
PLANNING JUSTIFICATION REPORT

The Brock Zents Partnership

ZONING BY-LAW AMENDMENT and DRAFT PLAN OF SUBDIVISION

2660, 2670, 2680 Brock Road
Part of Lots 1, 2, and 3, Registered Plan 585, and Part of Lot 19, Concession 3, Parts 3 and 4,
Plan 40R-27228
City of Pickering

PREPARED BY



November 2022

Contents

1.0	Background	5
1.1	Introduction.....	5
1.2	Location, Size and Context of the Subject Lands.....	5
1.3	Proposed Development Concept	7
1.4	Adjacent Development Activity.....	13
2.1	Provincial Policy Statement (PPS).....	15
2.2	A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)	19
2.3	Region of Durham Official Plan	24
2.3.1	Region of Durham Municipal Comprehensive Review – New Regional Official Plan	33
2.4	City of Pickering Official Plan.....	38
2.5	Duffin Heights Neighbourhood Policies	51
2.6	Duffin Heights Neighbourhood Development Guidelines.....	57
2.7	City of Pickering Zoning By-Law 3037.....	59
2.8	City of Pickering Sustainable Development Guidelines.....	61
3.0	Supporting Studies	62
3.1	Archaeological Investigation	62
3.2	Phase One Environmental Site Assessment	62
3.3	Geotechnical Investigation	62
3.4	Hydrogeological Review	63
3.5	Tree Inventory and Preservation Plan.....	64
3.6	Environmental Impact Study	64
3.7	Traffic Impact Study.....	66
3.8	Functional Servicing and Stormwater Management Report.....	66
3.9	Noise and Vibration Impact Study.....	67
4.0	Planning Analysis	69
4.1	Intensification Targets and Strategies.....	69
4.2	Efficiently Using Infrastructure and Community Services.....	69
4.3	Land Use, Built Form and Compatibility	70
4.4	Proposed Zoning Category and Development Standards	71
4.5	Respect for the Natural Environment	71
4.6	Onsite Operations.....	71
5.0	Conclusions	73

Figures

Figure 1: Property Location.....	6
Figure 2: Durham Region Transit (DRT) Map.....	7
Figure 3: Proposed Draft Plan of Subdivision	9
Figure 4: Conceptual Site Plan	10
Figure 5: Conceptual Building Elevation - Reverse Frontage Townhouse (Typical Block).....	11
Figure 6: Conceptual Building Elevation - 5-plex Stacked Townhouse (Typical Block)	11
Figure 7: Conceptual Building Elevation - Duplex Stacked Townhouse (Typical Block)	11
Figure 8: Proposed Common Amenity Areas.....	12
Figure 9: Draft Plan of Condominium (Common Element).....	13
Figure 10: Compiled Development Activity Plan	14
Figure 11: Durham Region Official Plan Schedule 'A' (Map A4) - Regional Structure	26
Figure 12: Durham Region Official Plan Schedule 'B' (Map B1d)-Greenbelt Natural Heritage System & Key Natural Heritage and Hydrologic Feature.....	29
Figure 13: RDOP High Aquifer Vulnerability and Wellhead Protection Areas (Map B2)	30
Figure 14: Durham Region Official Plan Schedule 'C' (Map C2) - Road Network	32
Figure 15: RDOP Transit Priority Network (Map C3)	33
Figure 16: Pickering's Urban System.....	39
Figure 17: POP Land Use Structure Plan (Schedule I)	42
Figure 18: POP Natural Heritage System (Schedule III A)	45
Figure 19: POP Resource Management: Key Natural Heritage Features (Schedule III B)	45
Figure 20: South Pickering Urban Area Neighbourhoods (POP Map 3-A).....	52
Figure 21: POP Map 25 - Neighbourhood 15: Duffin Heights.....	53
Figure 22: Duffin Heights Neighbourhood Tertiary Plan	58

1.0 Background

1.1 Introduction

Evans Planning has been retained by Brock Zents Developments 2680 Inc. and Brock Zents Development 2660-2670 Inc. (collectively Brock Zents Partnership (BZP) - the 'Owner') to assist with the redevelopment of the lands municipally described as 2660, 2670, and 2680 Brock Road, as well as an unaddressed block ('O' Zents Drive), and legally described as 'Part of Lots 1, 2, and 3, Registered Plan 585, and 'Part of Lot 19, Concession 3, Parts 3 and 4, Plan 40R-27228' in the City of Pickering (the subject property). The subject property is located on the southwest corner of Brock Road at the intersection with Zents Drive, and has a total area of approximately 2.59 hectares (+/-6.4 acres).

The Owner has submitted applications to amend the City of Pickering Zoning By-law, and for Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) approval to permit the redevelopment of the property. Further applications for Draft Plan of Condominium (Standard) and Site Plan Control approval will be provided at a later date.

The Owner intends to redevelop the lands with 195 townhouse dwelling units, consisting of 150 5-plex/3-plex stacked townhouses, 20 rear loaded stacked townhouses, and 25 rear loaded townhouses. Two access points are proposed from the external public road network, including both a full moves access and right-in, right-out access onto Four Seasons Lane.

From a land use perspective, the proposed development is consistent with the policies contained within the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Durham Official Plan, and the City of Pickering Official Plan. Generally, these policy directives promote the wise use of urban land through the intensification of appropriately located underutilized sites within built-up urban areas and the efficient use of existing municipal infrastructure.

The proposed Zoning By-law amendment will facilitate the redevelopment of the subject property with an efficient and intensive built form in accordance with the existing provisions of the City Official Plan, at a highly accessible and visible location along a Regional Arterial Road and is thus supportive of the growth policies of the Province, Region, and City.

1.2 Location, Size and Context of the Subject Lands

The subject property is located at the southwest corner of Brock Road and Zents Drive (Figure 1). The property is municipally known as 2660, 2670, and 2680 Brock Road, as well as a vacant

unaddressed portion of land purchased from the City of Pickering in 2022 located between 2680 Brock Road and Zents Drive right-of-way. The lands are legally described as ‘Part of Lots 1, 2, and 3, Registered Plan 585’ and ‘Part of Lot 19, Concession 3, Parts 3 and 4, Plan 40R-27228’.

The subject property is located on the west side of Brock Road, south of Zents Drive, and has an area of approximately 2.98 hectares (7.36 acres), with +/-183 metres of frontage along Brock Road, and a minimum depth of +/-119 metres. The future extension of a local street, Four Seasons Lane, is contemplated within the City of Pickering Official Plan between Dersan Street and Zents Drive, which bisects southern portion of the subject property.

Figure 1: Property Location

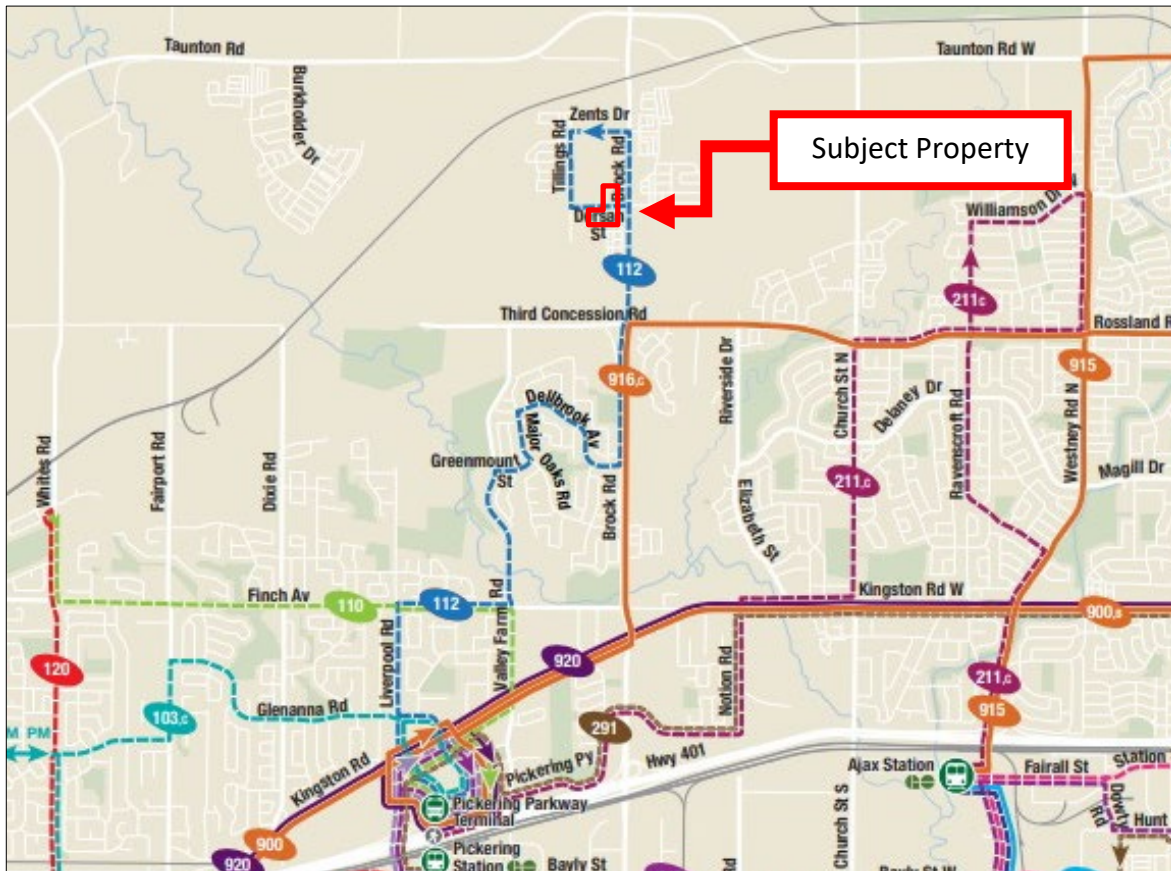


The following uses are adjacent to the subject property:

North	Zents Drive, Future City Fire Station
East	Brock Road, future development lands (Averton Developments)
South	Future development lands (Townhouse and Stacked Townhouse dwellings – Lebovic Developments)
West	Future extension of Four Seasons Lane, Woodlot/Open Space

The subject property slopes east towards Brock Road, with a grade change of approximately 2.5 metres from the western boundary of the property to the eastern boundary. There are currently two vacant single detached homes on the subject property, as well as treed and vacant areas.

Figure 2: Durham Region Transit (DRT) Map



The subject property is in proximity to Durham Region Transit Route 112 (Valley Farm), which operates on weekdays between Zents Drive/Tillings Road, and Pickering Parkway Terminal (Figure 2). Pickering Parkway Terminal provides further connections to other DRT routes, as well as the Pickering GO transit network. Thus residents will have access to inter- and intra- municipal connections, which may help encourage increased utilization of alternative modes of transportation.

1.3 Proposed Development Concept

The proposed Plan of Subdivision contemplates the creation of 4 blocks: 1) The extension of a new public right-of-way (ROW) (Four Seasons Lane), which is to ultimately extend from Dersan Street to Zents Drive, and has been aligned with the adjacent development to the south, 2) the

creation of an open space block for the lands west of Four Seasons Lane which will be conveyed to public ownership for long term protection, 3) a daylight triangle at the intersection of Brock Road and Zents Drive, and 4) a Development Block (Figure 3)

Four Seasons Lane is contemplated to consist of a 20m right-of-way (ROW), with a 9.75m pavement width.

The proposed development block is intended to support a variety of townhouse dwelling formats, including 5-plex and 3-plex stacked, rear loaded stacked, and rear loaded designs, with site circulation and access provided by a privately owned condominium laneway (Figure 4). Two access points are to be provided from Four Seasons Lane, with the southern access allowing full movement, and the northern access restricted to right-in, right-out movement. The limits of an unevaluated wetland and woodland located on the western position of the subject property have previously been staked with Staff from the Toronto and Region Conservation Authority (TRCA), and a compensation agreement has been executed.

All dwellings abutting the public realm on Brock Road, Zents Drive, and Four Seasons Lane consist of rear-loaded units. The dwellings abutting Brock Road and Zents Drive consist of three-storey 5-plex stacked townhouses, with a transition in density occurring across the site towards Four Seasons Lane. The main entrances of these units will directly address the public realm, while vehicular accesses are located in the rear with access from the site's internal private lane. The proposed dwellings present a modern architectural vernacular, and varied articulation and materiality to provide variety across the site (Figures 5-7). Sidewalks are to be provided along at least one side of the laneway for its entire length. The internal laneway has been designed with sufficient width and radius to permit curbside waste collection for the rear-loaded and stacked dwellings.

A system of pedestrian mews, parkettes, and open spaces provide pedestrian connectivity throughout the site to all abutting roads. A central open space amenity feature of approximately 540 square metres is provided for residents. A conceptual landscape plan has been prepared to demonstrate the ability of these area to accommodate a variety of active and passive recreational opportunities for residents of all ages (Figure 8). A further landscaped open space is located at the intersection of Brock Road and Zents Drive. This landscaped space has an area of approximately 433 square meters and is contemplated as an urban style plaza to provide an interface between the private and public realms in recognition of the prominence of this focal point within the community (Figure 8).

The proposed development will consist of multiple condominium corporations, including a common element condominium, and one or more standard condominiums. A Draft Plan of Condominium has been prepared which generally reflects the composition of the Condominium

structure (Figure 9). It is contemplated that the entirety of the laneway, parkettes, open spaces, walkways and mews, and visitor parking areas will be contained within the common element. Reciprocal easements are to be established providing access to over these elements for the standard condominiums to Zents Drive and Four Seasons Lane. A mutual use and cost sharing arrangement will be established for all the condominiums to ensure an equitable arrangement regarding the use, long-term care, and maintenance of the common elements.

