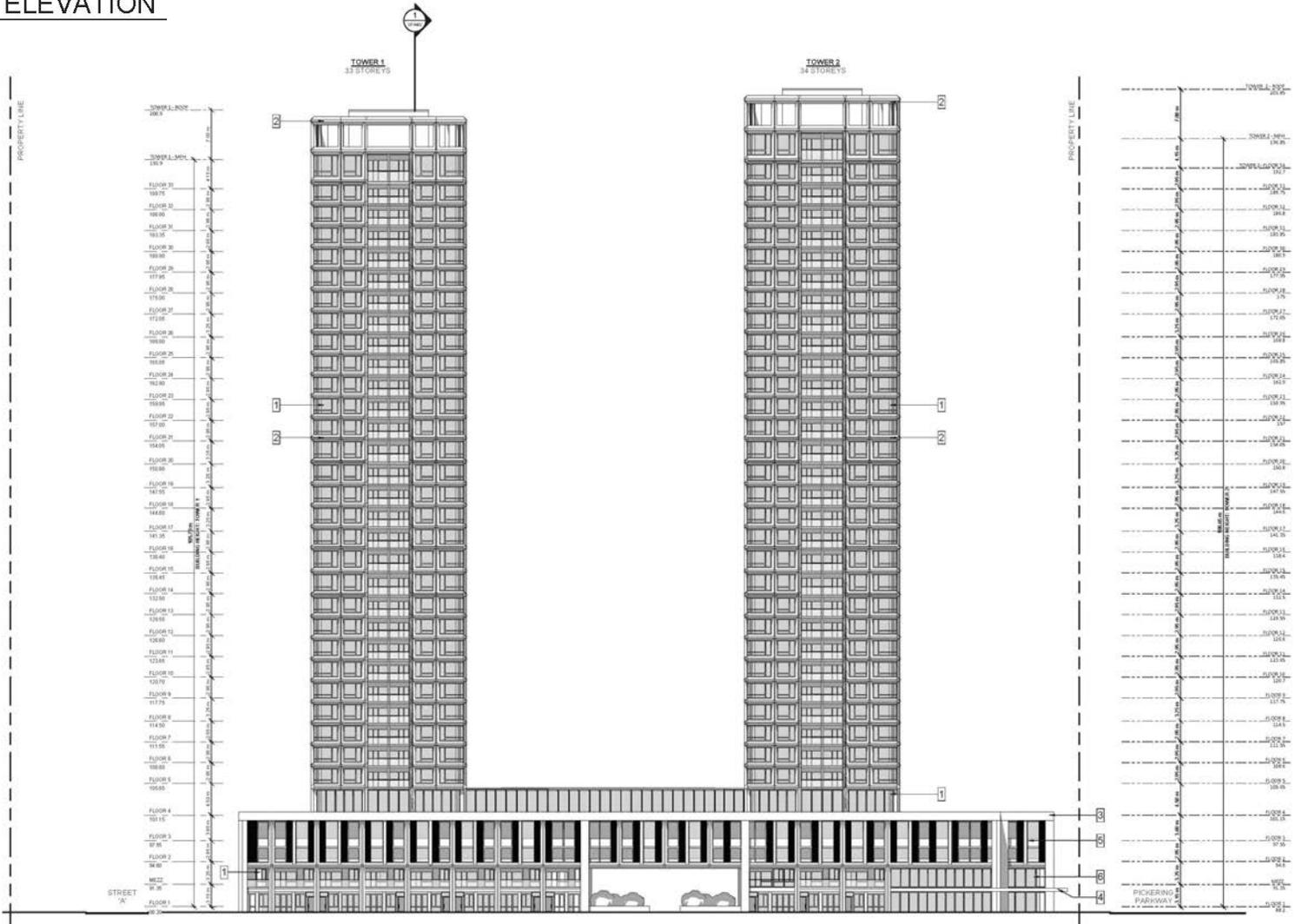


City of  
**PICKERING**  
City Development  
Department

**Submitted Site Plan, Phase 1**  
**File No:** OPA 20-003/P, A 07/20, S 06/20  
**Applicant:** First Simcha Shopping Centres Limited, Calloway REIT (Pickering) Inc.  
**Property Description:** Pt Lt 18 Con 1 Now, Pt 1-20. 22-40 Pt of 21 & 41,  
 40R-26237 (Save & Expt Pts 1-3, 40R-27791) (1899 Brock Road)

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**1 WEST ELEVATION**  
SPA301 1 : 250



**View Along Brock Road**

|   |  |
|---|--|
| <p><b>PICKERING</b><br/>City Development<br/>Department</p>   | <p><b>Submitted Elevation Plan</b></p>   |
|   | <p><b>File No:</b> OPA 20-003/P, A 07/20, S 06/20</p>  |
|   | <p><b>Applicant:</b> First Simcha Shopping Centres Limited, Calloway REIT (Pickering) Inc.</p>   |
|   | <p><b>Property Description:</b> Pt Lt 18 Con 1 Now, Pt 1-20. 22-40 Pt of 21 &amp; 41, 40R-26237 (Save &amp; Expt Pts 1-3, 40R-27791) (1899 Brock Road)</p> |
| <p>FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING CITY DEVELOPMENT DEPARTMENT.</p> |  |
| <p><b>DATE:</b> Oct. 16, 2020</p>   |  |



City of  
**PICKERING**  
City Development  
Department

|   |                            |
|---|----------------------------|
| <b>Brock Precinct Intensification Plan</b>  |                            |
| <b>File No:</b> OPA 20-003/P, A 07/20, S 06/20  |                            |
| <b>Applicant:</b> First Simcha Shopping Centres Limited, Calloway REIT (Pickering) Inc.   |                            |
| <b>Property Description:</b> Pt Lt 18 Con 1 Now, Pt 1-20. 22-40 Pt of 21 & 41, 40R-26237 (Save & Expt Pts 1-3, 40R-27791) (1899 Brock Road) |                            |
| FULL SCALE COPIES OF THIS PLAN ARE AVAILABLE FOR VIEWING AT THE CITY OF PICKERING CITY DEVELOPMENT DEPARTMENT.                              |                            |
|   | <b>DATE:</b> Oct. 09, 2020 |

## **Kingston Road Corridor and Specialty Retailing Node Intensification Plan – Recommended Policies Related to the Proposal**

The policy recommendations of the Intensification Plan outline that “Mixed Use A – Residential/ Retail/Office” should feature a combination of residential, retail and office uses in mixed use buildings, or in separate buildings on mixed use sites. Mixed Use A areas are intended to have the greatest densities and represents the highest intensity uses within the Corridor or Node. Office uses area encouraged to be located in Mixed Use A areas, with preferred office locations at major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities.