Figure 3: Proposed Draft Plan of Subdivision

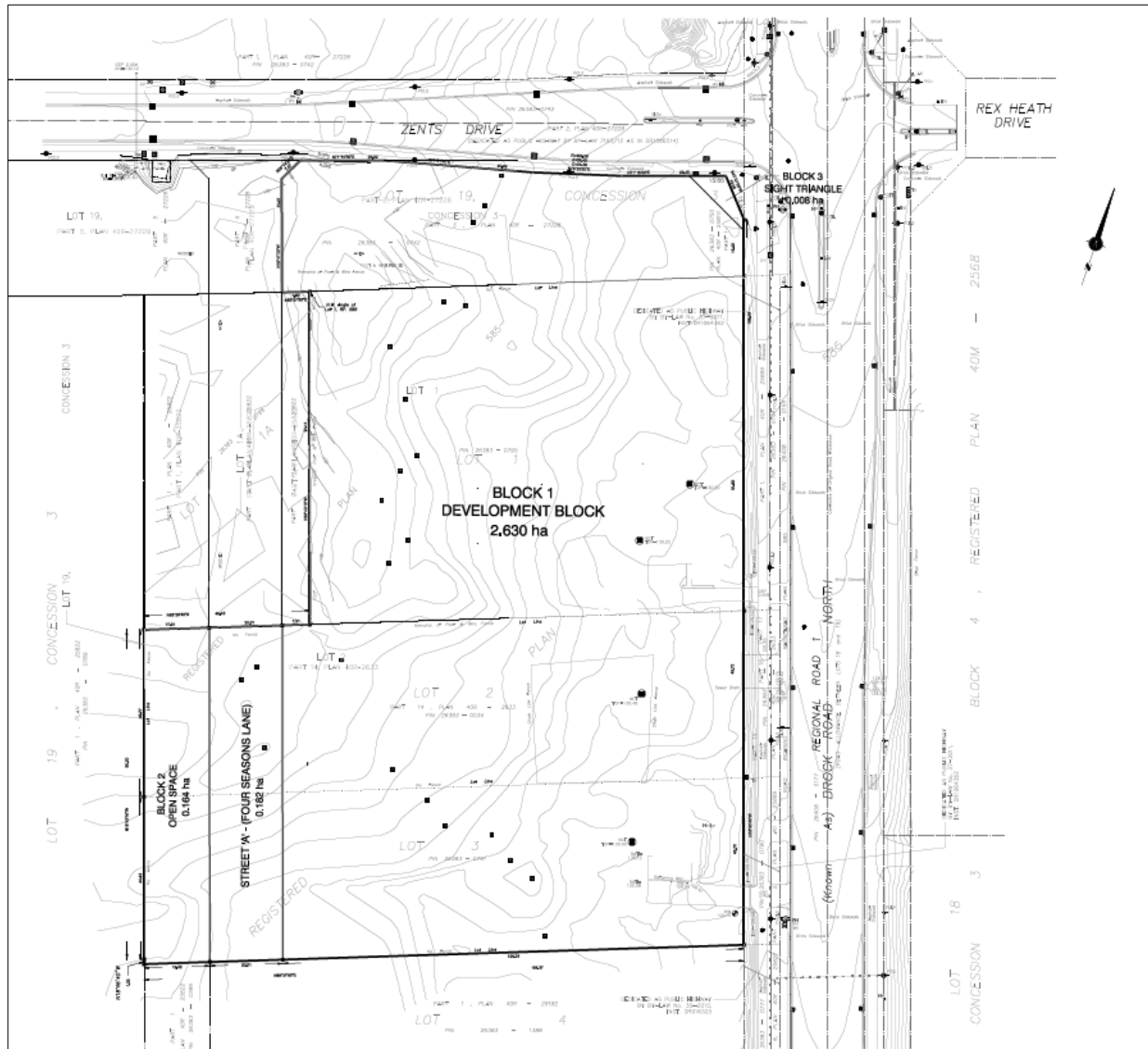


Figure 4: Conceptual Site Plan

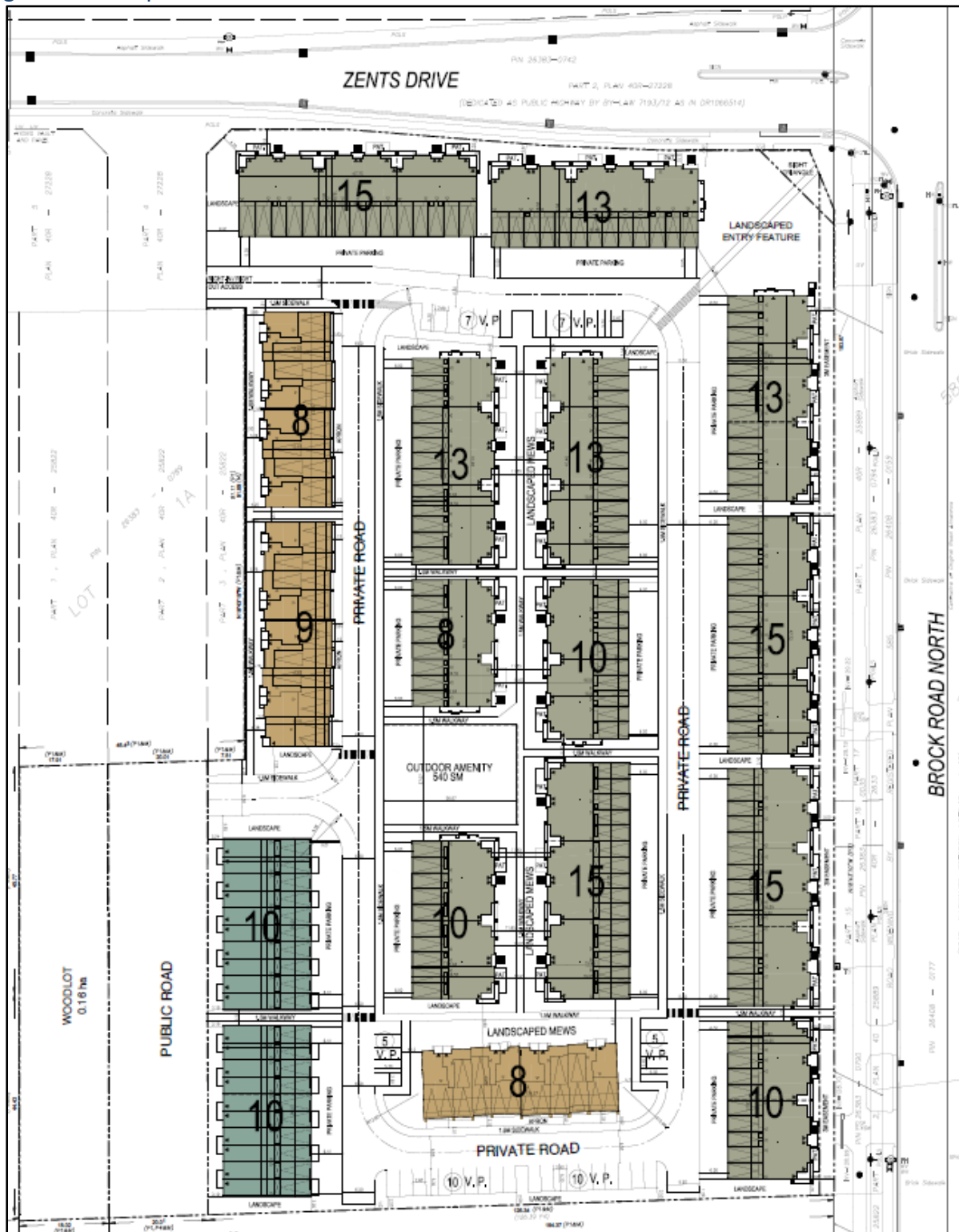


Figure 5: Conceptual Building Elevation - Reverse Frontage Townhouse (Typical Block)



Figure 6: Conceptual Building Elevation - 5-plex Stacked Townhouse (Typical Block)



Figure 7: Conceptual Building Elevation - Duplex Stacked Townhouse (Typical Block)



Figure 8: Proposed Common Amenity Areas

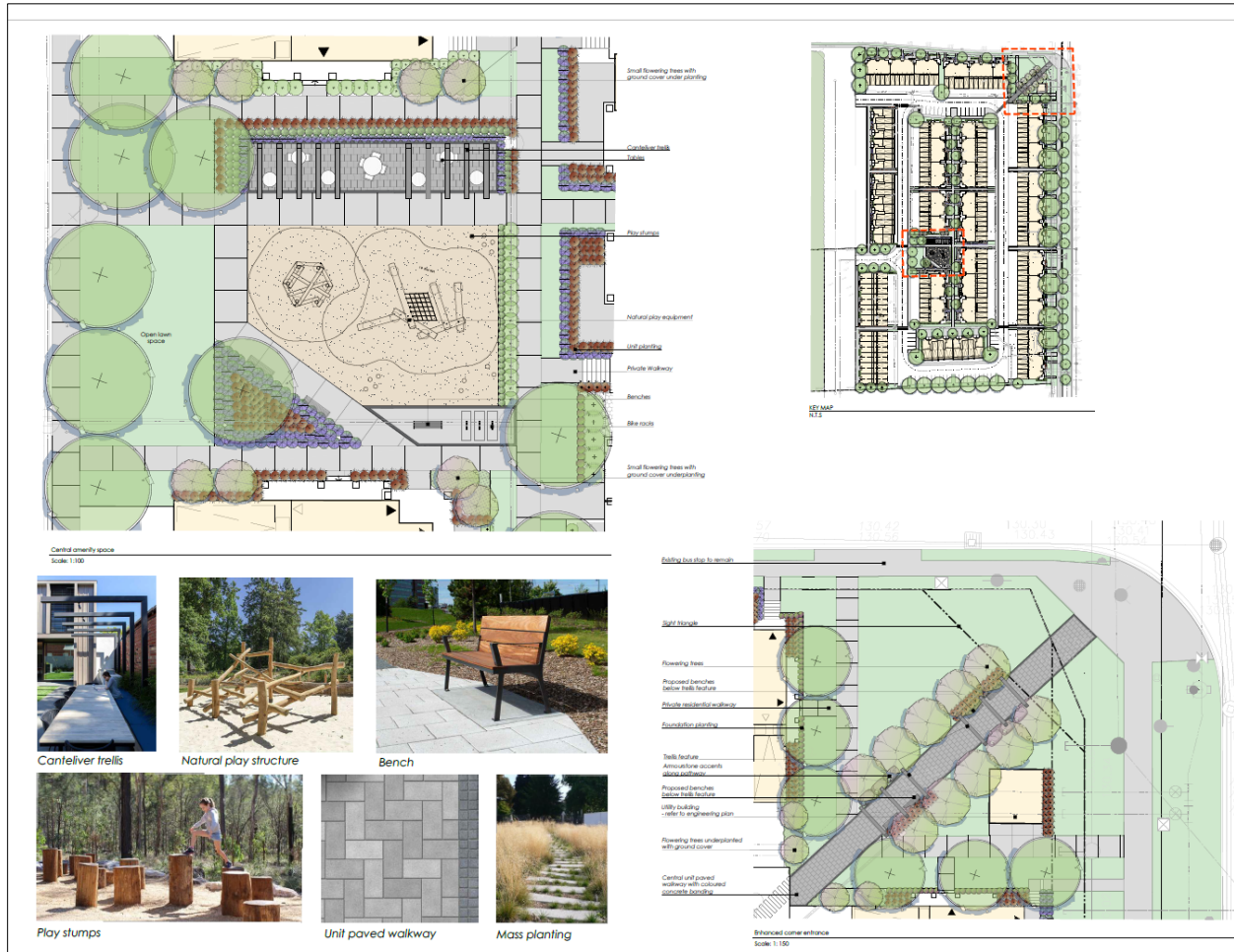
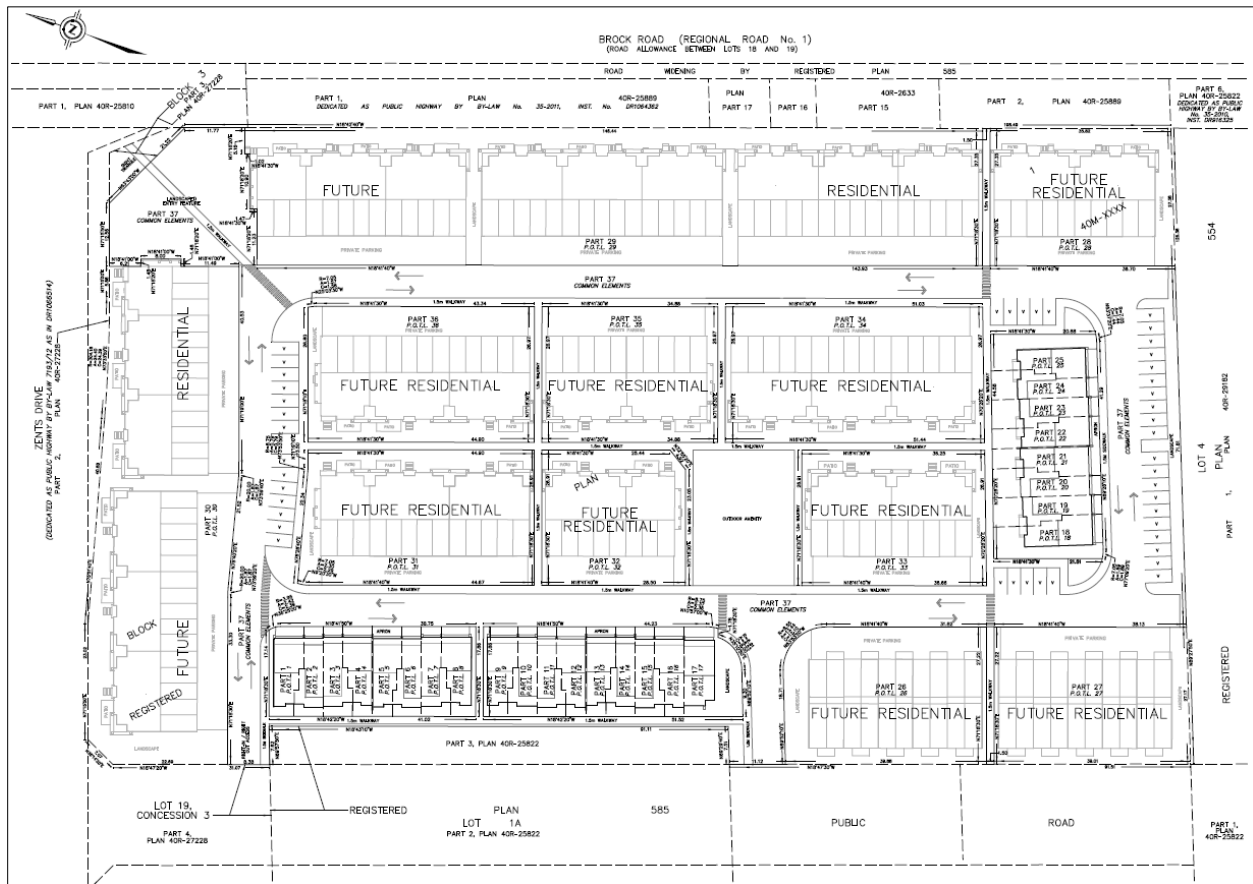


Figure 9: Draft Plan of Condominium (Common Element)



1.4 Adjacent Development Activity

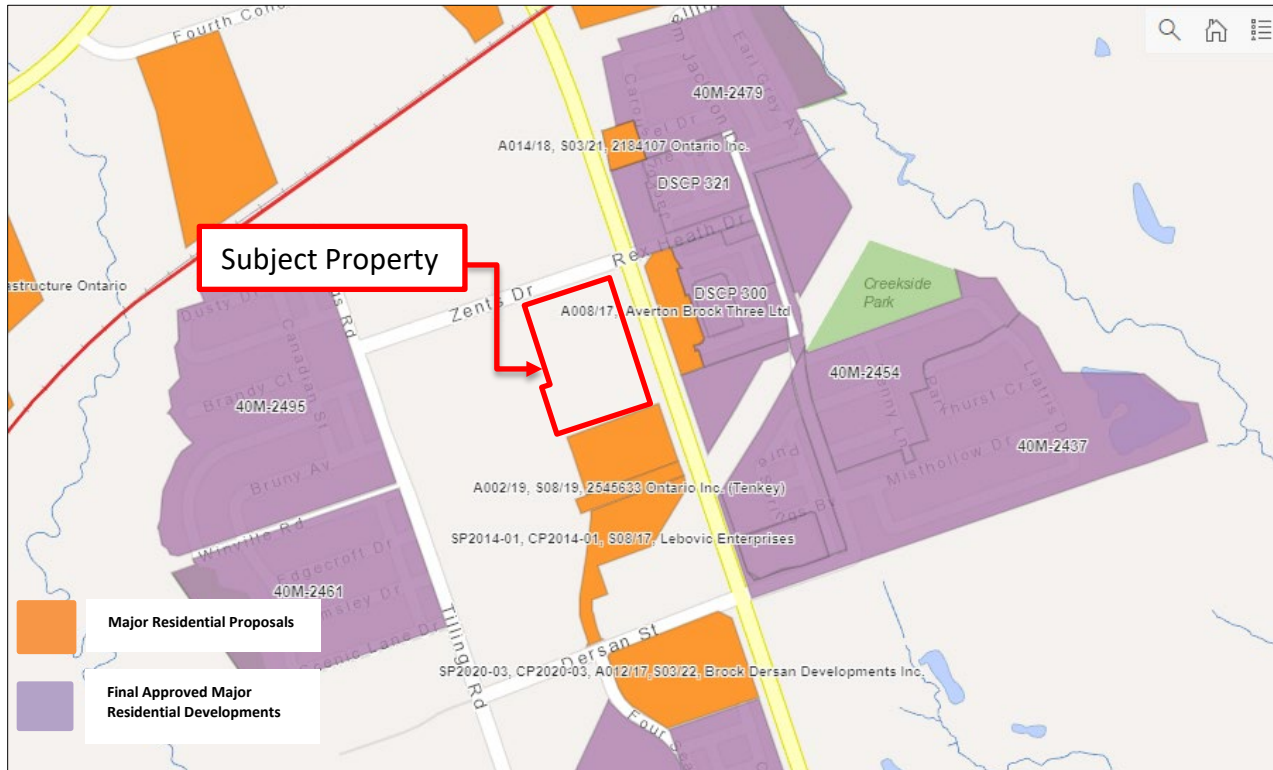
The subject property is located within the Duffin Heights Neighbourhood which has been experiencing notable development in recent years.

An application for Zoning By-law Amendment (City File A08/17) was submitted by Averton (Brock) Limited for the lands east of the subject property across Brock Road, on both the north and south side of Rex Heath Drive. The application proposes the redevelopment of the lands with a combination of 150 back-to-back stacked townhouse units, as well as two apartment buildings with heights of 16 and 21-storeys.

A Draft Plan of Subdivision Application (SP-2014-01) and Zoning By-law Amendment Application (A 01/14) has been submitted by Lebovic Enterprises Limited and 1320991 Ontario Ltd., ("Lebovic"), to implement a residential condominium development consisting of 90 townhouse units, 54 stacked units, a future development block, and local roads on lands located on the east and west sides of Brock Road north of Dersan Street/William Jackson Drive and south of Zents

Drive/Rex Heath Drive. The application proposes developing the property for a residential condominium development (144 units). A 20-metre-wide local road (Four Seasons Lane) is proposed along the west side of the property, forming part of Four Seasons Lane, that will eventually connect from Dersan Street to Zents Drive. The design of Four Seasons Lane has been coordinated with Lebovic/Tenkey. The proposed unit types and general site layout is generally consistent with the built form and character established by the Lebovic/Tenkey developments.

Figure 10: Compiled Development Activity Plan



2.0 Planning Policies, Regulations and Analysis

This Section of the planning justification provides an analysis of the proposed development in the context of the following provincial, regional, and local documents:

- Provincial Policy Statement (PPS)
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe
- Region of Durham Official Plan
- The ongoing Region of Durham Municipal Comprehensive Review of its Official Plan
- City of Pickering Official Plan
- Duffin Heights Neighbourhood Development Guidelines
- City of Pickering Zoning By- Law 3037

2.1 Provincial Policy Statement (PPS)

The 2020 Provincial Policy Statement (PPS) outlines the policies for managing and directing land use to achieve efficient development and land use patterns. The PPS promotes the focus of urban growth to settlement areas and away from significant or sensitive resources. Optional growth is to be obtained through efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS promotes a mix of housing types and intensification within the urban area and the efficient use of municipal services in order to create sustainable living cities.

The following PPS policies are of particular relevance to the redevelopment of the subject lands:

- **Policy 1.1.2:** *“Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years.... Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.”*
- **Section 1.1.3.1:** *“Settlement areas shall be the focus of growth and development.”*
- **Policy 1.1.3.2:** *“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
 - a) efficiently use land and resources;*
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - d) prepare for the impacts of a changing climate;*
 - e) support active transportation;*

f) are transit-supportive, where transit is planned, exists or may be developed... Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

- **Policy 1.1.3.3:** *“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*
- **Policy 1.1.3.4:** *“Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*
- **Policy 1.4.3:** *“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:”*
 - b) Permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3.*
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
 - e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
 - f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*
- **Policy 1.6.3:** *“Before consideration is given to developing new infrastructure and public service facilities:*
 - a) the use of existing infrastructure and public service facilities should be optimized; and*
 - b) opportunities for adaptive re-use should be considered, wherever feasible.”*

-
- **Policy 1.6.6.2:** *“Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.”*
 - **Policy 1.6.6.7:** *“Planning for stormwater management shall:*
 - a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
 - b) *minimize, or, where possible, prevent increases in contaminant loads;*
 - c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
 - d) *mitigate risks to human health, safety, property and the environment;*
 - e) *maximize the extent and function of vegetative and pervious surfaces; and*
 - f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.”*
 - **Policy 1.6.7.2** *“Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.”*
 - **Policy 1.6.7.4** *“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”*
 - **Policy 1.6.8.3** *“Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*
New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”
 - **Policy 2.1.1** *“Natural features and areas shall be protected for the long term.”*
 - **Policy 2.1.2** *“The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”*
 - **Policy 2.1.5** *“Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E¹;*
 - b) *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;*
-

- c) *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹*;
- d) *significant wildlife habitat*;
- e) *significant areas of natural and scientific interest*; and
- f) *coastal wetlands in Ecoregions 5E, 6E and 7E¹ that are not subject to policy 2.1.4(b)*

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.”

- **Policy 2.1.6** *“Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.”*
- **Policy 2.1.7** *“Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.”*

The proposed development contemplates an urban form that is consistent with the vision established within the Provincial Policy Statement (PPS) for more efficient and intensified use of land located in an urban area, and on the basis full municipal services. The development will provide transit supportive densities through a mix of unit options adjacent to existing transit routes.

The subject property is located within the Urban Area of the City of Pickering, where full municipal services are available to service the subject property. The PPS clearly indicates that development on full municipal services is the preferred avenue by which urban development is to be accommodated and the utilization of said services should be optimized. As identified in the documents prepared in support of this application, the site is within an area already serviced by municipal infrastructure and has been accommodated within the master servicing plan for the community. The efficient utilization of these services by a more intense form of residential use clearly responds to the direction of servicing policies of the PPS.

Section 1.4.3(d) of the PPS states that Planning Authorities should promote densities that support active transportation and transit in areas where it exists. As will be discussed later in this Report, Brock Road is identified as an existing Region of Durham *High Frequency Transit Route*. Collectively, the bus routes operated by Durham Region Transit (DRT) in proximity of the subject property provide connections to higher orders of transit including the GO Train, several Transit Terminals, and the Durham Pulse line which operates across Durham Region between Oshawa and Scarborough. It is also noted that the Region of Durham Official Plan, as amended, identifies a future *Commuter Station* 500 metres from the subject property at the intersection of Brock Road and the rail corridor to the north. Collectively, these options provide inter- and intra-municipal transit connections to benefit future residents.

The proposed development is in an appropriate area to accommodate additional growth, as evidenced by the designation of the lands within the City of Pickering Official Plan and Duffin Heights Neighbourhood discussed in later Sections of this report. As will be further established in this report, the proposed development requires the removal of certain features on the property. Compensation has been provided to the TRCA for offsite restoration efforts in accordance with the Dufferin Heights Environment and Servicing Plan. Similarly, it is not anticipated that the proposed development will have an impact on groundwater resources during or following construction. An Environmental Impact Study (EIS) has also evaluated and demonstrated that there will be no negative impacts on the features to be retained, or their functions (refer to Section 3.6 of this Report).

The proposed development is consistent with the provisions of the Provincial Policy Statement.

2.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

In August 2020, the Provincial Government amended the Growth Plan for the Greater Golden Horseshoe (2019) through an Order in Council under the Places to Grow Act, 2005. The updated plan, titled 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe' (Growth Plan 2020) outlines the policies for managing and directing where and how growth should occur within the Greater Golden Horseshoe. The amended Growth Plan extends the planning horizon to the year 2051 and provides updated population forecasts to those previously provided by the Growth Plan 2019. The Growth Plan 2020 anticipates a total population of 14.87 million people and 7.01 million jobs in the Greater Golden Horseshoe by 2051.

The amended Growth Plan 2020 came into force and effect on August 28, 2020. All decisions with respect to the exercise of an authority that affects a planning matter must conform to the Growth Plan 2020.

The Growth Plan 2020 directs growth the settlement areas and prioritizes intensification, particularly in strategic growth areas. The Growth Plan 2020 provides population and employment forecasts for the Region of Durham, provides targets for intensification, and outlines settlement area boundaries. The Region of Durham is anticipated to grow from a population of 699,000 residents in 2019 to 1,300,000 in 2051. Additionally, the Region is forecasted to accommodate 460,000 jobs in the same horizon.

Generally, the Growth Plan 2020 directs growth to settlement areas and prioritizes intensification and a compact built form. The subject property is located within the City of Pickering built boundary. Urban development is permitted within the built boundary, based on the principle of supporting the achievement of forecasted growth within 'Complete Communities'. These communities are defined as *"Places such as mixed-use neighbourhoods or other areas within*

cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.”

The following Growth Plan policies are relevant to the development of the subject lands:

- **Policy 2.2.1.2:** *“Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities...*
 - c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities.”*
- **Policy 2.2.1.3:** *“Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this plan, which will:*
 - c) *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.”*
- **Policy 2.2.1.4** *“Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities;...*

-
- e) *provide for a more compact built form and a vibrant public realm, including open spaces;*
 - f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
 - g) *integrate green infrastructure and appropriate low impact development.”*
 - **Policy 2.2.2.1** *“By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
 - a) *A minimum of 50 per cent of all residential development occurring annually within ... and the Regions of Durham, ... will be within the delineated built-up area; ...”*
 - **Policy 2.2.2.2** *“Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.”*
 - **Policy 2.2.2.3** *“All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout the delineated built-up areas, which will:*
 - a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c) *encourage intensification generally throughout the delineated built up area;*
 - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.”*
 - **Policy 2.2.4.10** *“Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.”*
 - **Policy 2.2.6.1** *“Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a) *Support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents ...”*
 - **Policy 2.2.6.2** *“Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
-

-
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.”*
 - **Policy 3.2.2.2** *“The transportation system within the GGH will be planned and managed to:*
 - a) *provide connectivity among transportation modes for moving people and for moving goods;*
 - b) *offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
 - c) *be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles;*
 - d) *offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;*
 - e) *accommodate agricultural vehicles and equipment, as appropriate; and*
 - f) *provide for the safety of system users.”*
 - **Policy 3.2.2.3** *“In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.”*
 - **Policy 3.2.7.2** *“Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, 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;*
 - c) *establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*
 - d) *aligns with the stormwater master plan or equivalent for the settlement area, where applicable.”*
 - **Policy 4.2.2.1.** *“A Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region’s natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017.”*
 - **Policy 4.2.10.1** *“Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate*
-

change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action plan, 2016 that will include:

- e) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
- f) reducing dependence on the automobile and supporting existing and planning transit and active transportation;...”*

The proposed development seeks to create 195 residential dwellings within an urban neighbourhood of the City of Pickering, where such development has been envisioned within approved Neighbourhood Design Guidelines (refer to Sections 2.5 and 2.6 of this Report). The subject property is adjacent to an existing Region of Durham *High Frequency Transit Route* providing connections to inter- and intra-municipal destinations, as well as the GO Transit network. The redevelopment of the subject property with the contemplated mix of townhouse dwellings provides appropriate density in accordance with the provisions of the Pickering Official Plan, and will contribute to a healthy, complete community, while promoting alternative transportation options and pedestrian opportunities. The proposed development contemplates a mix of unit types which will diversify housing opportunities and options within the community in a compact, pedestrian oriented built form, which is compatible with the adjacent development forms within the community, including abutting the subject property.

A Traffic Impact Study has also been prepared in support of the proposed development (refer to Section 3.7 of this Report). The Study provides that the existing roads can accommodate the proposed development, and that the internal laneway network will permit the circulation of waste collection, emergency, and delivery vehicles through the site. Recommendations are also provided regarding roadway and intersection improvements that would be required to accommodate the proposed development and mitigate any traffic impacts on the boundary roadways.

The proposed development presents a limited number of access points to the abutting rights of way. Additionally, all units abutting the public realm have been designed with vehicular access in the rear of the unit, accessed by the condominium laneway. Unit entrances will line the majority of the public realm, with direct connections provided from sidewalks, thus helping to enhance the sense of safety for pedestrians, and connectivity between the public and private realms.

A Functional Servicing and Stormwater Management Report has been prepared which confirms that there is existing municipal infrastructure in the abutting rights-of-way which can accommodate the proposed development (refer to Section 3.8 of this Report). The proposed development will thus intensify urban, serviced lands, and make efficient use of existing infrastructure which is consistent with the direction of the Growth Plan. Further, a system of

Low Impact Development (LID) measures have been recommended in order to ensure that post-development conditions conform to the master Stormwater Management Plan for the Duffin Heights Community.

An EIS Report has been prepared which identifies the presence of unevaluated wetland and woodland located on the western portion of the subject properties, the limits of which have been staked with the TRCA. The study recommends mitigation measures to minimize the impacts of the natural feature removal, including edge management plans, timing of vegetation removal, and erosion and sediment controls during tree removal in accordance with the Duffin Heights ESP. Compensation for feature removal on TRCA regulated areas has been agreed upon and paid to the agency, in accordance with the Duffin Heights ESP.

Further, significant wildlife habitat has not been identified on the subject property, and the natural features present on the subject properties do not meet the recommended thresholds suggested by the MNRF to provide such habitat. The study concludes that through the implementation of the recommended mitigation measures, the proposed development plan will achieve conformity and consistency with applicable natural heritage policies of the various planning documents.

The proposed Zoning By-law Amendment will implement the necessary land use permissions and development standards to permit the proposed built form, consistent with the existing land use permissions contained within the Pickering Official Plan (refer to Section 2.4).

As outlined previously, the population and employment forecasts for the Region of Durham are 1.3 million residents and 460,000 jobs by 2051. The Growth Plan also provides a minimum intensification Target for the Region of Durham of 50% by the time of the next Municipal Comprehensive Review (currently underway). The proposed development will contribute to the achievement of these targets for the urban area of Pickering and the Region.

The proposed development conforms to the provisions of the Growth Plan (2020).

2.3 Region of Durham Official Plan

In November 1993, the Region's new Official Plan was approved by the Ministry of Municipal Affairs and Housing. This plan replaced the former Official Plan, which was prepared in 1976. The Region subsequently undertook a multi-stage Municipal Comprehensive Review (MCR) process to update the Region of Durham Official Plan (RDOP) which resulted in the approval of Amendment #114 by the Ontario Municipal Board in 2008, and Amendment #128, which was approved by Regional Council in June 2008 and by the Ontario Municipal Board in January 2013.

The new RDOP contains policies and maps, which guide the type and location of land uses in the Region to 2031. Land use categories are displayed on the maps, while the policies describe the Region's goals for these categories, and the type of information the Region requires to evaluate land uses changes.

A Municipal Comprehensive Review process, referred to as 'Envision Durham', was initiated by the Region in 2019 to update the RDOP to conform with amended Provincial policy documents (reviewed in the preceding sections of this Report). The Region has provided proposed policy directions and supplemental Reports, including a Land Needs Assessment comprised of multiple technical studies, one of which is the Housing Intensification Study which will be discussed further in Section 2.3. The MCR is not yet complete, thus the RDOP 2008 remains the in-effect policy document against which development proposals are to be considered.

The RDOP forecasts a population of 960,000 residents and 350,000 jobs to the year 2031. Of this population, 225,670 residents (221,340 urban, 4,330 rural) and 76,720 jobs are projected to occur within the City of Pickering. This represents double the residential population during the life cycle of the ROP from a total population of 110,085 people and 41,000 jobs in 2011. As noted previously, the Growth Plan was amended in 2020 which establishes new population forecasts to 2051.

Schedule A, Map A4 identifies the subject property as being within the *Urban System* (Figure 11). **Section 7.3.9** of the RDOP identifies that urban areas across the Region are to be planned to achieve a minimum target of 40% of all residential development occurring annually through intensification within built-up areas in accordance with schedule 'E' – Table 'E9'. Of this, a total of 14,354 units allocated to intensification in the City of Pickering to 2031, equivalent to 40% of the Municipal total, and 31% of the Regional total.

Further RDOP Schedules and Mapping identify the following as pertains to the subject property:

Map B1d: Greenbelt Natural Heritage System & Key Natural Heritage and Hydrologic Features	Identifies the property as 'Urban Area'. A <i>Key Natural Heritage and Hydrological Feature</i> is identified on the subject property.
Map B2: High Aquifer Vulnerability and Wellhead Protection Areas	Subject property is within a <i>High Aquifer Vulnerability Area</i> .
Map C2: Road Network (As Amended by ROPA 171)	Brock Road identified as an existing <i>Type A Arterial Road</i> .
Map C3: Transit Priority Network (As Amended by ROPA 171)	Rossland Road identified as part of the existing <i>High Frequency Transit Network</i> , and a <i>Commuter Station</i> is identified at the intersection of Brock Road and the rail corridor north of the Duffin

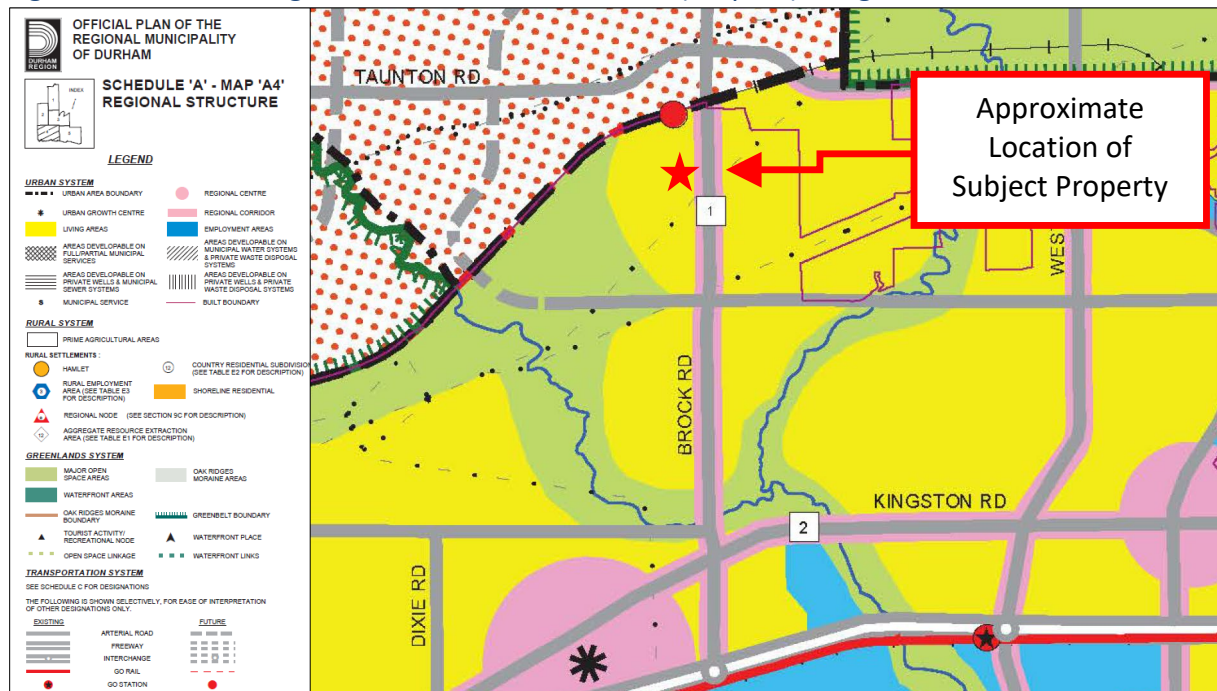
Heights community, approximately 500m north of the subject property.

Urban System

As identified previously, the subject property is located within the *Urban Area* of the Region and is more particularly identified as being within the *Living Areas* designation of the RDOP (Figure 10). The purpose of the *Living Areas* designation as described in policies 8.1.15 and 8.1.16 are to establish suitable areas for the provision of a full range of housing, developed in a cost effective and efficient manner, and to create and maintain an attractive living environment that is safe and energy efficient.

The subject property is further located along a *Regional Corridor* overlay along Brock Road. Lands within the *Regional Corridor* designation are intended to be developed in a compact urban form and developed as higher density mixed-use areas supporting higher order transit services.

Figure 11: Durham Region Official Plan Schedule 'A' (Map A4) - Regional Structure



As part of its approach to managing growth within the *Urban Areas*, the following general policies are established under Section 8.2 of the RDOP:

- **Policy 8.2.1:** “Urban Areas shall be planned and developed with regard for the principles of adaptability over time, sustainable development, harmony with nature and diversity

and integration of structures and functions. In addition, the planning and development of Urban Areas shall be based on the following principles:

- a. a more compact urban form which promotes transit supportive Urban Areas and accommodates the population and employment forecasts in Policy 7.3.3;*
 - b. a mixture of uses in appropriate locations, with particular consideration given to Centres and Corridors;*
 - c. intensification, with particular regard to Policies 4.3.2, 7.3.9 and 8B.2.4 d);*
 - d. good urban design principles;*
 - e. increased public transit usage;*
 - f. linkages for pedestrians and cyclists which link communities internally and externally and to the public transit system;...”*
- **Policy 8.2.2:** *“Urban areas shall be developed on the basis of full municipal services unless otherwise specified in this Plan”*
 - **Policy 8B.2.4** provides that *“In the preparation of area municipal official plans, the area municipalities shall include the following:*
 - d. Designations and criteria for the intensification of various land uses.”*

The RDOP establishes the policies pertaining to the ‘Corridors’ under Sub-Section 8A, including:

- **Policy 8A.1.5:** *“Corridors shall be developed in accordance with the principles contained in Policy 8.2.1 and the following:*
 - a. Promoting public transit ridership through well designed development having a mix of uses at higher densities*
 - b. Sensitive urban design that orients development to the corridor, complemented by the consolidation of access points”*
- **Policy 8A.2.9:** *“Regional Corridors shall be planned and developed in accordance with Policy 8A.1.5 and the relevant Policies of the underlying land-use designation, as higher density mixed-use areas, supporting higher order transit services and pedestrian oriented development. The Regional Corridors shall provide efficient transportation links to the Urban Growth Centres and Regional Centres as well as other centres in adjacent municipalities. Portions of Regional Corridors with an underlying Living Area designation, which are identified as appropriate for higher density mixed-use development in area municipal official plans, shall support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index of 2.5. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in area municipal official plans.”*

The RDOP outlines more specific policies for *Living Areas* within Section 8B. **Policy 8B.2.1** outlines that lands within the *Living Areas* designation are to be predominantly used for housing purposes, however non- residential uses including home occupations, convenience stores and

public and recreational uses which are compatible with their surroundings may be permitted. Limited office development and retailing of goods and services in appropriate locations as components of mixed-use developments may also be permitted.