The Plan also provides the following key policy recommendations relevant to the proposed development:

- Residential development should support the City’s affordable housing targets which encourage a minimum 25 percent of new residential construction to be of forms that would be affordable to households of low or moderate-income.
- Tall buildings (consisting of buildings 13 storeys or greater) should be located within gateways and at the intersection of transit spines and major arterials, along the highway, and in proximity highway accesses.
- The general maximum height of tall buildings should be no more than 45 storeys; if the general intent of the Intensification Plan is met, flexibility with massing and height may be considered on a site specific basis.
- Building articulation, including vertical projections, recessions, design treatments and other architectural details, is encouraged at gateway locations to create an enhanced visual interest and a human-scaled environment.
- Tall buildings should be located to minimize shadow impacts and wind tunnel effects on proximate parks, open spaces, primary frontage sidewalks and existing low-rise residential areas.
- Tall buildings should generally be located within Gateways.
- Gateways are identified at locations of significance to frame street corners, enhanced local character, create landmarks along the Corridor and within the Node, and act as the principal vehicular and pedestrian arrival points and individual precincts.
- Secondary frontages are encouraged to have a minimum of 30 percent of the lot frontage for retail uses, commercial-service uses or consolidated office and residential entrances.
- All buildings fronting Brock Road and Pickering Parkway should be setback 5 metres from the front property line and all buildings should be setback a minimum of 2 metres from new public and private streets that are internal to the development block.
- Podium portion of tall buildings should have a minimum height of 3 storeys and a maximum height of 6 storeys, with a minimum ground floor height of 4.5 metres.
- Variety and variation on the streetwall will be provided through encouraging a fine-grain pattern of retail units/residential entrances, and the establishment of façade articulation and rhythm through building projections/recesses and the use of different façade materials.

- Public parks will be provided through redevelopment in the Brock Precinct, and the precise location, size and design of the public parks within the development blocks where they are conceptually identified will be determined through the implementing zoning bylaw and detailed block planning.
- Privately owned publicly accessible spaces (POPS) form a key part of the public realm network, providing valuable amenity space through developments.
- Private landowners should provide public easements as necessary over POPS to provide access to the general public.
- Delivery of on-site Community Facilities is encouraged to be integrated into multi-storey, mixed-use developments (i.e., forming part of the podium of a residential tower).
- Additional street trees should be incorporated within the existing streetscape on the east side of Brock Road to provide shade and comfort for pedestrians walking along Brock Road.
- All public and private streets should be designed as “complete streets” which should accommodate facilities including pedestrian zones, cycling facilities or multi-use paths, and street trees.
- New private street from Brock Road to Beechlawn Park should have a right-of-way width of 24.0 metres with on-street parking, sidewalks and landscaped boulevards on both sides.
- New public street linking the north and south development parcels should have a proposed right-of-way of 17.0 metres to 19.0 metres.
- Off-street parking and cycling infrastructure are encouraged to be provided within structured or underground parking within private properties to facilitate connectivity and minimize the heat island effect created by large surface parking.
- Shared parking is encouraged in order to reduce the total number of parking spaces required, including combining off-street and on-street parking between landowners.
- Reduced minimum parking standards are encouraged to reflect the area’s compact, high-density urban form and shift towards a pedestrian and transit-oriented environment.

## **Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines – Relevant Design Recommendations Related to the Proposal**

The Draft Urban Design Guidelines support the goals, objectives, and vision for the area as set out in the Kingston Road Corridor and Specialty Retailing Node Intensification Plan and establish design priorities and principles related to built form, placemaking, and connectivity. The following key priorities of the Guidelines are relevant to the proposed development.

### **Built Form**

- Block lengths should generally range between 100 and 150 metres to promote permeability within the streetscape, support walkability and increase the ease of pedestrian and cyclist movement.
- Block layouts should be designed to maximize views and vistas through development blocks and towards gateways.
- Entrances should be highly visible, front onto the public street, and connect to pedestrian walkways or sidewalks. Entrances should promote visibility and views between interior and exterior spaces.
- For tall buildings over 13 storeys in height, a minimum separation distance of 25 metres shall generally be maintained between towers.
- A minimum separation distance of 15 metres shall generally be provided between facing buildings on sites with multiple buildings. On multi-building sites, it is encouraged that buildings are offset or angled away from each other to maintain privacy between facing units.
- The following setback criteria should be applied:
  - Buildings fronting Brock Road and Pickering Parkway shall be setback 5.0 metres from the front property lines;
  - Buildings shall be setback a minimum of 2.0 metres from new public and private streets that are internal to the development block;
  - All buildings shall be setback a minimum of 3.0 metres from parks and other open spaces;
  - Where retail and commercial uses are located, setback areas should accommodate spill-out uses from commercial activity (i.e., patios, displays, waiting areas) to improve the pedestrian experience. These areas should be primarily hardscaped to act as an extension of the sidewalk and accommodate for higher levels of foot traffic.
- Site grading shall consider facilities designed to provide access for persons with disabilities, including the provisions of ramp access.
- Entrances and access points should be integrated with at-grade design. Informational signage, pavements markings and soft landscaping can help orient users, enhance safety and minimize confusion.
- Vehicular entrances and access points should have minimal impact on walkways and the pedestrian realm and where possible should be integrated with building design.
- Surface parking is discouraged for main street retail, and high-density residential, office and mixed-use developments. In these areas, parking shall be provided underground, behind or inside a structure on upper floors with appropriate screening, or inside a building.

- Structured underground parking is preferred over surface parking or above-grade structured parking to reduce the urban heat island effect and minimize blank walls.
- Parking structure design is encouraged to consider flexible designs, including designs which allow for future conversions into other uses.
- Above-grade parking structures shall be encouraged to be designed with active uses on all sides.
- The sides and rear of multi-storey above-grade parking structures facing adjacent developments shall be screened as to not create blank facades around the building. They are encouraged to incorporate glazing, cladding, landscaping, or exterior finishes to complement the surrounding streetscape.
- At-grade parking structures shall be designed with active uses fronting the public street and other pedestrian uses, such as retail or amenity areas. These should incorporate visually-appealing architectural and landscape treatments.
- Access points to parking structures should be located at the rear or side of buildings, and away from main streets and intersection corners.
- Landscaping shall be an integral piece of the site design and be developed to unify and enhance the overall architecture of a development. High-quality, durable and diverse landscape elements shall be encouraged.
- A minimum of 10% of each lot shall be landscaped, with a significant proportion of that being soft landscaping.
- Landscaping shall support and define a consistent and attractive street edge. The selection and spacing of all plantings should relate to the street type and adjacent land use and site conditions.
- Within sites, landscaping shall define pedestrian routes and enhance visual imagery of the site. Large tree canopies are encouraged along pedestrian routes to provide shade and comfort.
- Sustainable and Low Impact Development (LID) measures are encouraged for all development to reduce stormwater run-off and optimize water infiltration potential. This includes the use of bio-retention areas, rain gardens, grass swales, permeable pavement and vegetated filter strips.
- The use of softscapes (e.g. trees, grass, shrubs, flowers and soils) should be encouraged on flat roofs of all buildings, including residential, commercial and mixed-use buildings. Green roofs are encouraged to act as public amenity spaces.
- New buildings should be massed and scaled to establish compatible heights to adjacent streets and open spaces, while retaining a comfortable pedestrian scale.
- In cases where buildings have a height of 8 storeys or more proposed adjacent to the streetline, the upper storeys of the building should be sited on podiums having a minimum height of 3 storeys and a maximum height of 6 storeys.
- Development shall incorporate building and landscape design which minimizes the extent and duration of shadows and maximizes access to sunlight for adjacent low-rise developments, parks, open space, primary frontages, and other intensively used areas of the public realm.