- **Policy 8B.1.2:** *“Living Areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads.”*
- **Policy 8B.1.3:** *“Living Areas shall be developed with particular consideration for supporting and providing access to public transit”*
- **Policy 8B.2.3:** *“In the consideration of development applications in Living Areas, regard shall be had for the following*
 - a. *the intent of this Plan to achieve a compact urban form, including intensive residential...and mixed uses along arterial roads and in conjunction with present and potential transit facilities;*
 - b. *the use of good urban design principles including...:*
 - i. *the concentration of commercial uses into Centres and Corridors, with particular emphasis on common internal traffic circulation and restricted access to arterial roads by means of service or collector roads, wherever possible;*
 - ii. *the attenuation of noise through measures other than fences such as innovative designs, berms, and the orientation of higher density developments; and,*
 - iii. *the orientation and design of buildings to maximize the exposure to direct sunlight.*
 - c. *the provision of convenient pedestrian access to public transit, educational facilities and parks;*
 - d. *a grid pattern of roads;*
 - e. *the provision and distribution of parks, trails, pathways and educational facilities;*
 - f. *The types and capacities of the existing municipal services, infrastructure and the feasibility of expansion;*
 - g. *The balance between energy efficiency and cost.”*

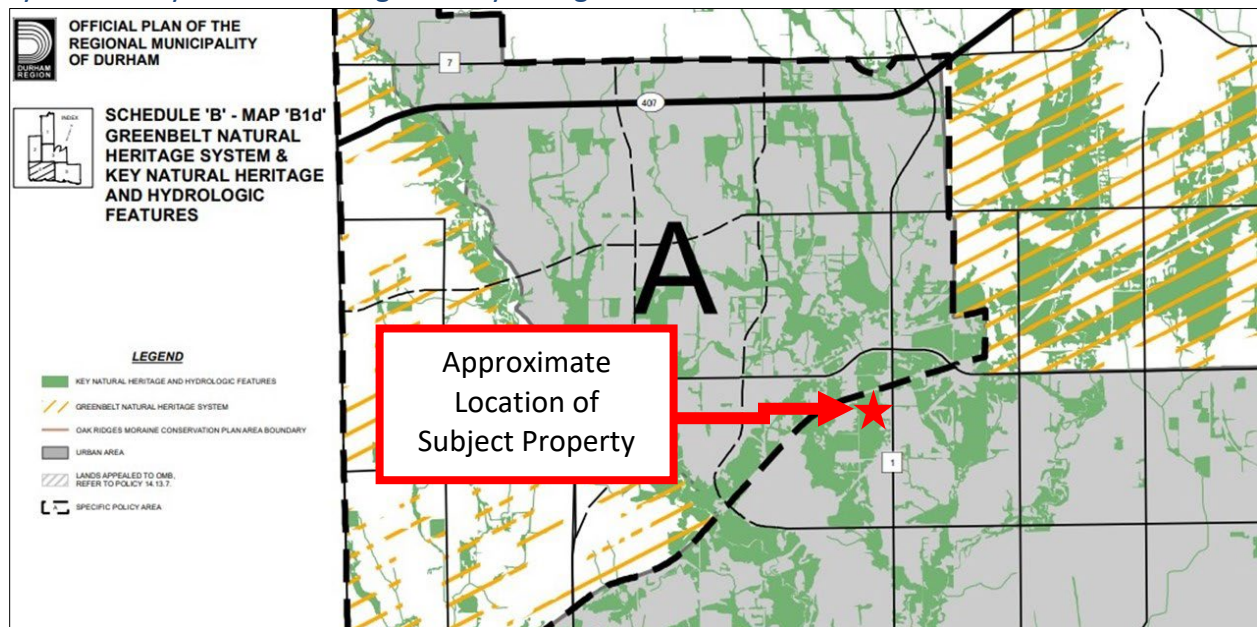
The proposed development envisions the creation of a compact built form, at transit supportive density along an Arterial Road which is also identified as forming part of the existing *High Frequency Transit Network*. The proposed development provides a consistent streetscape along all public road frontages in support of activating the public realm, and provides an inviting, pedestrian friendly entry feature at the corner of Brock Road and Zents Drive. The proposed plan incorporates a fine-grained system of pedestrian mews with direct connections to the public realm as a means to promote transit and alternative transportation among the residents. The development is to be fully serviced through existing municipal services as discussed in later Sections of this report.

The proposed development provides a mix of residential unit types and sizes, with the tallest and most dense forms of development oriented immediately adjacent to the *Regional Corridor*, Brock Road. Access points are proposed to be provided from Four Seasons Lane, thereby eliminating the need for direct access onto the *Corridor*.

Environment

As shown in the above table, the subject property contains a *Key Natural Heritage and Hydrologic Feature* within Map B1d of the RDOP (Figure 11).

Figure 12: Durham Region Official Plan Schedule 'B' (Map B1d)-Greenbelt Natural Heritage System & Key Natural Heritage and Hydrologic Feature



The following policies of the RDOP pertain to a *Key Natural Heritage and Hydrologic Features*:

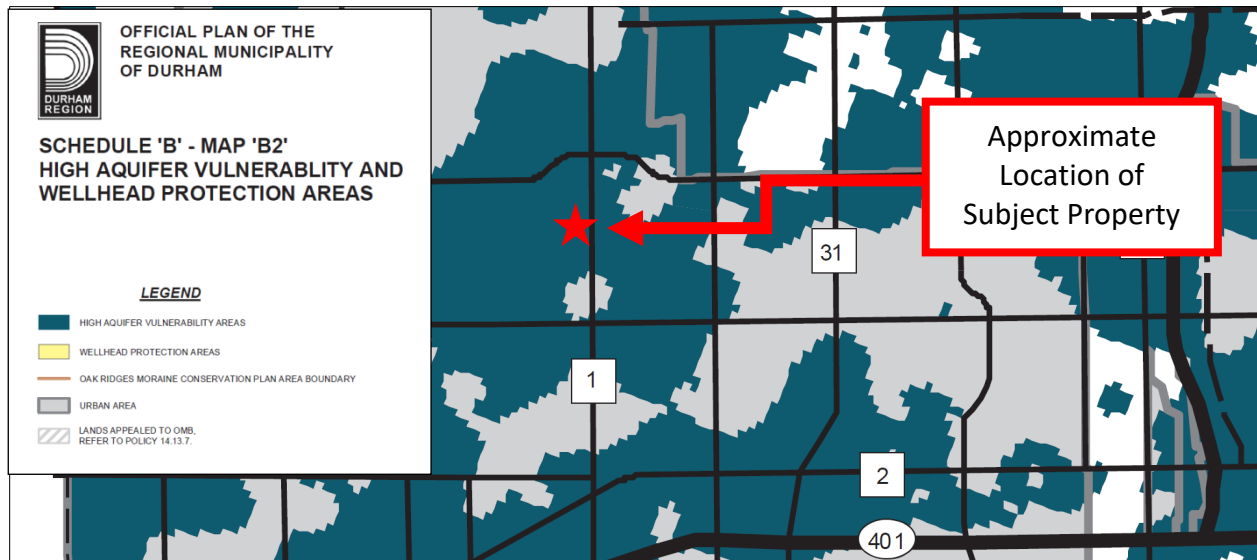
- **Section 2.3.14:** “The general location of a Key Natural Heritage and Hydrologic Features are shown on Schedule B- Map B1. The individual features and their associated vegetation protection zones are to be identified and shown in more detail in area municipal official plans and zoning by-laws. The location and extent of a Key Natural Heritage and Hydrologic Features may be further confirmed through appropriate studies such as a watershed plan or an Environmental Impact Study in accordance with Policy 2.3.43.”
- **Section 2.3.15:** “Development or site alteration is not permitted in a Key Natural Heritage and Hydrologic Features, including any associated vegetation protection zone...”
- **Section 2.3.16:** “Within Urban Area...the vegetative protection zone shall be determined through an Environmental Impact Study, in accordance with Policy 2.3.43...”

- **Section 2.3.43:** “...any proposal for development or site alteration in proximity to key natural heritage or hydrologic features shall be required to include an Environmental Impact Study (EIS) as part of a complete application...”.

An EIS has been provided in support of the proposed development as per the terms of reference agreed upon with TRCA, and is reviewed in Section 3.6 of this Report. It concludes that the subject property contains small areas of woodland and wetland natural features and are deemed a TRCA Regulated Area. An agreement between the Owner and the TRCA has been achieved to provide compensation for the removal of approximately 0.95 hectares of woodlands and wetlands that will be removed to facilitate the proposed development. It is noted that the removal and compensation of features on the subject property was contemplated and approved through the Dufferin Heights Environmental Servicing Plan (2008), the development of which both the City of Pickering and TRCA played a role.

The subject property is further identified as being within an area of High Aquifer Vulnerability (Figure 13).

Figure 13: RDOP High Aquifer Vulnerability and Wellhead Protection Areas (Map B2)



The RDOP seeks to protect such areas when considering new development or site alteration, and provides the following policies:

- **Policy 2.3.30:** “Areas of high aquifer vulnerability are shown on Schedule ‘B’ – Map ‘B2’, High Aquifer Vulnerability and Wellhead Protection Areas...The Region and area municipalities shall protect areas of high aquifer vulnerability when considering new development or site alteration. Outside of designated Urban Areas, uses considered to be a high risk to groundwater as identified in Schedule ‘E’ – Table ‘E5’, shall be prohibited.

The Region may also require a hydrogeological investigation to assess whether other uses not included in Table 'E5' will be a potential risk to groundwater within the areas of high aquifer vulnerability thereby requiring potential prohibitions, restrictions and/or mitigation."

- **Policy 2.3.31:** *"Within Urban Areas, an application to permit any of these high risk land uses within a high aquifer vulnerable area shall be accompanied by a contamination management plan that defines the approach to protect water resources."*
- **Policy 2.3.32:** *"Existing land uses considered to be a high risk to groundwater that are located within high aquifer vulnerability areas, are encouraged to implement best management practices."*

The proposed development contemplates solely residential uses, which are not identified as a risk to groundwater within Schedule E – Table E5 of the RDOP. A Hydrogeological Impact Assessment has also been prepared outlining the groundwater conditions at the subject property which confirms that there are no anticipated impacts to groundwater as a result of the proposed development (refer to Section 3.4 of this Report).

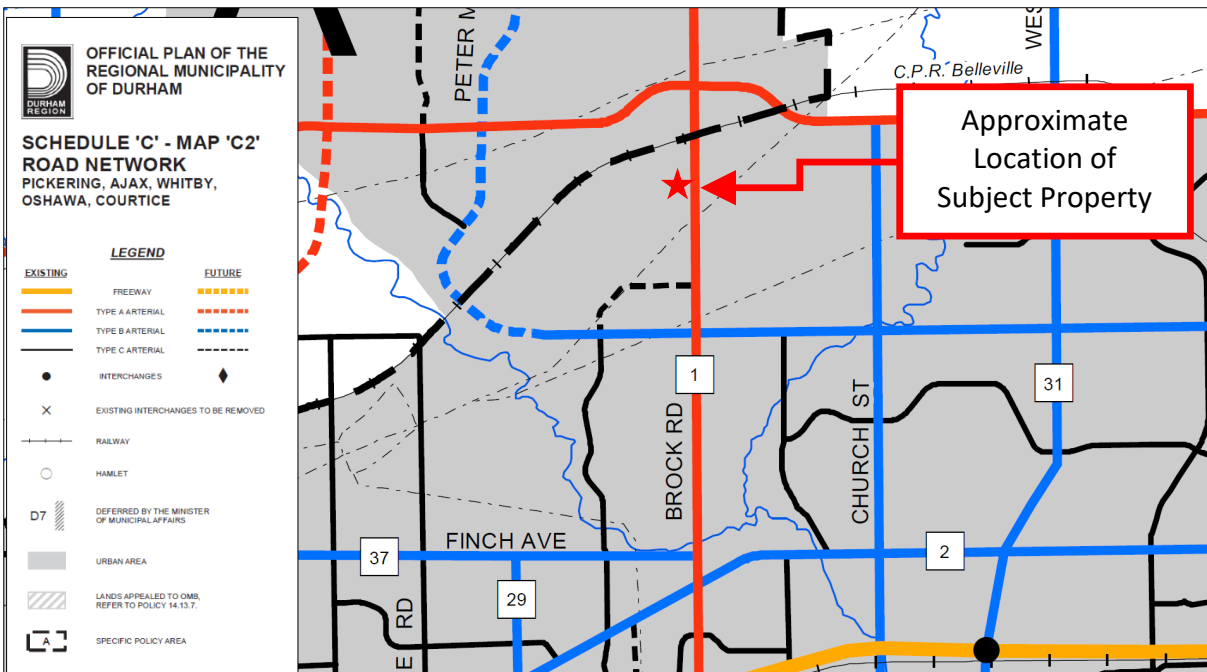
Transportation System

Further amendment to the RDOP was adopted by Regional Council as Regional Official Plan Amendment No. 171 in June 2018 in order to implement key transportation network changes recommended through the Region's Transportation Master Plan.

Brock Road is identified as an existing *Type 'A' Arterial Road* on the RDOP Road Network Map (Map C2, Figure 13) as well as part of the existing *High Frequency Transit Network* on the Transit Priority Network Map (Map C3 as amended by Regional Official Plan Amendment No. 171 (ROPA 171), Figure 14). The Type 'A' Arterial Road classification is designed to carry large volumes of traffic at moderate to high speeds with some access restrictions from adjacent properties. The RDOP provides in Policy 11.3.4 that *"in the consideration of development applications abutting arterial roads identified on Schedule 'C'...Regional Council shall require that lands be dedicated for road widenings..."* It has been confirmed by prior reviews of the redevelopment of the subject property that no road widening conveyances are required by Region.

Brock Road is further identified as part of the existing *High Frequency Transit Network* through the revisions to the RDOP implemented through ROPA 171 (Figure 14). Such routes are described in Policy 11.3.18(b), as amended, as consisting 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."*

Figure 14: Durham Region Official Plan Schedule 'C' (Map C2) - Road Network

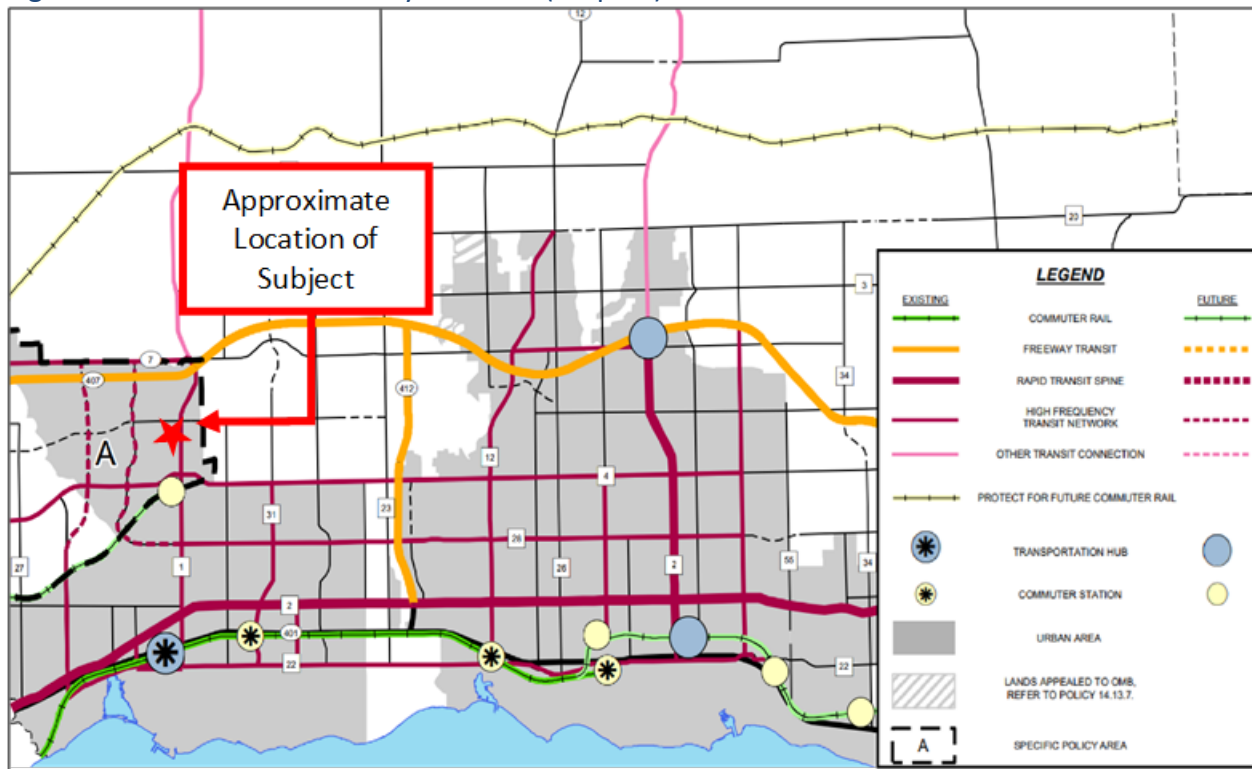


In order to support transit, the RDOP provides **Policy 11.3.19**, as amended, which states that “...development adjacent to Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network, designated on Schedule C – Map C3, Transit Priority Network, shall provide for:

- a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;
- b) buildings oriented towards the street, to reduce walking distances to transit facilities;
- c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and
- d) limited surface parking and the potential redevelopment of existing surface parking...”

The presence of a Commuter Station north of Taunton Road remains indicated on Map C3 as amended by ROPA 171.

Figure 15: RDOP Transit Priority Network (Map C3)



The proposed development presents a consistent streetscape along all public road frontages, including Brock Road. The most intensive unit types, the 5-plex townhouse units, will be located adjacent to Brock Road, and will present the main pedestrian entrances to the proposed dwellings abutting and directly connected to the public realm. Similarly, all other unit types abutting the public road network are to have vehicular access from the rear laneway, thus eliminating vehicular access across pedestrian areas for the majority of the property – the only exceptions being the access points to the interior laneway network. As identified previously, the Durham Region Transit bus stop adjacent to the subject property, which will provide convenient access for residents and help encourage to utilize transit instead of private automobiles.

On the basis of this design and context, it is our opinion that the proposed development is supportive of the intent of the RDOP with regard to supporting transit by providing for transit supportive development adjacent to the *High Frequency Transit Network*.

2.3.1 Region of Durham Municipal Comprehensive Review

As previously mentioned, the Region of Durham is currently undergoing a Municipal Comprehensive Review (MCR) of the Official Plan to conform to Provincial policy documents, as amended. While the policy directions from the MCR are not yet in effect, a Proposed Policy

Directions report for the new Regional Official Plan was released in March 2021. These proposed policies, as well as the results of the Region-Wide Growth Analysis Report and Housing Intensification Study as part of the Land Needs Assessment are particularly relevant to the proposed redevelopment. Additionally, a Staff Recommendation on Land Need Scenarios has also been conducted is briefly discussed in the succeeding sections.

Proposed Policy Directions report was created to inform Committee members, the public, and agencies about the proposed policy directions for the new Regional Official Plan. The proposed directions are not intended to be exhaustive but introduce certain directions where further input was sought before draft policies are introduced within a proposed new ROP. The Region is entering a period of significant growth and change as it is expected to have a 2051 population of 1.3 million residents and 460,000 jobs, representing a doubling of the Region's 2020 population and job count. Envision Durham's Proposed Policy Directions present potential changes to land use planning policies intended to support this period of change.

The following policy directions are especially relevant to the proposed development:

Complete Communities

The Durham Region Strategic Plan includes a Goal (2.1) to revitalize existing neighbourhoods and build complete communities that are walkable, well connected, and have a mix of attainable housing.

10. Proposed Direction: Complete Communities:

1. *“Establish a Complete Communities subsection as a component of the Healthy Communities chapter that includes a revised definition of “complete communities”, and include its various components, including but not limited to:*
 - a) *a full range of attainable housing options;*
 - g) *universally accessible and age-friendly communities for residents of all ages and abilities*
 - i) *an interconnected system of ecological, urban, and rural systems*
 - j) *an enhanced and protected natural environment;*
 - l) *An integrated approach to land use planning, growth management, transit supportive development, intensification, infrastructure planning and the optimization of transit investments; and*

12. Proposed Direction: Public Realm and Urban Design:

1. *“Establish a Public Realm and Urban Design subsection as a component of the Healthy Communities chapter with policies that support key areas through the review and approval of development applications, including:*
 - d) *support compatibility and integration of new buildings with the surrounding built form, incorporating transit-oriented development, promoting*

accessible, age-friendly design, and ensuring a high quality of public spaces including parkland and urban squares.”

Vibrant Urban Systems

The Urban System is intended to comprise distinct Urban Areas, functioning as healthy and complete communities, and guided by policies that aim to separate incompatible uses, provide for focal points, concentrations of urban activities, and essential connections.

36. Proposed Direction: Goals for a Vibrant Urban System:

“That the existing goals for the Urban System and its various components be replaced with the following:

- 1. Establish a vibrant Urban System that supports the development of compact, efficient, and complete communities characterized by a mix of uses, a full range of housing options, transit and active transportation linkages, and pedestrian-oriented built form that is accessible to those of all abilities and ages.*
- 5. Manage growth within the Urban System by promoting intensification and development that optimizes infrastructure and public service facilities, implementing practices that support sustainability, climate change mitigation and adaptation, while protecting the components of the Greenlands System.”*

Corridors

The subject property is located along a *Regional Corridor* on the proposed Approach to Strategic Growth Areas Map of the MCR Proposed Policy Directions. *Regional Corridors* were originally intended to form key connections between *Centres* and are considered the main arteries of the Region’s urban structure. They are intended to be developed as higher density mixed-use areas that support higher order transit services and pedestrian-oriented development. While Regional Staff are still assessing and refining *Regional Corridor* policies based on planned function, local character, and growth potential, the following preliminary policy directions have been provided.

40. Proposed Direction: Corridors

- 2. “That all other Regional Corridors be reviewed and subject to refinement. Through the review, the Regional Corridor overlay would be evaluated against the density target and policies contained in the ROP. The intended outcome of the review would be to remove the Regional Corridor overlay from areas that do not have the ability to achieve the intended function as described in ROP policy and summarized by the following evaluation criteria:*
 - a. the connectivity provided by the Regional Corridor to Urban Growth Centres, Regional Centres, Major Transit Station Areas and significant Employment Areas;*
 - b. the alignment with existing or planned Higher Order Transit Services; and*

- c. *the potential to accommodate long term growth and intensification.*”
3. *“As a subsequent step to the refinement of Regional Corridors, that the Regional Corridor policies be revised to provide greater clarity on the geographic application of density targets adjacent to arterial roads and Rapid Transit Spines contained in the ROP. Such revisions would include designating the generalized boundaries of intensification areas along segments of Regional Corridors on an appropriate Schedule and specifying in policy the applicable density target for such intensification areas. This approach is intended to provide greater certainty and direction during the implementation, monitoring and review of development proposals within Regional Corridors.”*

Protected Greenlands System

The ROP establishes a Greenlands System which makes up approximately 40 per cent of the region’s land base, and weaves through both the Urban and Rural Systems. Policies of the Greenlands System aim to support environmental protection and conservation, major recreational uses, protection of waterfronts, and rural and agricultural uses. This chapter provides initial proposed policy directions for a protected Greenlands System structure and policy framework.

69. Proposed Direction: Key Natural Heritage and Key Hydrologic Features

6. *“Encourage the use of native species for tree planting initiatives.*
7. *Recognize the role of protecting and enhancing features as a means to increasing carbon sequestration.*
8. *That wetland mapping be established in the ROP and that policy language be added that sets a target of no net loss of wetland function and area and that promotes wetland restoration through regional, area municipal, conservation authority and other agency initiatives and ecosystem compensation.”*

Ecosystem Compensation

The current ROP does not directly address the principle of ecosystem compensation outside of aggregate resource extraction areas. Some conservation authorities, including the TRCA, have prepared detailed guidelines to administer the implementation of ecosystem compensation.

82. Proposed Direction: Key Natural Heritage and Key Hydrologic Features

1. *“Add a policy that allows ecosystem compensation only as a last resort, when mitigation and avoidance are not possible.*
2. *Add a policy that confirms that the Environmental Impact Study (EIS) is the vehicle to address the potential to protect, enhance or restore environmental features and functions, and only where such restoration is not feasible as*

determined by an EIS and as deemed appropriate by the region, the applicable area municipality, conservation authority and other approval agencies, allow for the compensation of such features and functions that includes financial mechanisms.

3. *Require replacement with non-invasive, native species of vegetation or compensation where unavoidable, for all healthy vegetation to be removed as part of new development.”*

The proposed development contemplates the removal of an identified natural heritage feature, which has been captured in compensation agreement with TRCA. This agreement will provide funds for the restoration on public lands of the aforementioned natural feature loss. Further, a comprehensive landscaping and planting plan will be established during the Site Plan Control process, which will outline the use of non-invasive plant and tree species as part of the proposed development. The EIS has also provided recommended mitigation measures to help reduce the impacts of the woodland removal including the preparation of an edge management plan, implementation of LID measures, the timing of vegetation removal, and the installation of erosion and sediment control measures.

Connected Transportation System

The DROP Proposed Policy Direction document states the following: *“The inclusion of TOD policies in the new ROP will enable the Region to strengthen the relationship between transportation and land use by achieving its density targets for SGAs while supporting use of Higher Order Transit. TOD policies help ensure that the design principles are applied consistently within the Regional Centres and Regional Corridor SGA designations served by the planned Higher Order Transit network.”*

The following proposed policy directions emphasize the Region’s priority to encourage transit-supportive development in order to create complete communities and reduce vehicular reliance.

89. Proposed Direction: Transit-Supportive Development

3. *Provide for transit-supportive urban design and an improved active transportation network, wherein 80 per cent of residents and workers in the urban area are within a reasonable walking distance to the nearest transit stop (400 metres, representing a five minute walk).”*

The subject property is within walking distance to Durham Region Transit Route 112 (Valley Farm). The proposed development contemplates an intensified land-use which will provide transit-supportive development to an existing transit serviced area.

Municipal Comprehensive Review Studies

As part of the ongoing MCR process, various studies and assessments have been completed to guide regional policy direction.

The Region-Wide Growth Analysis presents region-wide population and employment forecasts until the planning horizon of 2051, including various trends in demographics, unit mix, and built form. The Analysis concluded that the creation of approximately 240,900 new households will be required in the Region of Durham by 2051 to accommodate population growth. Further, the Report found that housing demand is anticipated to be primarily strong for medium-density housing options – such as townhouses and stacked townhouses, especially in areas which offer higher-order transit access.

The purpose of the Housing Intensification Study Technical report is to document the capacity for accommodating residential and mixed-use growth within the region’s built-up area and provide policy recommendations. The Housing Intensification Study concluded that approximately 213,400 new housing units are forecasted between 2022 and 2051 for the Region of Durham, representing an annual increase of 7,400 units. Further, housing intensification forecasting estimates that 19,120 medium-density households will be developed between 2022-2051.

Municipal Staff has recommended that the Community Area Land Need Scenario 2a should be the basis for Phase 2 of the Growth Management Study, and includes the following targets:

- *An intensification rate of 50%;*
- *A unit mix generally consisting of 33% low density units, 38% medium density units, and 29% high density units*

The proposed development contemplates a medium-density, compact built form on an underutilized site within the urban area of the City of Pickering, and will contribute to the achievement if the contemplated intensification target.

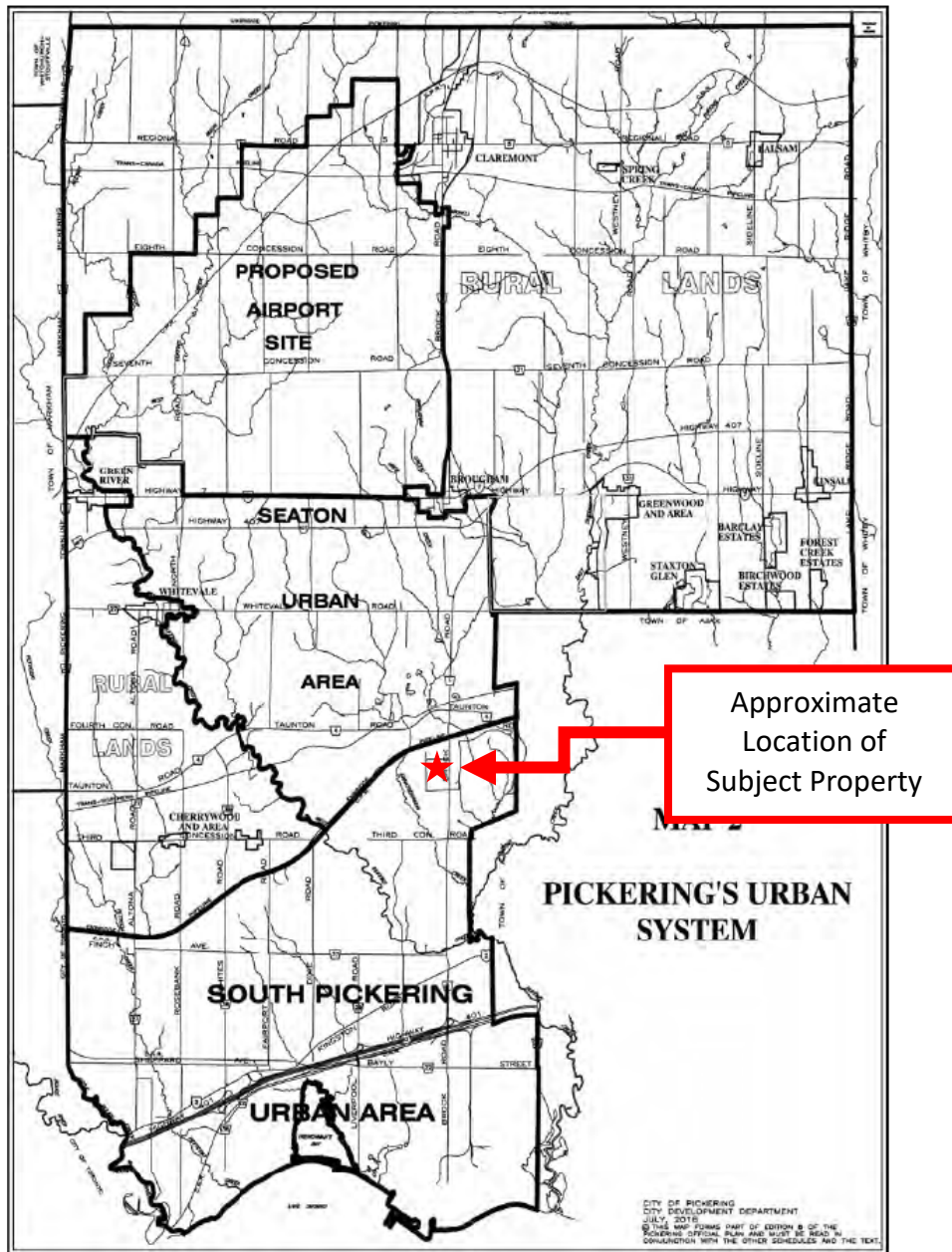
2.4 City of Pickering Official Plan

The ninth consolidation of the City of Pickering Official Plan (POP) was released in March 2022. This consolidation incorporates several amendments and informational revisions.

The POP describes the municipality as being comprised of three interrelated systems: the Ecological System, the Urban System, and the Rural System. As previously mentioned, the subject property has been identified to contain woodland and wetland features, constituting them as part of the City’s Ecological System. As shown in Figure 16, the subject property is also

located within the South Pickering Urban Area, which extends from Lake Ontario north to the CP (Belleville) rail line north of the subject property.

Figure 16: Pickering's Urban System



The POP's goals and policies pertaining to the Ecological System includes the goal that "Council shall endeavour to protect, conserve and enhance its Natural Heritage System". Various

overarching City policies have been provided in **Section 2.5** in regard to Pickering's ecological system:

- **Policy 2.5:** *"City Council will endeavour to:*
 - a) *protect the City's critical ecological functions and components from inappropriate human uses and activities...*
 - c) *require the restoration and rehabilitation of degraded and damaged ecosystems, including polluted and contaminated sites;"*

The proposed development contemplates the removal of 0.95 hectares of natural heritage features, as identified in conjunction with the TRCA, to facilitate the intensification of the subject property in an urban form. In accordance with the approved Duffin Heights ESP, a compensation payment has been provided to ensure that the restoration of the ecological system will occur on public lands to compensate for the loss of the aforementioned natural heritage feature at the subject property. Mitigation measures have been recommended in the EIS to help reduce the impacts of the feature removal, including edge management plans, timing of vegetation removal, and erosion and sediment controls during tree removal. The EIS further summarises that surveys have indicated that no threatened or endangered species are present on the subject properties. Consultation with Ministry of Environment Conservation and Parks (MECP) will be undertaken to confirm all requirements of the Endangered Species Act have been addressed.

A stated goal for the City's Urban System is to *"establish and encourage a "complete" urban area with a wide mix and diversity of uses, activities, experiences, and opportunities"* (Section 2.6(a)).

Further, per **Policy 2.7**, City Council is to "

- a) *encourage a variety of uses in close proximity to one another through a well-designed, compact urban form;*
- b) *make efficient use of infrastructure, land and services, and facilitate local economic and social interactions between people;*
- c) *increase overall the number and variety of housing, ... within the urban area;*
- f) *encourage alternatives to the private automobile for moving around and through the urban area; and*
- g) *improve the physical design of neighbourhoods, streets and the public realm making them safer, more attractive, more comfortable, more human in scale..."*

The POP provides further land use objectives stating that Council is to *"promote a land use pattern in urban areas in support of a compact urban form, active transportation, placemaking, public transit and energy conservation"* (**Policy 3.2(d)**), and that, *"while maintaining the character of stable residential neighbourhoods, increase the variety and intensity of land uses and activities in the urban area, particularly on lands designated Mixed Use Areas"* (**Policy 3.2(e)**).