- The shadow impact of buildings on adjacent residential buildings, public parks and privately owned publicly-accessible spaces shall be assessed through a shadow impact study, where appropriate, and minimized to the extent possible.
- Development shall incorporate building and landscape design which protects and buffers the pedestrian realm from prevailing winds.
- To help create a human-scaled environment along public streets, an angular plane shall be applied through the following:
  - On Brock Road and Pickering Parkway, built form shall conform to an angular plane extended at a 45 degree angle from the front property line, beginning at a height 80 percent the width of the adjacent right-of-way.
- A consistent streetwall should be maintained along all Primary Frontages. The minimum streetwall height along all streets shall be 3 storeys, with a minimum ground floor height of 4.5 metres to accommodate for retail uses.
- The podium portion of tall buildings shall have a minimum height of 3 storeys and a maximum height of 6 storeys.
- All street-related uses should have primary entrances fronting onto the public street and feature transparent windows and doors to provide outlook and animation onto the street edge.
- Building setbacks should be a minimum of 2.5 metres.
- A fine-grain pattern of retail units and/or residential entrances is encouraged to provide variety and variation in the streetwall. Variation in frontage width is encouraged to flexibly accommodate a range of street-related uses, including multiple internal formats and layouts for commercial/retail units.
- Primary and Secondary Frontages are indicated in the Urban Design Guidelines. Primary Frontages shall contain predominantly street-related active retail or commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, including community and institutional uses, are also encouraged. Secondary Frontages should contain street-related active retail or other commercial service uses at grade, with primary entrances oriented towards the street to encourage a vibrant public realm. Other street-related active uses, such as community and institutional uses, are also encouraged.
- Gateways are entry points into significant streetscapes, areas or neighbourhoods, often signified by a distinctive public realm or built form and enhanced through site and building design.
- Buildings with significant heights and massing should be located at gateway locations, including both mid-rise and tall buildings. Building and landscape design should aim to create a sense of arrival.
- Gateways should incorporate public gathering spaces, such as plazas and urban squares.
- Buildings at gateways are encouraged to include recessed corners to enlarge the public realm at key intersections to support additional spill-over space for active commercial uses.
- Primary building entrances should be located at gateways.

- Building articulation, including vertical projections, recessions, design treatments and other architectural details, is encouraged at gateway locations to create enhanced visual interest and a distinct sense of place.
- Heights, massing and articulation of buildings at gateways shall consider the aesthetics and orientation of view corridors approaching gateways to ensure a cohesive and prominent streetscape.
- Tall buildings (over 13 storeys) should generally be located within gateways, including at the intersection of transit spines, major arterials, along the highway and proximate to highway access.
- Tall buildings should be designed and sited to minimize shadows, maximize sky views, and reduce negative micro-climate impacts, particularly where high-rise development is directly adjacent to low-rise neighbourhoods, parks and open spaces.
- Building towers shall be subject to a minimum 25 metre separation distance, measured between the exterior edge of the building face. Buildings shall have a maximum tower floor plate of 750 metres square.

## **Placemaking**

- Privately Owned Publicly-accessible Spaces (POPS) form a key part of the public realm network, providing valuable amenity space through development. POPS are owned and maintained by private landowners, but open to the general public to enjoy. They can take a variety of forms, including parks, linear parks and urban squares.
- The locations of POPS will be identified in the implementing zoning by-law and their exact size, location and design shall be addressed through detailed block planning. The location and design of POPS should seek to physically and visually connect to public streets.
- POPS should be framed by and relate to surrounding buildings; at-grade active uses shall support the programming of the open space and offer a surveillance element to promote safety.
- POPS should maximize sun exposure and strive to achieve 5 consecutive hours of sun as measured on March 21 and September 21.
- POPS designed as Urban Squares should be located in commercial areas and be designed to accommodate relatively higher levels of pedestrian foot traffic, with more hardscaped areas relative to softscape. Urban squares should be larger than 100 square metres and should be sized based on local site conditions. They should be large enough to allow for active programming and public events.
- Public art should be located in or with close proximity to community-oriented spaces, such as parks, open spaces, public squares, plazas, and gateways, to maximize visibility. It should be exhibited along streets and laneways that support a continuous flow of high pedestrian volumes.

## Connectivity

- Sidewalks and pedestrian paths should provide a network of accessible and inter-connected pedestrian routes which relate directly to surrounding buildings and destinations.
- Adequate space should be provided within the public right-of-way to allow for landscape and furniture zones adjacent to sidewalks and pedestrian paths.
- Pedestrian paths should be well-designed and inviting to users, with features such as soft landscaping, plantings, public art, wayfinding signage and pedestrian-scaled lighting implemented where appropriate. Where possible, a generous urban tree canopy is encouraged.
- The proposed new public street is identified as a primary street. Primary streets should be designed to prioritize public transit facilities, such as stops, shelters and dedicated lanes.
- Travel lanes should be designed with a minimum width of 3.5 metres and should be provided in both directions of travel.
- Sidewalks should be provided on both sides of the road. They should be designed to accommodate all user groups and be a minimum width of 2.0 metres.
- Where appropriate, dedicated raised cycle tracks should be provided on primary streets. Landscaping and street furniture zones should be provided on both sides of the street to provide a comfortable public realm. They should be wide enough to accommodate a continuous row of street trees, typically a width of 2.0 metres.
- On-street lay-by parking lanes should be provided, where practical, having a minimum width of 2.5 metres. They may be provided on one or both sides of the road.
- Private streets are designed to similar municipal standards as public streets, but remain in private ownership. Private streets must provide the same high-quality public realm and streetscape experience as public streets, are expected to adopt similar treatments and aesthetics to ensure that a uniform streetscape character is maintained across the precinct.
- Private landowners shall be responsible for ongoing maintenance to ensure that publicly accessible spaces remain in a state of good repair.
- Brock Road is a significant street which carries pedestrians, cyclist and vehicular traffic. Additional street trees should be incorporated on the east side of Brock Road to provide shade and comfort for pedestrians.
- Enhanced active transportation infrastructure is recommended for Pickering Parkway.