POP Schedules and Mapping identify the following as pertains to the subject property:

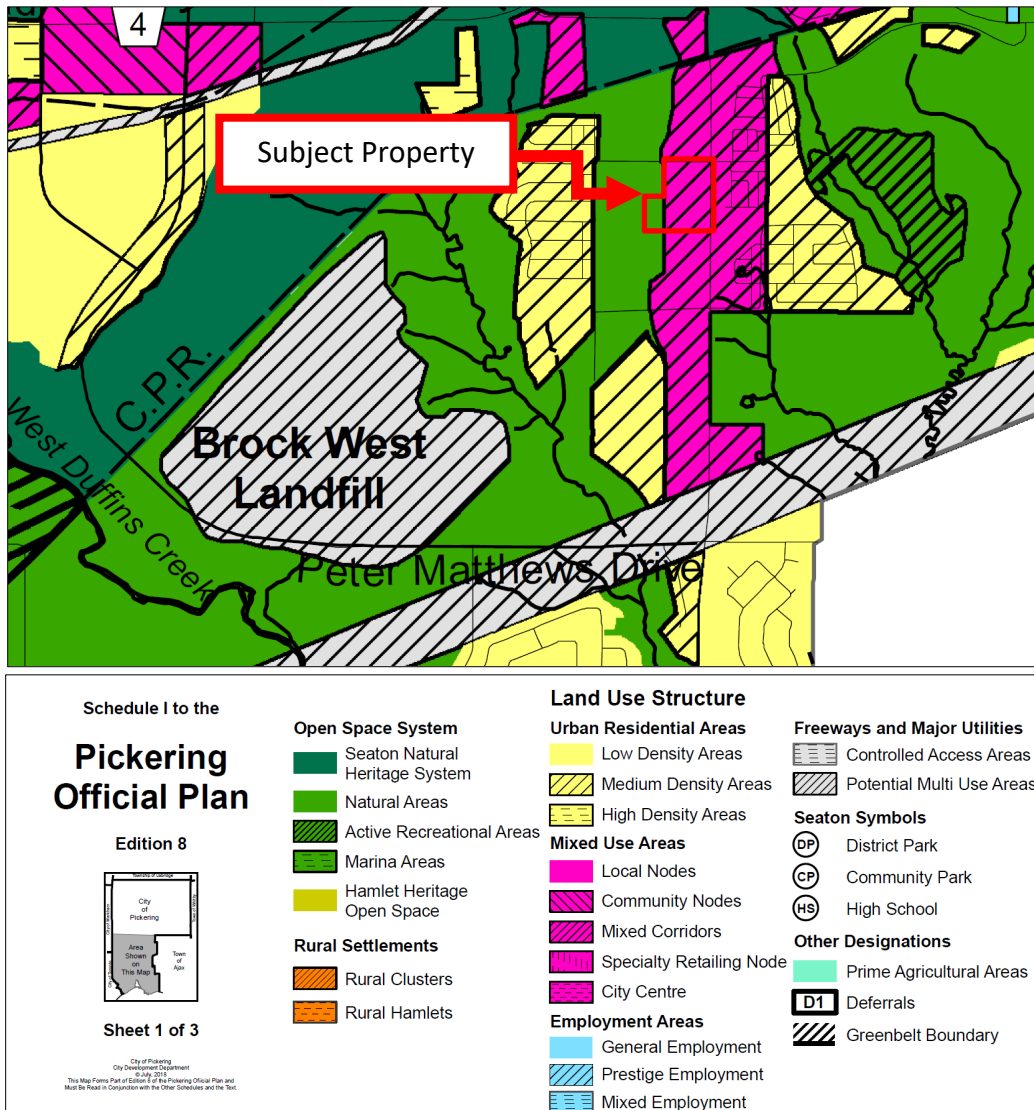
Schedule I: Land Use Structure	Subject property is within the <i>Mixed Use Areas – Mixed Corridors</i> designation
Schedule II: Transportation System	Brock Road identified as an existing <i>Type ‘A’ Arterial Road</i> and <i>Transit Spine</i> . Zents Drive identified as a <i>Collector Road</i> . A future GO Station identified at the intersection of the existing CPR railway line and Brock Road north of the subject property.
Schedule III A: Resource Management: The Natural Heritage System	A portion of the Natural Heritage System is identified on the west side of the subject property.
Schedule III B: Resource Management: Key Natural Heritage Features	Significant Woodlands are identified on the subject property.
Schedule III C: Resource Management: Key Natural Heritage Features/Key Hydrologic Features	No features identified on the subject property.
Schedule III D: Resource Management: High Aquifer Vulnerability, Groundwater Recharge Areas	Subject property is located in a <i>High Aquifer Vulnerability Area</i>

Land Use and Density

The Land Use Structure (Schedule I) POP identifies the subject property as being within the *Mixed Use Area - Mixed Corridor* and *Natural Areas* land use designations (Figure 17). **Section 3.6(a)** of the POP describes *Mixed-Use Areas* as being those areas and corridors of development having the widest variety of uses and highest levels of activity in the City.

The *Mixed Corridor* designation is a subcategory of the *Mixed-Use Areas* designation. **Section 3.6, Table 5** of the POP provides that the *Mixed Corridor* designation permits all uses which would be permitted within *Local* or *Community Nodes*. These uses include: residential, retailing of goods and services generally serving the needs of the surrounding neighbourhoods, offices and restaurants, community, cultural and recreational uses, community gardens, farmers markets, in addition to special purpose commercial uses. Within the *Mixed Corridor* designation, uses are permitted to be at a scale and intensity equal to a *Community Node*, being those nodes meant to serve the needs of surrounding neighbourhoods, but at a broader scale and intensity as a *Local Node*.

Figure 17: POP Land Use Structure Plan (Schedule I)



The POP provides in **Section 3.6(f)** that *Mixed Use Areas* are to be design and developed “...consistent with the community design provisions of this Plan (Chapters 9 and 14), and any development guidelines that may be established in a Part Three Neighbourhood Plan (Chapter 12);”. An in-depth discussion of the applicable Neighbourhood Plan and Development Guidelines can be found in Sections 2.5. and 2.6, respectively, of this report.

The specific density permissions in the *Mixed Corridor* designation can be found in Table 6 of the POP, as follows:

Mixed Use Areas Subcategory	Maximum and Minimum Net Residential Density (dwellings per hectare)	Maximum Gross Leasable Floor space for the Retailing of Goods and Services (in sq. m)	Maximum Floorspace Index (FSI) (total building floor space divided by total lot area)
Mixed Corridors	Over 30 and up to and including 140	Determined by site-specific zoning	Up to and including 2.5 FSI

The proposed residential uses, including stacked and rear loaded townhouse dwellings, are consistent with the permissions for residential uses within the *Mixed Corridor* designation. The resulting density of 74.14 units per hectare and 0.92 FSI conforms to the provisions of the POP.

The Ecological System

The POP recognizes the importance of conserving natural resources and protecting the health and integrity of the ecological processes, functions, cycles, and systems within the City. The protection of key natural heritage and hydrologic features is described as an important goal. These features, in part, form the basis of a Natural Heritage System identified on POP Schedule III A.

The Resource Management policies of the POP are contained in Chapter 10 and build upon the principles and goals of the POP. The following policies are of note with regard to the proposed development of the subject property:

- **Policy 10.1:** *“City Council shall, in partnership with other agencies and individuals, ensure the protection, conservation and enhancement of the City’s natural heritage features and functions, water, air, energy and other resources, as well as ensure the protection of people and property from environmental hazards.”*
- **Policy 10.2:** *“City Council shall,*
 - a) *identify natural features and areas to be protected and enhanced, and risk areas requiring special attention;*
 - b) *protect and enhance important key natural heritage and key hydrologic features and areas as part of the Natural Heritage System;*
 - c) *protect people and property from environmental hazards...;”*
- **Policy 10.6:** *“City Council acknowledges that achieving an integrated Natural Heritage System is vital to ensuring healthy and resilient watersheds; accordingly the Natural Heritage System is identified on Schedule IIIA. Protection of this system is encouraged to support ecological integrity, including healthy terrestrial and aquatic ecosystems. Lands with the highest concentration of the most sensitive and/or key natural heritage and key hydrologic features and functions, are identified on Schedules IIIB, IIIC and IIID.”*

-
- **Policy 10.12:** *“City Council recognizes the significance and sensitivity of key natural heritage and key hydrologic features and their inter-related systems of water resources, biotic habitat, natural and cultural heritage, and landform; accordingly, Council shall:*
 - a) *identify key natural heritage and key hydrologic features outside the Oak Ridges Moraine in cooperation with appropriate agencies (see Schedules IIIB and IIIC);*
 - b) *identify key natural heritage features and key hydrologic features within the Oak Ridges Moraine (see Section 16.42 and Schedules IIIB & IIIC);*
 - c) *ensure the protection of these areas from development;*
 - d) *encourage stewardship practices where key natural heritage and key hydrologic features are located on lands held in private ownership; and*
 - e) *require, where appropriate, the recommendations of an Environmental Report to be implemented (see Section 16.8).”*
 - **Policy 10.13:** *“City Council recognizes that areas of groundwater recharge and high aquifer vulnerability make significant contributions to the quality and quantity of groundwater and surface water, and acknowledges that land uses and activities hold implications for this quality and quantity, both in the short-term and cumulatively over time; accordingly, Council shall:*
 - a) *identify known areas of groundwater recharge and high aquifer vulnerability to increase awareness of these areas (see Schedule IIID);*
 - c) *identify areas of high aquifer vulnerability on Schedule IIID, and prohibit uses considered to be a high risk to groundwater as identified in the Durham Regional Official Plan within the identified areas of high aquifer vulnerability, except within the Urban Area where an application to permit such high risk uses shall be accompanied by a Contaminant Management Plan that defines the approach to protect water resources;*
 - e) *require, where appropriate, the recommendations of a Hydrogeology and Water Budget Study, Groundwater Impact Study, Environmental Report (see Sections 16.8 and 16.10), and any evaluation reports referenced in Section 16.14, as applicable, to be implemented;...”*

As discussed previously and reflected in Figures 18 and 19, a portion of subject site is located within the Natural Heritage System of the POP, and there are significant woodlands identified on the subject property. An Environmental Impact Study has been prepared in support of this application (discussed in Section 3.6), which confirms the presence of the woodland areas, as well as wetlands. The Study recommends appropriate measures to compensate for the removal of both of these natural heritage features as agreed upon by the City of Pickering and TRCA through the Dufferin Heights Environmental Servicing Plan (2008).

While the subject property is located within an area of high aquifer vulnerability, the proposed residential uses are not considered to be high risk within the DROP. This has also been confirmed

within the supporting Hydrogeological Impact Assessment (Section 3.4). A Water Balance Study has also been prepared with recommendations to achieve appropriate water balance considered by the project Civil Engineer and implemented within the proposed servicing design (Section 3.8).

Figure 18: POP Natural Heritage System (Schedule III A)

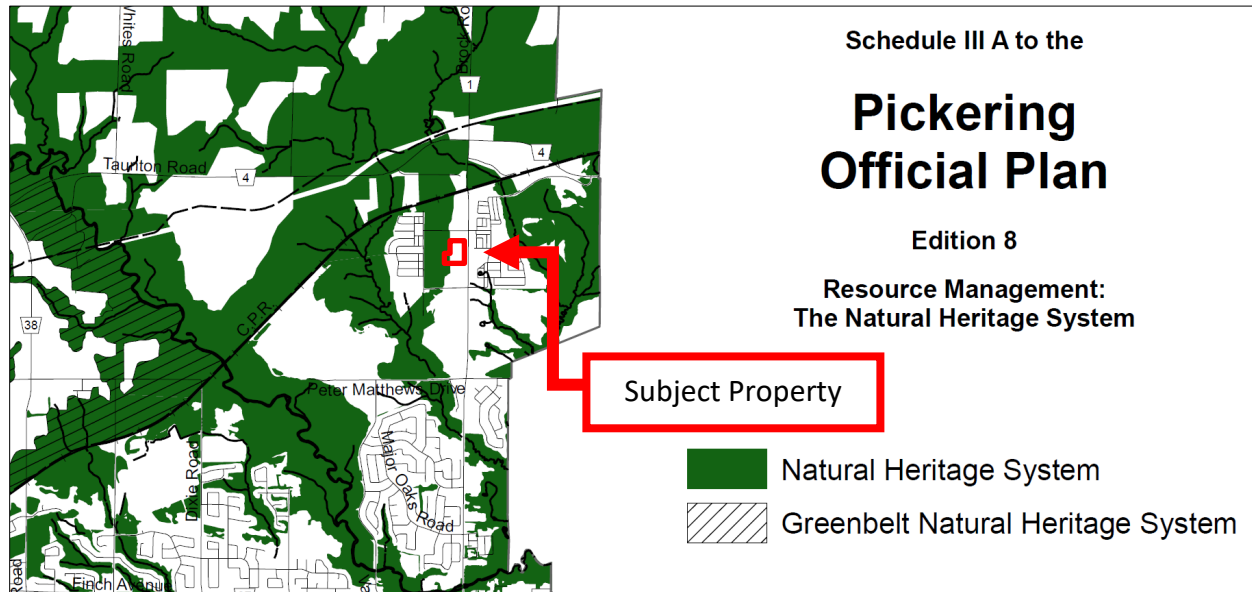
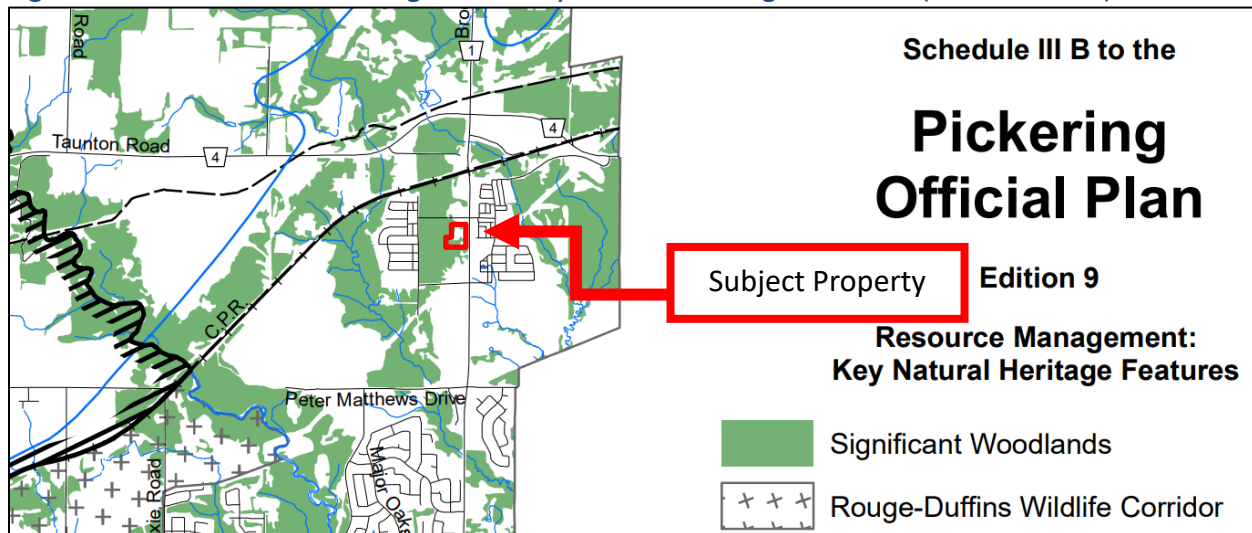


Figure 19: POP Resource Management: Key Natural Heritage Features (Schedule III B)



Housing

The POP provides a Housing strategy within Chapter 6 of the POP, which strives to promote opportunities for a wide variety of housing forms, tenure, and types to meet the evolving needs

of its residents. Accordingly, it is recognized that these needs will continue to evolve in concert with the changing nature of housing within the Greater Toronto Area.

The POP provides the following policies with regard to the provision of new Housing opportunities within the municipality:

- **Section 6.1:** *“City Council shall encourage a broad diversity of housing by form, location, size, tenure, and cost within the neighbourhoods and villages of the City, so that the housing needs of existing and future residents can be met as they evolve over time.”*
- **Section 6.2(a):** *“City Council shall encourage housing opportunities that respond to the existing and future needs and characteristics of the population;”*
- **Section 6.5:** *“City Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging,*
 - a) major intensification in Mixed Use Areas as designated on Schedule I;*
 - b) infill development of vacant or underutilized blocks of land;*
 - c) in Mixed Use Areas and Residential Areas, redevelopment and conversion of non-residential uses to residential uses, including the addition of residential uses in mixed-use forms; and*
 - d) methods for the provision of compact housing form, with regard to housing type, architectural design and cost-effective development standards, where technically feasible.”*

The proposed development concept provides for a variety of housing types and sizes, including rear loaded townhouse dwellings, and more compact urban residential forms of stacked townhouse dwellings. These options respond to the needs of current and future residents by providing for alternative choices with regard to size, design, and price in proximity to various transit options.

Further, as has been stated previously, the proposal makes efficient use of existing infrastructure and seeks to maximize the use of vacant or under-utilized lands within the *Mixed-Use Area* in support of the population targets of the South Pickering Urban Area. Section 6.5 of the POP clearly identifies that proposals to redevelop lands in this condition are to be encouraged by City Council.

Urban Design

As provided for in the land use policies for the *Mixed Use Area – Mixed Corridor* designation, development within these areas are to be “...consistent with the community design provisions of

this Plan (Chapters 9 and 14), ...". The following Community Design policies and considerations contained within Chapter 9 policies are applicable to the proposed development:

- **Section 9.2:** *"To achieve the community design goal, City Council shall:*
 - a) *encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians;*
 - b) *encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection;*
 - c) *encourage private and public developments that provide an integrated mix of uses, activities and experiences;*
 - d) *encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy for both pedestrians and vehicles to move about in a variety of directions;*
 - e) *encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings;*
 - f) *encourage developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering's public realm;*
 - g) *encourage, where appropriate, the creation of landmarks and other distinctive elements including buildings, open spaces, landscapes and natural features that make it easy for people to understand where they are, and how they get to the various places, amenities and facilities they require;*
 - h) *encourage the design of buildings and places that can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities;*
 - i) *encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use; ..."*

Section 9.3 also states that in order to implement the City's community design strategy, Council requires all development to be designed and built in accordance with the detailed design considerations provided in Chapter 14 of the POP. Detailed design considerations provided in Chapter 14 include:

- **Section 14.4:** *"City Council shall,*
 - a) *through the review of development proposals, endeavour to ensure that significant natural features, such as watercourses, wetlands, woodlands and escarpments are protected as visual landmarks to maintain links with Pickering's cultural and historic heritage;*

-
- b) *where possible, require the maximum retention of natural features on properties proposed to be developed, and ensure that such features are permitted to regenerate with minimal intervention;*
 - c) *encourage the protection of mature trees of aesthetic and heritage value;*
 - d) *evaluate existing vegetation to be preserved on properties subject to development against the following criteria,*
 - i. *its ability to survive construction conditions;*
 - ii. *its contribution to a larger vegetated area extending over abutting properties;*
 - iii. *its ability to provide shading, screening or noise attenuation, both on-site and for surrounding properties;*
 - iv. *its contribution to the diversity of the broader plant community;*
 - v. *its value due to species, age or ornamental qualities; and*
 - vi. *its intrinsic relation with adjacent designated heritage buildings or districts;*
 - e) *encourage the use of plant materials in a design capacity to define open spaces, frame desired views or focal points, direct pedestrian movement, and reinforce particular locations;*
 - f) *encourage the use of plant materials to create visual variety on the basis of their form, colour and texture, and to satisfy functional requirements, such as providing shade, providing screening in all seasons, providing sound attenuation, buffering wind, controlling snow deposition, and stabilizing slopes;*
 - g) *in certain areas of the City, encourage the use of low maintenance plant and landscape materials which enhance ecological stability; and*
 - h) *encourage the use of native plant species which are tolerant to disease and pollutants as the dominant plant material when creating new plant communities or when adding to existing plant communities.”*

The subject site has been identified as containing natural heritage features, consisting of 0.95 ha of Thicket Swamp, Forest, Cultural Thicket, and meadow. While these features will be removed to facilitate the proposed development, a compensation agreement has been reached with TRCA as per the Duffin Heights Environmental Servicing Plan. This will contribute to the replacement of the aforementioned natural feature elsewhere. Further, during the Site Plan Control process, a detailed landscaping and planting plan will be provided to specify the trees and plant materials that will define open space and landscaped areas on the site.

- **Section 14.5:** *“City Council shall:...*
 - b) *encourage designs of streets, major aisles, blocks and lots that create a public realm supporting comfortable and safe pedestrian activity and movement both within and beyond the development;*

-
- f) encourage the design of local road patterns that provide direct pedestrian access to transit stops and transfer nodes;*
 - h) discourage designs such as reverse lotting that require long stretches of noise attenuation or privacy fencing adjacent to major roads.*
 - i) require the implementation of green development standards in development and subdivision design, in keeping with applicable City policies and guidelines, including but not limited to the following:*
 - i. incorporating Low Impact Development (LID) techniques such as bio-swales, rain barrels, and perforated pipe systems;*
 - ii. orienting lots and homes to maximize energy efficiency and conservation; and*
 - iii. increasing the tree canopy through tree planting programs to promote biodiversity, improve air quality, and reduce the urban heat island effect.”*
 - **Section 14.6:** *“City Council shall:...*
 - (c) Evaluate new development proposals for their opportunity to maximize, create or enhance views and vistas;*
 - (f) endeavour to ensure that the design of sidewalks and other portions of buildings adjacent to public spaces provides views from exterior to interior activity areas, including stairwells, corridors, and entrance and elevator lobbies.”*
 - **Section 14.7:** *“City Council shall:...*
 - d) encourage in urban areas the creation of smaller outdoor spaces such as small parks, gardens and courtyards, where appropriate, and endeavour to ensure these spaces are defined and complemented by the architectural and design features and the scale of the buildings that surround them;*
 - h) encourage the design of private space adjacent to public streets and open space areas (e.g. outdoor patios) to support the function and enhance the appearance of the adjacent public streets or areas”*
 - **Section 14.8(b):** *“City Council shall encourage landscape design along streets to complement adjacent built forms and open spaces, to provide shade in the summer and visual interest throughout all seasons, and to accentuate the special character of particular streets;”*
 - **Section 14.9:** *“City Council shall:...*
 - a) encourage the use of continuous horizontal projections such as cornices, roof overhangs or masonry courses within the first few storeys of buildings adjacent to pedestrian routes to establish human-scaled visual and physical references;*
 - b) encourage development at heights that are related to the width of the streets they front in order to establish a sense of enclosure along the public sidewalk, and to ensure reasonable sunlight on the street;*
 - c) encourage building designs that capitalize on the use of grade-level windows and doors to permit visibility of human activities within the public areas of buildings;*
-

-
- d) *encourage the use of trees and shrubs in areas of more intense development or within large open spaces to create human scale; and*
 - e) *promote the design of buildings, spaces, and facilities to accommodate the varied range of human dimensions, levels of mobility and strengths.”*
 - **Section 14.10:** *“City Council shall:...*
 - a) *encourage buildings that can be identified and appreciated at various scales, including up close, from the immediate area (including nearby streets that offer direct views of the building), and when appropriate, from locations beyond the immediate area;*
 - b) *where groupings of buildings are proposed, require built forms, massing and architectural treatments that create cohesive and unified developments, and are architecturally compatible with each other and surrounding areas;*
 - c) *where new development is proposed within an existing neighbourhood or established area, encourage building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and building area to site area ratios;*
 - d) *require designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns and internal divisions, to assist in defining human scale and providing visual interest;*
 - e) *discourage the placement of building functions which do not directly support public activities, such as loading bays, utility rooms and other building mechanical features (e.g., exhaust grilles), from being located on building façades adjacent to streets;*
 - f) *require the orientation of the main front entrances to commercial, industrial, apartment and public buildings towards the street whenever possible, and to be visible from main pedestrian routes and vehicular approaches;*
 - g) *encourage building designs that consider both the initial lifespan of the building or structure, and its potential for future adaptation;*
 - h) *require the height, form, massing and articulation of the façade of new buildings to reflect its “position” or significance on the street (e.g., designing a commercial building that capitalizes on special opportunities provided at street corners or at the end of a view corridor);*
 - i) *endeavour to ensure that building designs provide opportunity for protection from the elements (rain, snow, wind and sun) through the use of features such as awnings, canopies, colonnades or recessed ground floor façades;*
 - j) *require the incorporation of bicycle storage areas in high density residential, commercial and major industrial buildings and sites;*
 - k) *encourage the use of high quality, low maintenance building materials to help ensure an attractive appearance over time;*
-

-
- l) discourage the use of corporate image building design and promote design which reflects neighbourhood character;*
 - m) encourage residential building design to minimize the impact of projecting garages on neighbourhood streetscapes;...”*

The proposed development provides a consistent setback to buildings along the public realm and locates primary pedestrian building entrances facing onto all boundary streets in order to provide consistent active streetscapes and improve the pedestrian realm. Internal to the site, the pedestrian mews and parkettes form a porous and interconnected network of pedestrian scaled pathways throughout the site to the public realm on Brock Road, Zents Drive, and Four Seasons Lane. The open and welcoming landscaped area at provided in the northeast corner of the site at the intersection of Zents Drive and Brock Road create a cornerstone public realm feature for the development. Additionally, this pedestrian network leads immediately to transit opportunities on Zents Drive and Brock Road, and to Four Seasons Lane.

The development provides a transition from the high intensity uses proposed along Brock Road towards the lower intensity uses along Four Seasons Lane. The mix of dwelling types proposed for the development retain a consistent aesthetic and identity, while at the same time allowing for variations across the site to avoid monotony.

Through the development process, including a subsequent application for Site Plan Control approval, details of the proposed landscaping and architectural interventions will be determined to satisfy the general and specific design goals of the POP for both the private and public realm.

2.5 Duffin Heights Neighbourhood Policies

The POP provides supplementary, neighbourhood specific policies for each of the City’s Urban Neighbourhoods in Chapter 12. Neighbourhood Plans are to generally identify locations of new public roads and community facilities, and to include other site, area, or neighbourhood specific policies that may be warranted (**Policies 12.1(d), (e), and (f)**). All development proposals in a given area are required to comply with the guidelines for a Neighbourhood once adopted by the City (**Policy 12.2(e)**).

The subject property is located within the *Neighbourhood 15 - Duffin Heights* as shown in Figure 20. The specific policies for the Duffin Heights Neighbourhood (DHN) are be found in Section 12.17 of the POP. The extent and general location of amenity features for the DHN are identified on Map 25 of the POP (Figure 21). The DHN is projected to realize a drastic increase in population, from 100 residents in 1996 to 9,500 residents in 2016, an increase of 9400 residents. It is identified as having two detailed review areas: 1) Lands on both sides of Brock Road, and 2) The Brock West Landfill site.

Figure 20: South Pickering Urban Area Neighbourhoods (POP Map 3-A)

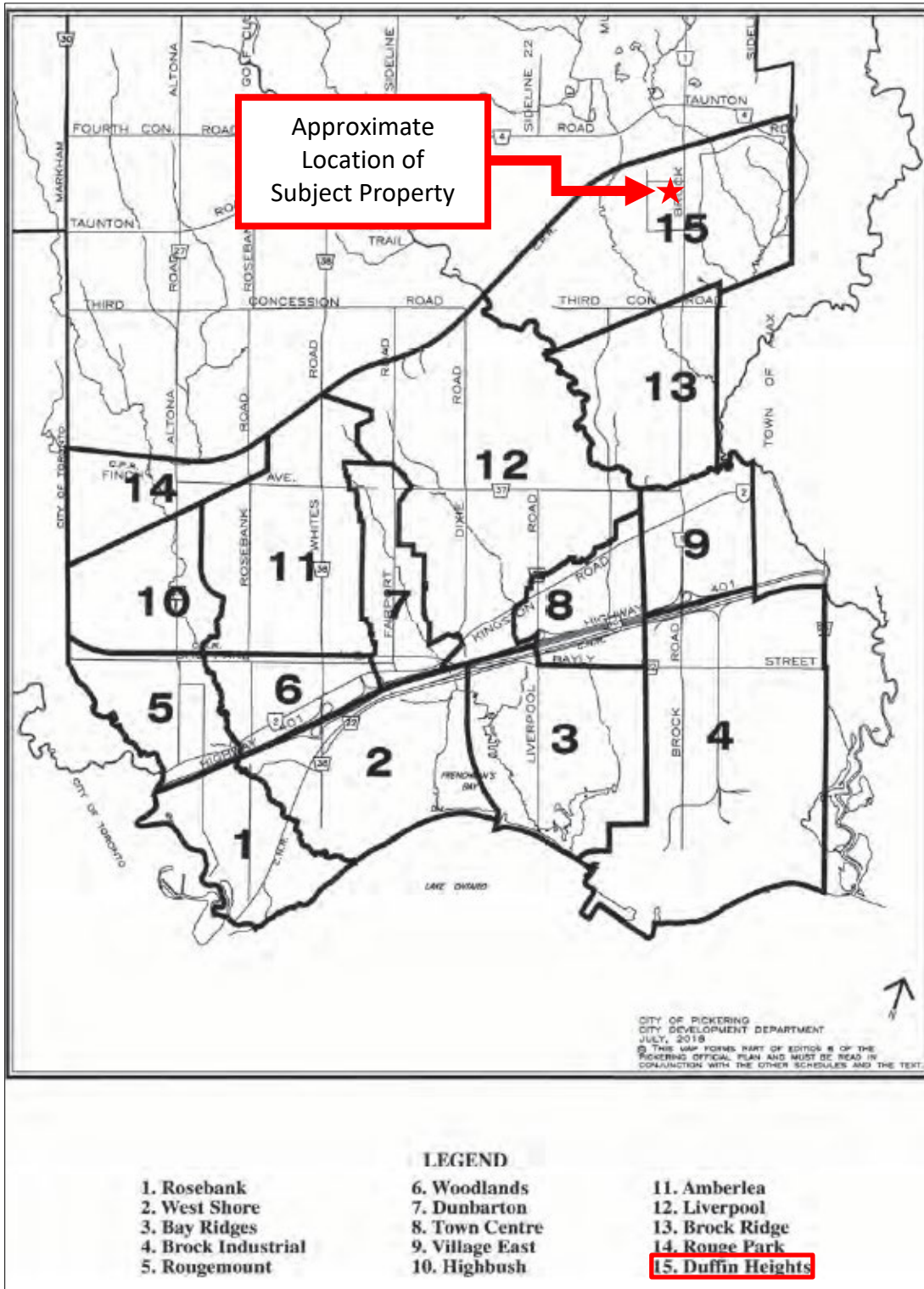
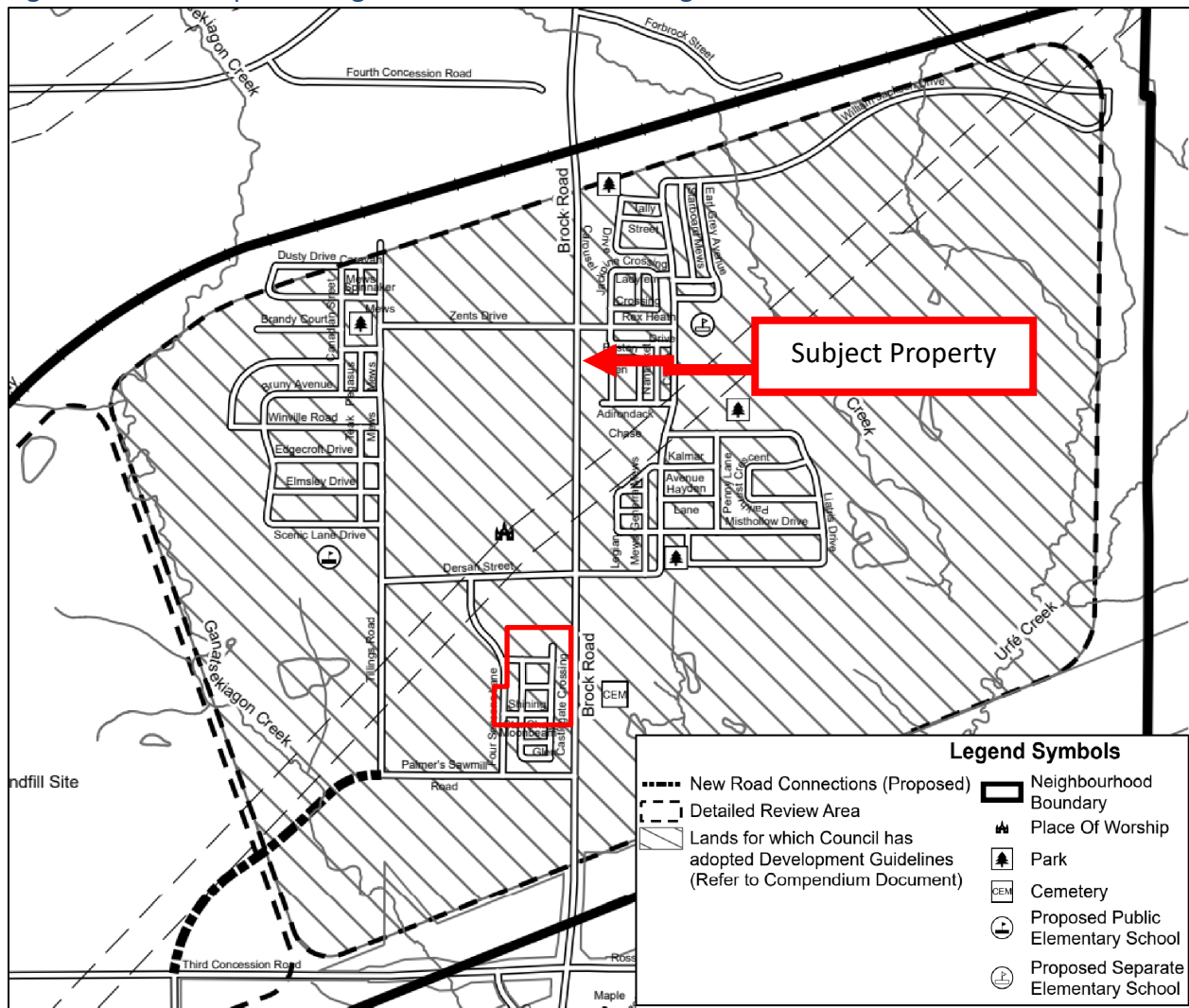


Figure 21: POP Map 25 - Neighbourhood 15: Duffin Heights



The subject property is located within the detailed review area for lands along Brock Road. Council has adopted a compendium document containing Development Guidelines for these lands, which are reviewed in Section 2.6 of this report.

Policy **12.17(e)** of the POP requires “...a broad mix of housing by form, location, size, and affordability within the neighbourhood.”

The proposed development contemplates a variety of townhouse dwelling types, including 3-plex and 5-plex stacked, traditional stacked, and rear loaded. Additionally, the dwellings are to be of mixed tenure – both standard and common element condominium. The greatest density is located along Brock Road, and transitions towards Four Seasons Lane to the west. This form of

development provides a variety of housing options in terms of affordability and size when compared to alternative forms and tenures of low-rise development predominant in the DHN, such as single and semi-detached, and street townhouse dwellings.

Policy 12.17(f) requires “...road designs to be consistent with the road profiles identified in the *Duffin Heights Neighbourhood Development Guidelines*.”

Policy 12.17(g) prohibits “...individual private driveway access from lands on either side of collector roads in the neighbourhood, and from local roads adjacent to the Mixed Corridor for grade related dwelling units”

Policy 12.17 (h)(xi) requires “...the development of future roads adjacent to the Mixed Corridor designation on both sides of Brock Road to provide alternative access, potential transit routes, and boundaries for the land use designations and; ... on the west side of Brock Road, this will consist of a local road between the new northerly east/west Collector Road and the extension of Valley Farm Road and;”

Four Seasons Lane is contemplated to be extended as part of the proposed development, and the proposed buildings provide a direct interface with the road through their siting and design. All units abutting adjacent roads have been designed with rear access, thus ensuring that no individual private driveways require access connections to the street. Access to all units is proposed to be facilitated by the condominium laneway system which will concentrate all vehicular access to Four Seasons Lane at the west of the site. All pedestrian entrances are to directly address the street.