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

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

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**Recommendation:**

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

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**Executive Summary:** The subject lands are located at the southeast corner of Rosebank Road and Gillmoss Road within the Rosebank Neighbourhood (see Location Map, Attachment #1).

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

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

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

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

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

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

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## 1. Background

### 1.1 Property Description

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

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

## 1.2 Applicants' Original and Revised Proposal

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

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

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

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

## 2. Comments Received

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

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

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

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

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

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

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

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

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

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### 2.2.2 Region of Durham

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

### 2.2.3 Metrolinx

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

### 2.2.4 Durham Catholic District School Board

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

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### 2.2.5 Durham District School Board

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

## 3. Planning Analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **4. Conclusion**

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

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

## **5. Applicants' Comments**

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

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## **Appendices**

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

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## **Attachments**

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

**Prepared By:**

**Approved/Endorsed By:**

Original Signed By:

Original Signed By:

Cody Morrison  
Planner II

Catherine Rose, MCIP, RPP  
Chief Planner

Original Signed By:

Original Signed By:

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

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

CM:NS:ld

Recommended for the consideration  
of Pickering City Council

Original Signed By:

Marisa Carpino, M.A.  
Interim Chief Administrative Officer

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

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

**General Conditions**

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

**Region of Durham**

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

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

#### **Subdivision Agreement**

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

#### **40M-Plan**

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

#### **40R-Plan**

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

#### **Street Names**

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

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

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

#### **Architectural Control**

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

#### **Stormwater**

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

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

### **Grading**

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

### **Geotechnical Investigation**

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

### **Fill & Topsoil**

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

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

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

### **Phasing & Development Coordination**

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

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

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

### **Easements**

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

### **Construction Management Plan**

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

### **Fencing**

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

### **Landscaping**

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

### **Tree Compensation**

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

### **Engineering Plans**

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

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

### **Noise Attenuation**

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

### **Parkland Dedication**

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

### **Fire**

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

### **Model Homes**

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

### **Canada Post**

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

## Metrolinx

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

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

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

## Other Approval Agencies

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

## Plan Revisions

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

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

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

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

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

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

1. **Schedule I**

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

2. **Area Restricted**

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

3. **General Provisions**

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

4. **Definitions**

In this By-law,

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

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

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

## 5. Provisions

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

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

- (a) Detached Dwelling

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

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

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

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

### (3) Special Provisions

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

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

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

**6. Provisions (“(H) S4-19” Zone)**

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

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

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

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

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

**7. Model Homes**

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

**8. By-law 2511**

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

**9. Effective Date**

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

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

**Draft**

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

**Draft**

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



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

**Draft**

\_\_\_\_\_  
 Mayor

**Draft**

\_\_\_\_\_  
 Clerk

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

## Amendment 8 to the Rosebank Neighbourhood Development Guidelines

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

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

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

### Actual

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

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

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

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

**Rosebank Neighbourhood  
Development Guidelines**

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

**Section A1.1**

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

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

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

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

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

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

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

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

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

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

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

## Informational Revision 27 to the Pickering Official Plan

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

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

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

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

### **Actual**

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

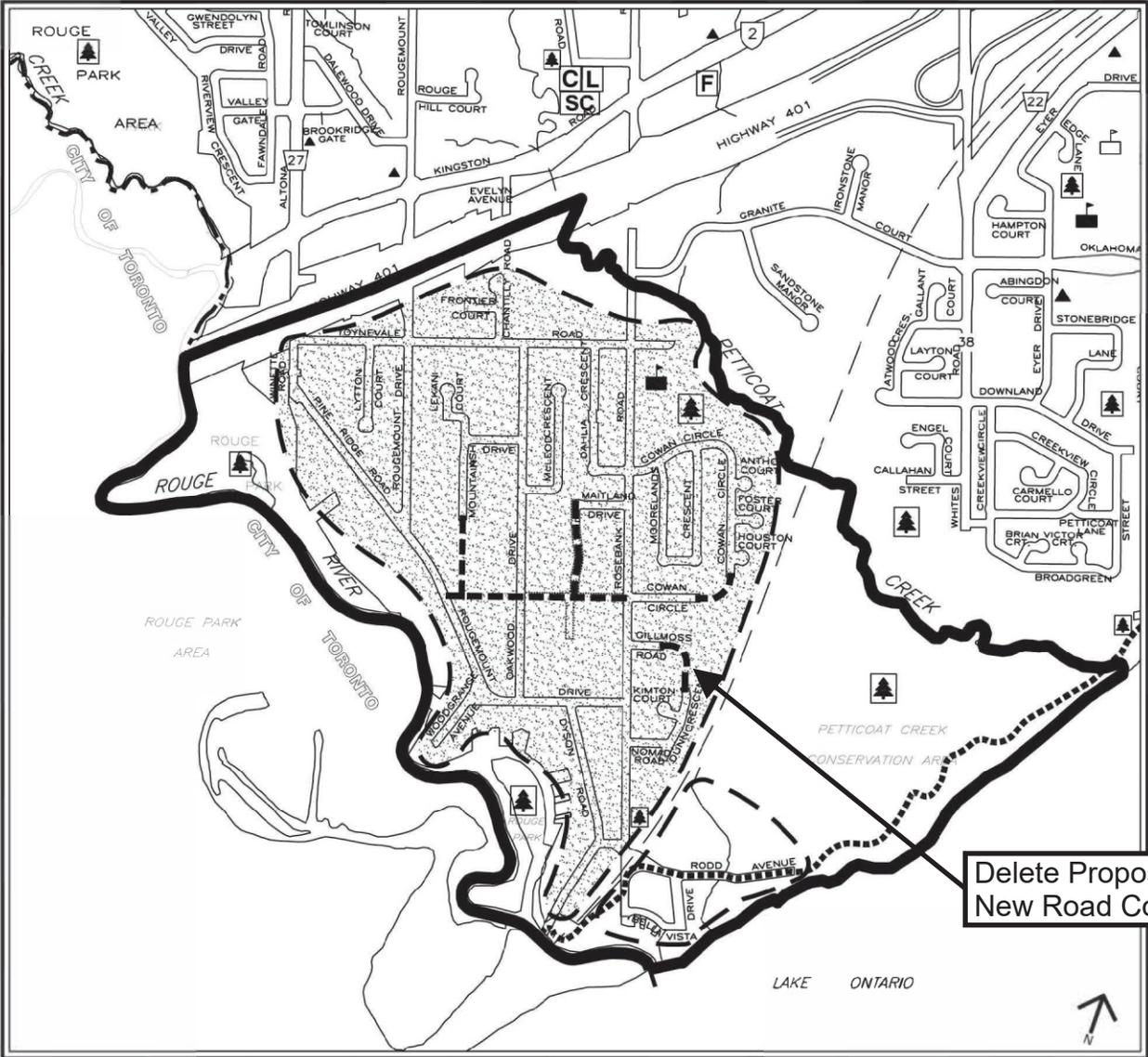
1. Deleting the “**New Road Connection (Proposed)**” between Gillmoss Road and Dunn Crescent, as illustrated on Schedule ‘A’ attached to this Informational Revision.

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

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

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

Map 11: Neighbourhood 1: Rosebank



LEGEND

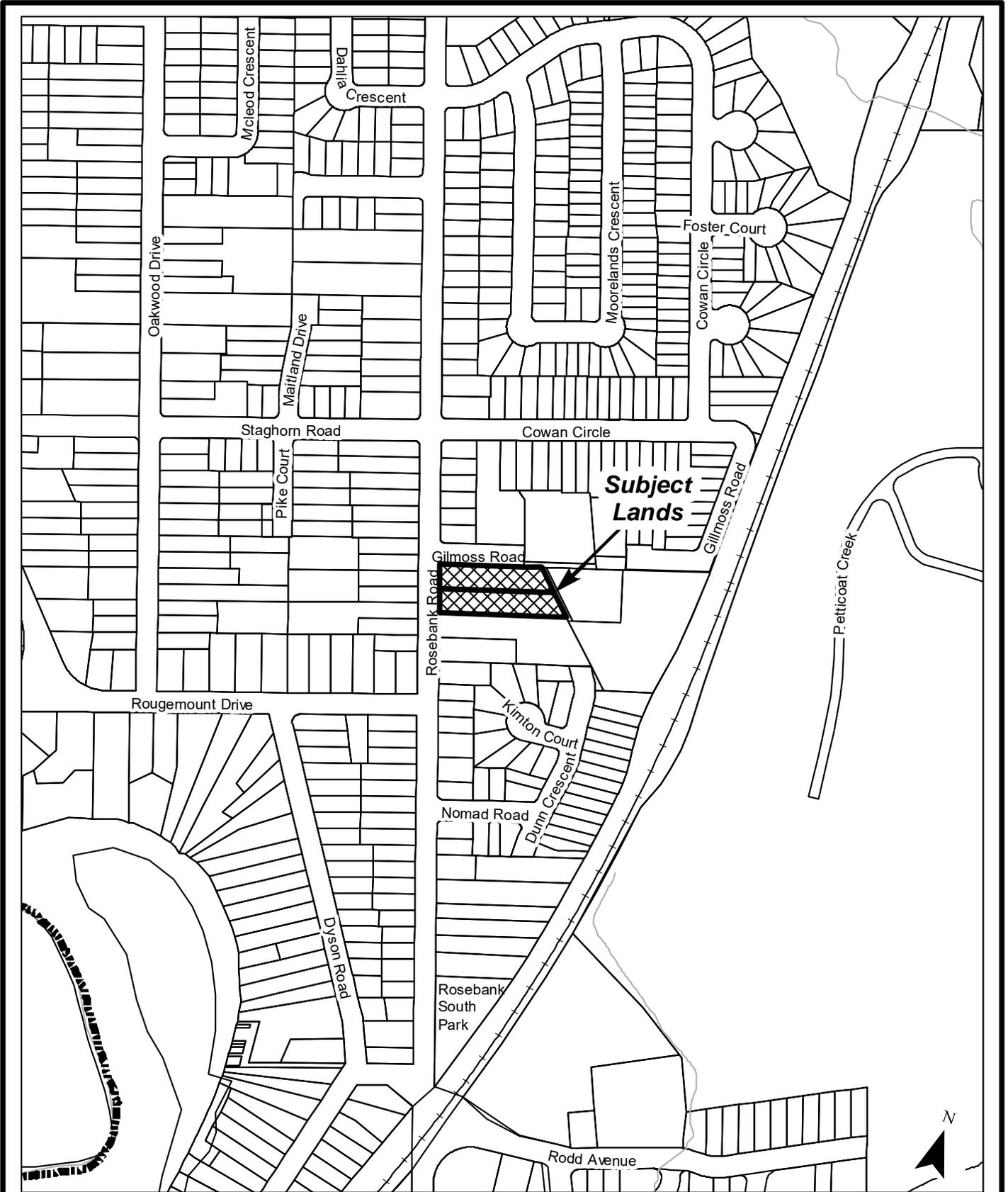
- NEW ROAD CONNECTIONS (PROPOSED)
- DETAILED REVIEW AREA
- WATERFRONT TRAIL
- LANDS FOR WHICH COUNCIL HAS ADOPTED DEVELOPMENT GUIDELINES (REFER TO COMPENDIUM DOCUMENT)

SYMBOLS

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

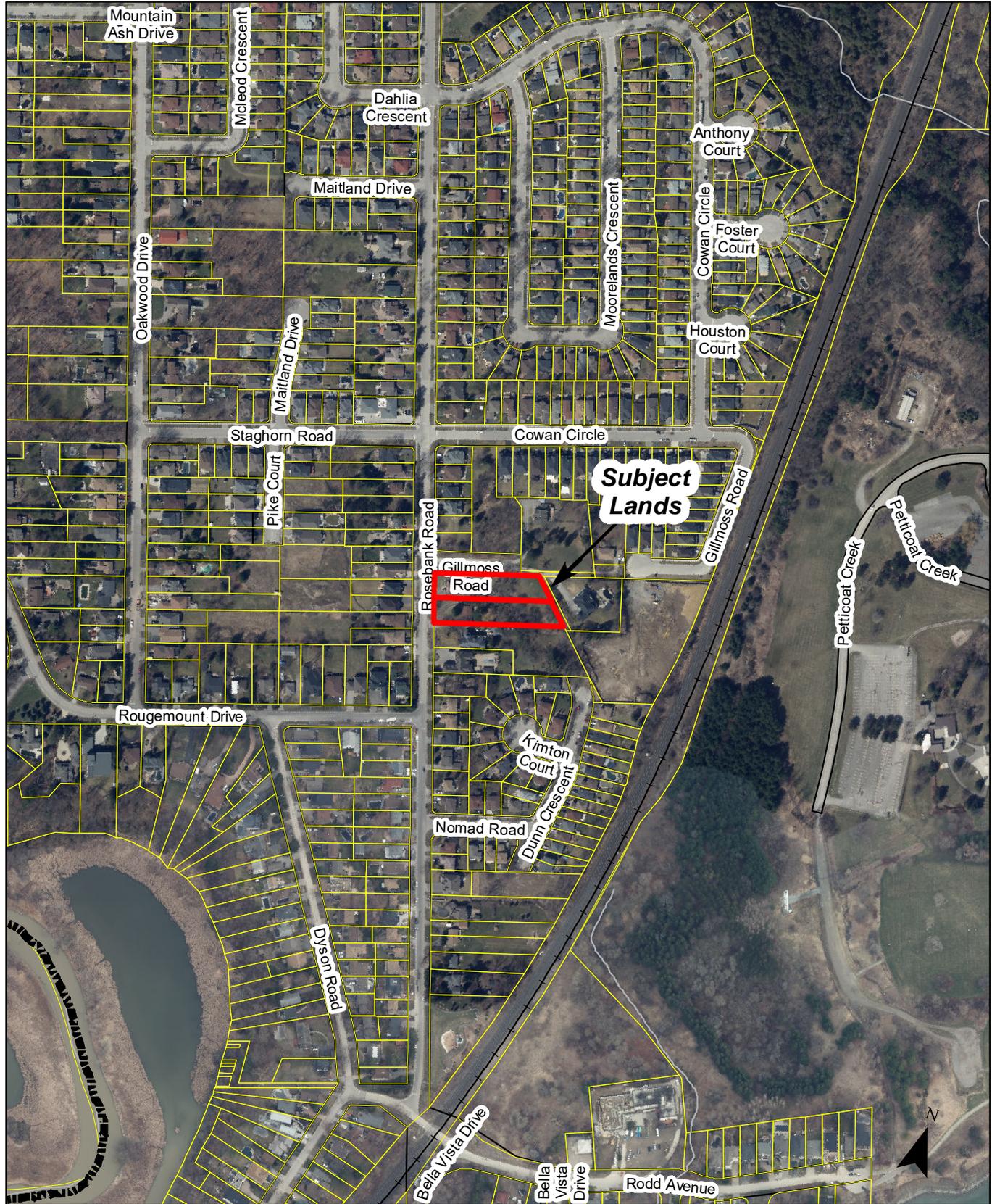
CITY OF PICKERING  
 CITY DEVELOPMENT DEPARTMENT  
 JULY, 2018  
 © THIS MAP FORMS PART OF EDITION 8 OF THE PICKERING OFFICIAL PLAN AND MUST BE READ IN CONJUNCTION WITH THE OTHER SCHEDULES AND THE TEXT.

NOTE: LAND USE DESIGNATIONS APPEAR ON SCHEDULE I

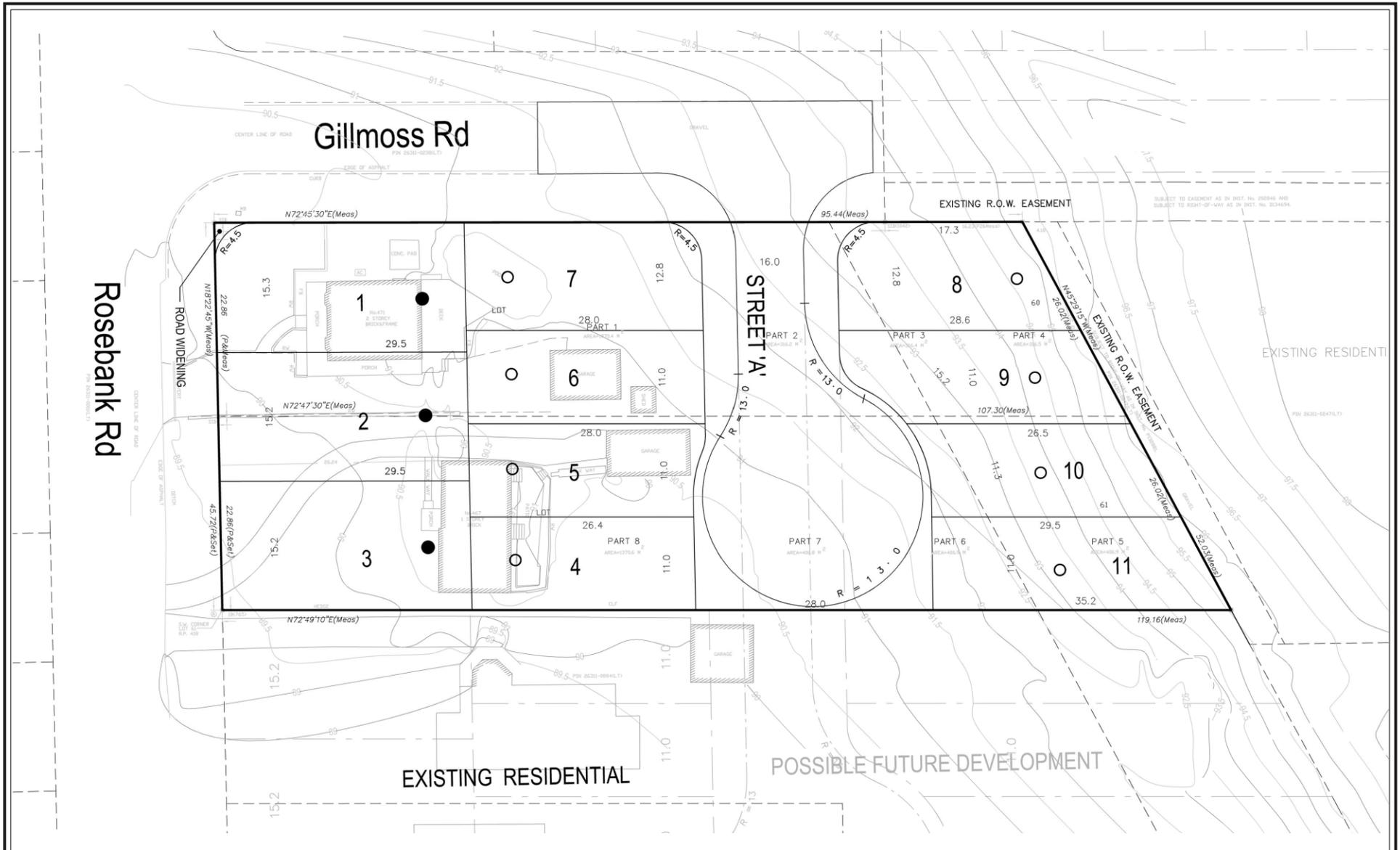


  
**PICKERING**  
 City Development  
 Department

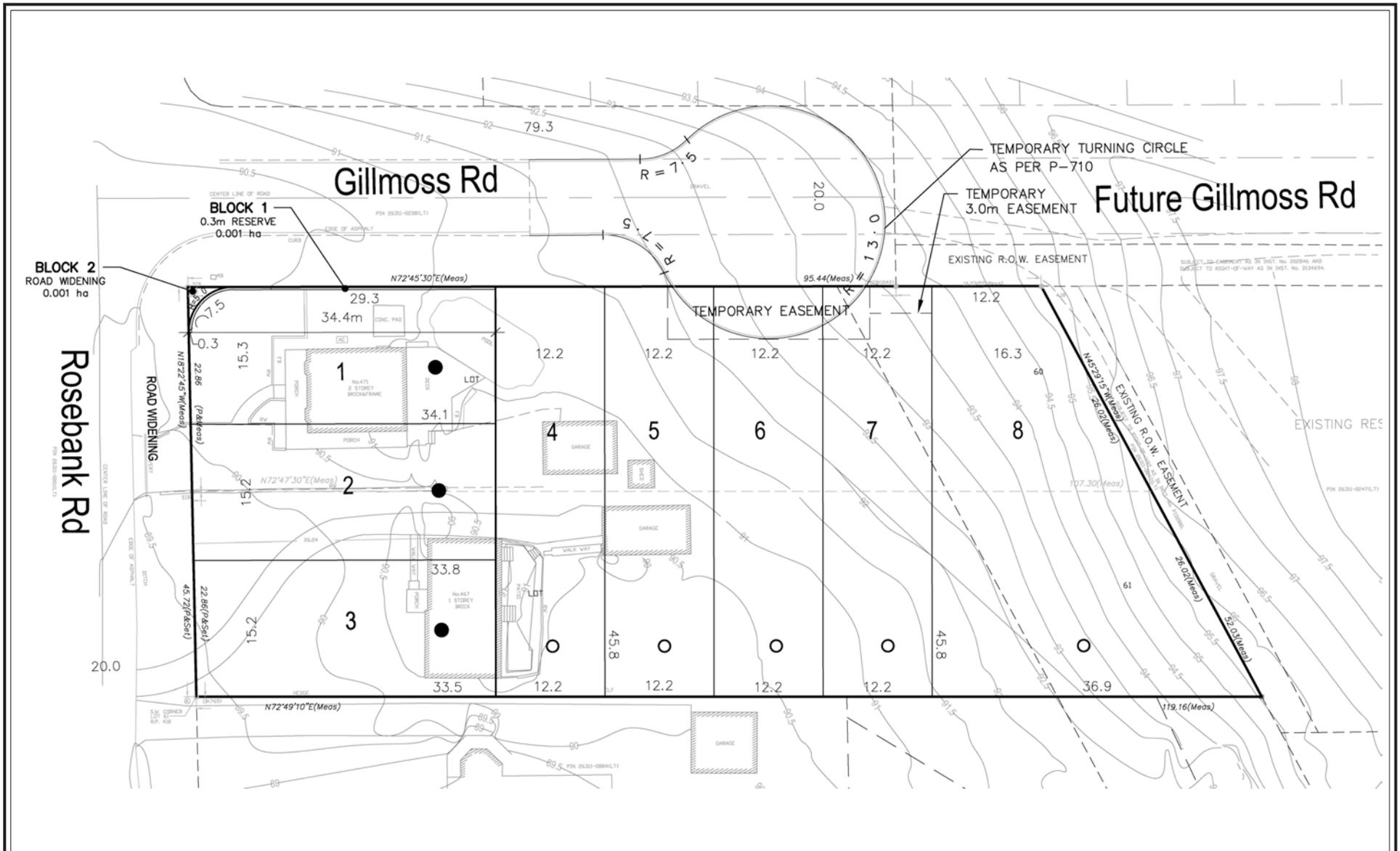
|   |                       |
|---|-----------------------|
| <b>Location Map</b>   |                       |
| <b>File:</b> SP-2019-02 and A 07/19   |                       |
| <b>Applicant:</b> Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.  |                       |
| <b>Property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



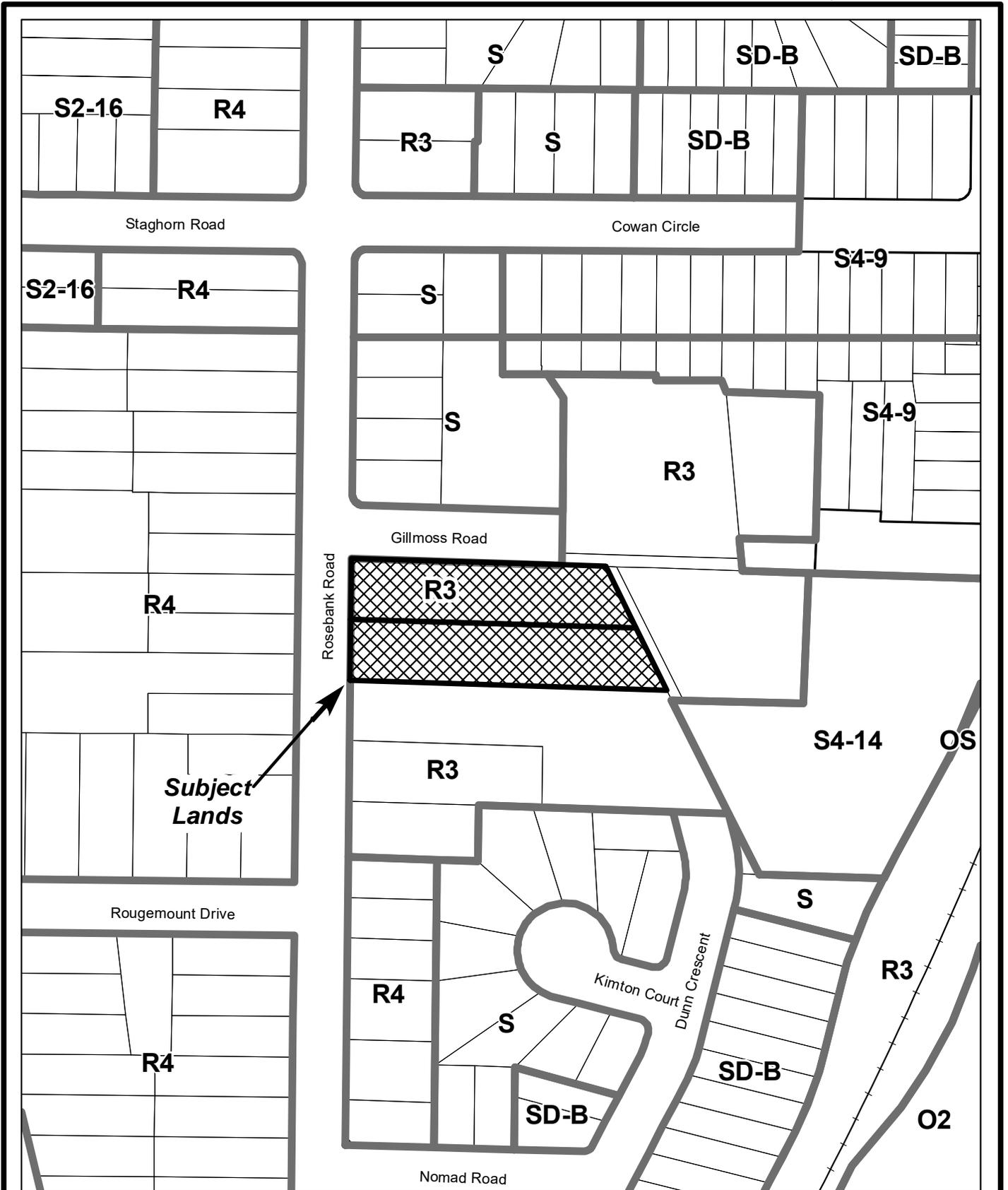
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|--|--|---|
| <br><b>PICKERING</b><br>City Development<br>Department  | <b>Air Photo Map</b>   |   |
|  | <b>File:</b> SP-2019-02 and A 07/19  |   |
|  | <b>Applicant:</b> Oak Hill Developments Ltd. and White-Pine General Contractors Ltd. |   |
|  | <b>Property Description:</b> Lots 60 and 61, Plan 418<br>(467 and 471 Rosebank Road) |   |
|  |  | <b>Date:</b> Oct. 06, 2020  |
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|   |  |                              |
|---|--|------------------------------|
| <p>City of<br/><b>PICKERING</b><br/>City Development<br/>Department</p> | <b>Original 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> Lots 60 and 61, Plan 418<br>(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 |



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



*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> Lots 60 and 61, Plan 418 (467 and 471 Rosebank Road)  |  |
| The above map is a digital extraction of the zoning schedule. The zoning schedules in Zoning By-law 2511, as amended, are the official schedules.  |  |
| <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.</small> | <b>Date:</b> Oct. 06, 2020                             |
| <small>163</small>   | <b>SCALE:</b> 1:2,000<br>THIS IS NOT A PLAN OF SURVEY. |

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

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

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

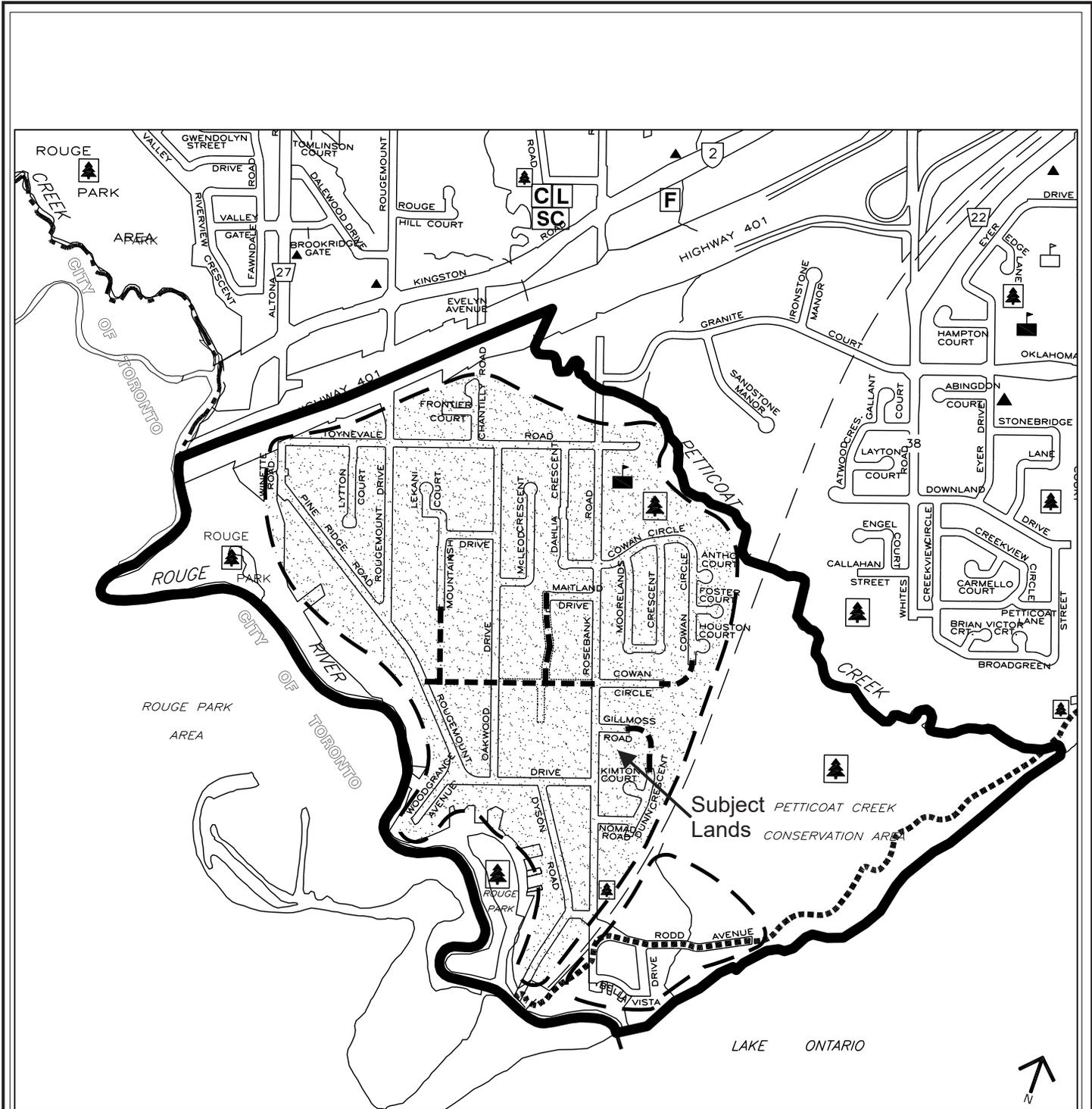
| <b>Provision</b>        | <b>Recommended Zoning Standards for Lots Fronting Rosebank (Lots 1 to 3)</b> | <b>Existing “R3” Zone Standards</b> | <b>Existing “R4” Zone Standards</b> | <b>Existing “S” Zone Standards</b> | <b>Recommended Zoning Standards – Infill &amp; Replacement Housing In Established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

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

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

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

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



NEW ROAD CONNECTIONS (PROPOSED)

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

**Rosebank Neighbourhood Map**  
**File No:** SP-2019-02 and A 07/19  
**Applicant:** Oak Hill Developments Ltd. and White-Pine General Contractors Ltd.  
**Property Description:** Lots 60 and 61, Plan 418  
 (467 and 471 Rosebank Road)

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

**DATE:** August 20, 2019