Policy 12.17(h) further provides that “for lands designated Mixed Use Areas – Mixed Corridor

- (i) *Require new development to provide a strong and identifiable urban image by establishing buildings closer to the street, providing safe and convenient pedestrian access, and requiring all building to be multi-storey;*
- (iii) *Require higher intensity multi-unit housing forms on lands adjacent to Brock Road and restrict grade related residential development to lands adjacent to collector or local roads;*
- (iv) *Support shared access points between properties in order to minimize access points along Brock Road in consultation with the Region of Durham*
- (viii) *Despite Sections 3.6(a) and Table 5 of Chapter 3, not permit the establishment of: single or semi-detached dwelling units...;*
- (x) *Require development within the Focal Points as identified on the Tertiary Plan contained within the Council-adopted Duffin Heights Neighbourhood Development Guidelines to contribute to the prominence of the intersection; in order to achieve this, Council shall require:*

-
- *initial development on each property to occur at the corner of the intersection;*
 - *the inclusion of appropriate provisions in the implementing zoning by-laws to address such matters as the location and extent of build-to-zones, mix of permitted uses, and required building articulation;*
 - *the use of other site development features such as building design, building material, architectural features or structures, landscaping, public art and public realm enhancements such as squares or landscaped seating areas to help achieve focal point prominence; and*
 - *despite Section (h)(ii), all buildings to be minimum of three functional storeys with four storey massing*

The most intense built form contained within the proposed development, 3-plex and 5-plex stacked townhouses, have been located adjacent to Brock Road. These buildings are 3 storeys tall and provide direct pedestrian access to Brock Road. A minimal setback and pedestrian scale are contemplated by these townhouses, enhancing, and activating the public realm along Brock Road. The proposed height and setbacks are generally reflective of that established by the Lebovic/Tenkey development south of the property. These buildings have been designed with a modern architectural vernacular which will help to further the vision of this area as an urban centre. The importance of the focal point at the intersection of Brock Road and Zents Drive is reflected through architectural treatment of the buildings at this location, and through the establishment of a privately owned, publicly accessible urban square. This will invite pedestrian activity to the northern most focal point of the DHN.

The built form transitions downwards in density as one moves west, away from Brock Road towards Four Seasons Lane. These units share a similar aesthetic, with common visual features, but are distinct in their design. The buildings have all been oriented to provide a frame the public realm, with minimal setbacks from the street line and no driveway accesses.

Policy 12.17(k) provides that the City “*In the consideration of development proposals within the [Duffin Heights] neighbourhood:*

- (iii) Encourage rear lanes for residential units at appropriate locations such as major streets to provide streetscapes uninterrupted by garages, driveways and improved safety for multi-use trail users;*
- (iv) Require residential lots with frontages of 6.0 metres or less to be accessed from rear lanes;*
- (v) require a fine-grain mix of housing types, forms and tenures on a variety of lot frontages to prevent concentrations of lots with small frontages and private driveways in order to create opportunities for improved streetscapes, massing and on-street visitor parking;*

-
- (vii) *Require the submission of a Sustainability Report that demonstrates how the proposal is consistent with the City's Sustainable Development Guidelines;*
 - (viii) *Design the local street pattern and walkway connections to enable residents to be within 400 metres walking distance of an existing transit stop/planned transit stop;*
 - (ix) *require the submission of a Functional Servicing and Stormwater Management Report that demonstrates how the proposal is consistent with the Duffin Heights Environmental Servicing Plan to the satisfaction of the Region, City and the Toronto and Region Conservation Authority;*

Each building within the proposed development will contain parking spaces in a garage or driveway for the units contained therein. At grade visitor parking is limited to the internal laneway network, except for a visitor parking area at the southern boundary of the property. On all other lands adjacent to the public realm along Brock Road, Zents Drive, and Four Seasons Lane the development proposes consistent, uninterrupted frontages providing direct access to the units.

Access to all the property is to be provided by means of a private internal lane network, and accesses have been limited to two points on Four Seasons Lane, one being a full movement entrance and the other 'right-in, right-out'. Additionally, as provided previously, an internal system of pedestrian mews and walkways provides easy access to the existing transit stops in close proximity to the subject property. The large, landscaped area at the northeast corner of the site provides a welcoming focal point of the development for pedestrians entering from Brock Road.

A Sustainability Report has been provided under a separate cover as part of the Submission Documents which demonstrates how the proposed development is consistent with the City's Sustainable Development Guidelines. Similarly, a Functional Servicing and Stormwater Management Report has been provided and is reviewed in Section 3.8 of this Report.

Policy 12.17(l) requires *"...applicants to submit a Compensation Report that demonstrates how compensation for areas identified in the Duffin Heights Environmental Servicing Plan has been addressed and how any environmental impacts can be mitigated through the use of best management practices and other appropriate sustainable measures to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority;"*

An EIS Report has been prepared which explains about the unevaluated wetland and woodland located on the western position of the subject properties and the approved development limits established through the Dufferin Heights ESP have been staked with the TRCA. The study recommends mitigation measures to help reduce the impacts of the woodland removal, including

edge management plans, timing of vegetation removal, and erosion and sediment controls during tree removal. As previously mentioned, a compensation agreement has been entered into with TRCA for the purposes of off-site compensation to replace the loss of the natural feature on the property. TRCA policies and regulations have been addressed and a permit will be required for development and site alteration within the regulated areas. Further, surveys have indicated that no threatened or endangered species are present on the subject properties and future consultation with MECP has been recommended to be undertaken at a later date to confirm that all requirements of the *Endangered Species Act* have been addressed. The study concludes that through the implementation of the recommended mitigation measures, the proposed development plan will achieve conformity and consistency with applicable natural heritage policies as set out in the various planning documents.

2.6 Duffin Heights Neighbourhood Development Guidelines

As provided in the Section 12.17 of the POP, the *Duffin Heights Neighbourhood Development Guidelines* (the “Guidelines”) were adopted by the City of Pickering Council on May 19, 2009. The adoption of the Guidelines was a required pursuant to the provisions of the POP prior to permitting new uses within the area.

The Guidelines require that those contemplating new development consider the impact of proposed new uses on existing uses, and mitigate accordingly, but also provide that the variety of existing uses along Brock Road will be replaced through redevelopment for more intensive residential, commercial, and related uses in the long term.

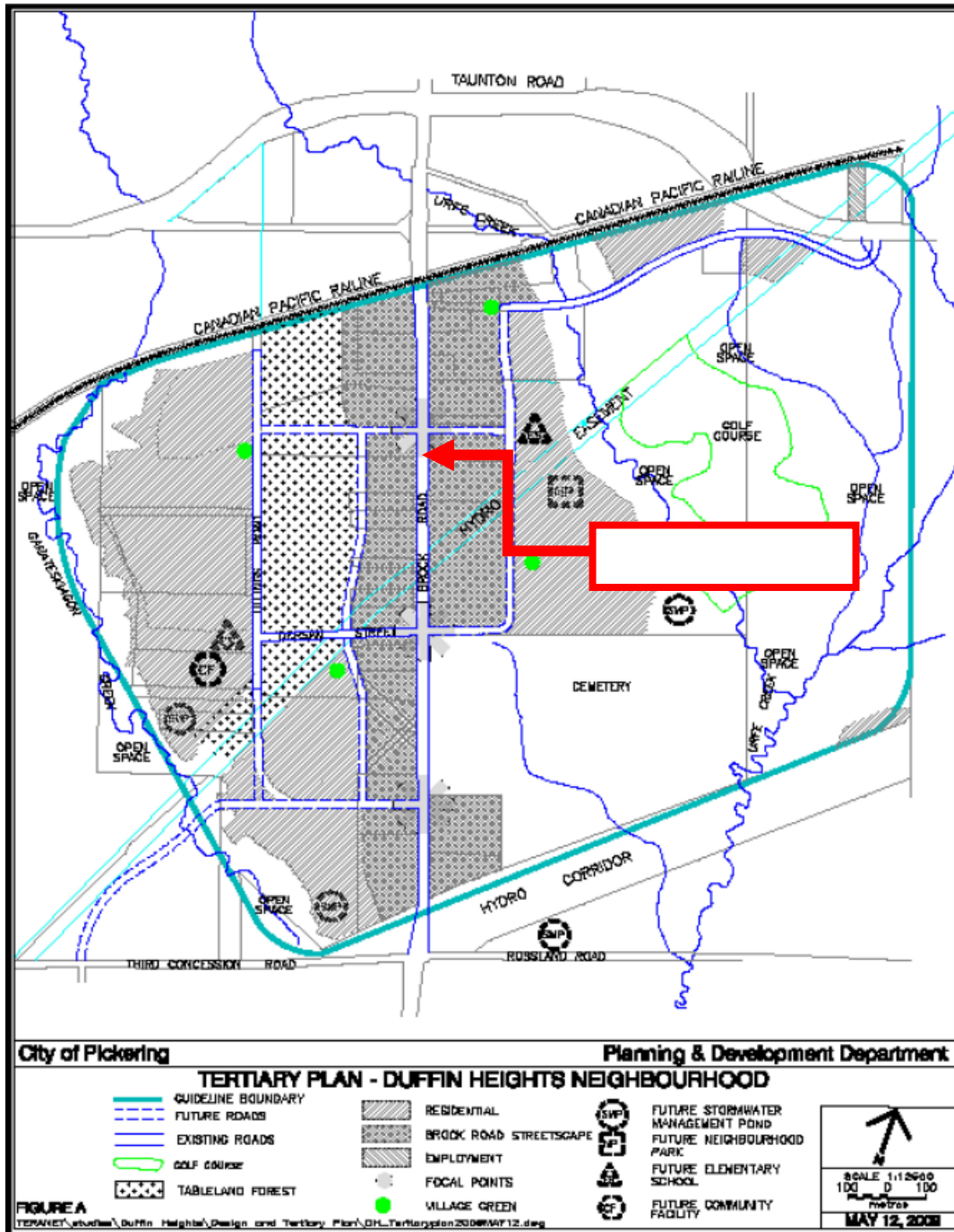
The DHN is conceived as a cluster of separate but linked residential nodes centered around a mixed-use corridor – Brock Road. The neighbourhood is to be designed with the pedestrian in mind by providing the appropriate facilities, scale, and form to promote walking. The uses of the neighbourhood are established in the Tertiary Plan (see Figure 22) while additional plans identify various amenity features, including pedestrian routes, parks, stormwater management ponds, and views/vistas. Generally, the Guidelines provide that development shall strive to further the objectives and adhere to the policies of the POP Chapters 9, “Community Design” and Chapter 13, “Detailed Design Considerations” policies (described in Section 2.5).

As shown in Figure 22, the subject property is located within *Brock Road Streetscape*, and the intersection of Brock Road and Zents Drive is identified as a *Focal Point*.

In accordance with the Guidelines, a range of housing types have been provided in order increase the variety of housing options available to residents. Further, while the development has been designed with a consistent architectural style, there are a variety of elements and details that will

vary between unit types to support a distinctive character for various blocks of townhouses on the subject property.

Figure 22: Duffin Heights Neighbourhood Tertiary Plan



As has been discussed previously, the proposed development plans to orient the townhouse blocks to directly address the public realm on all adjacent public roads with minimal setbacks and grade changes. A minimum building height of three storeys is proposed as part of this development. Vehicular parking for residents is located internal to the property through rear driveways, thus minimizing pedestrian and vehicular conflict and promoting a pedestrian focused public realm. This orientation further activates the streetscape by eliminating any direct vehicular connections to Brock Road and Zents Drive as all vehicular access is to occur via a series of laneways internal to the property that are accessed using Four Seasons Lane.

In recognition of the significance of the Focal Point at the intersection of Brock Road and Zents Drive, the tallest buildings are oriented towards this corner, and provide a consistent streetscape and transition in height west towards Four Seasons Lane. In accordance with **Section 4.2.4(1)** of the Guidelines, the stacked and rear loaded townhouse forms are intended to function as a transitional layer between the more intense built form along Brock Road and the adjacent residential areas. Further, a large, outdoor public space adjacent to the intersection is contemplated, acting as a transitional space between the public realm and the highest density townhouses.

The internal laneway system provides multiple access points to the public road system through two accesses on Four Seasons Lane. Parking is provided for visitors along the proposed internal laneway system, as well as on the southern lot boundary, adjacent to the neighbouring development. An outdoor amenity area is also proposed within the interior laneway system, providing a centralized, outdoor recreational area. Pedestrian connections are contemplated throughout the development, providing connectivity between the public realm, residential dwellings, and amenity space.

The proposed development phasing has not yet been determined. The Owner intends to work cooperatively with the City of Pickering to realize an appropriate method of enhancing the Brock Road frontage depending on the ultimate construction phasing that is determined.

2.7 City of Pickering Zoning By-Law 3037

The subject property is located within the jurisdiction of the City of Pickering Zoning By-law 3037, being the 'Rural Area Zoning By-law'. This By-law was initially passed by Council in 1965. The properties are zoned as *Rural Agricultural Zone (A)*. While the City of Pickering is undergoing a comprehensive review of all Parent Zoning By-laws, the original By-law from 1965 remains in effect.

The *Rural Agricultural Zone (A)* zone permits the following uses:

- Detached dwellings,

- Home occupations,
- Agricultural uses including forestry and reforestation, conservation uses and uses connected with the conservation of wildlife, field crops, truck gardening, greenhouses, orchards, aviaries, apiaries and mushroom farms, and farms for grazing, breeding, raising or training horses or cattle,
- Accessory agricultural residential uses,
- Recreational uses including public or private parks, playlots or playgrounds,
- Business uses related to agriculture, including stables, riding academies, animal hospitals and veterinary establishments, and farm produce sales establishments

The development standards for residential uses under Section 6.2 of By-law 3037 are:

Lot Frontage	Min. 60m*
Lot Area	Min. 0.8 hectares
Front Yard	Min. 12m
Rear Yard	Min. 12m
Side Yard	Min. 3m
Floor Area	Min, 139 sq. m.
Lot Coverage	Max. 10%
Dwellings per Lot	Max. 1 only

*For lots in excess of 0.8 hectares the minimum lot frontage shall be increased by 3m for each additional 0.1ha to a maximum of 150m.

Parking requirements are provided under Section 5.19.1 of the Zoning By-law. The requirements for residential uses are as follows:

Detached Dwelling	1 space per dwelling unit
Multiple family horizontal with attached garage	1 garage space per unit, for occupants, where there is sufficient driveway space in front of each garage for 1 additional car per unit. The driveway space must not lead to a parking area other than a garage space. 1 space for each 4 units or portion thereof, for visitors
Multiple family vertical	1.75 spaces per unit for occupants and visitors

It should be noted that the current Zoning applicable to the property is not consistent with the vision of the of the DHN, or the land use designation of the property under the POP.

An amendment to the Zoning By-law will be required to reflect a Zone category which permits the proposed townhouse uses and formats. A Draft Zoning By-law has been provided which includes site specific development standards pertaining to matters including height, density, parking rates, and setbacks.

2.8 City of Pickering Sustainable Development Guidelines

The City of Pickering has prepared a set of Sustainable Development Guidelines which are to be utilized by proponents of land development across the City. These Guidelines have been considered throughout the initial design of the proposal. A completed checklist detailing how the various Guidelines have been addressed through the design of the proposed development is provided in support of this application as a separate document.

3.0 Supporting Studies

Per the application requirements checklist provided by the City of Pickering, a number of reports have been provided in support of the proposed development. The intent of this work is to ensure that the project is technically feasible, and to provide City and Agency staff with sufficient information to evaluate the merits of the development. The following summarizes the technical reports and addresses the aspects of the project which further the objectives of the Regional and City of Pickering policy documents.

3.1 Archaeological Investigation

A Stage 1 and 2 Archaeological Assessment was prepared by The Archaeologists Inc. in July 2019. The Stage 1 study found that the subject property exhibits potential for the recovery of archaeological resources and recommended a Stage 2 assessment be undertaken. A Stage 2 assessment consisting of a systematic test pit survey did not result in the identification of any archaeological resources. The report recommends that no further assessment of the property is required.

The Assessment was entered into the Ontario Public Register of Archaeological Reports on July 31, 2019.

3.2 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was prepared for the subject property by Terrapex Environmental Ltd. in May 2022. The ESA provides that three Area of Potential Environmental Concern (APEC) have been identified at the Site and therefore a Phase Two ESA is undertaken in order to file a Record of Site Condition (RSC) for the Site. The Phase Two ESA investigation identifies concentrations of Contaminants of Concern (COCS) soil and groundwater in excess of the generic Table 2 SCS. It concluded that further work is not anticipated to be required at the Site in order to file an RSC.

3.3 Geotechnical Investigation

A Geotechnical Investigation was prepared by Terrapex Environmental Ltd. on February 2, 2022. The findings of the report confirm that the subsurface soil conditions et all, but three boreholes consist of a surface layer of topsoil varying between 70 and 600 mm. The topsoil is followed by fill material generally consisting of clayey silt with trace of gravel and organics, silty sand, or sand with trace of gravel and clay, and sand and gravel. It extends to a maximum depth of 2.1 mbgs and it is indicated that the fill shows soft to firm consistency and loose to dense compactness

condition. The fill is underlain by variable native hard sandy clayey silt (till), very dense sand and silt (till), sandy silt (till), dense to very dense sandy silt to silty sand, and very dense gravelly sand to sandy gravel soils at various depths. The groundwater levels were measured to be as shallow as 0.2 m and as deep as 8 m, with an average of 3.32 m. Excavation, soil re-use, servicing trench, foundation design, and pavement recommendations have been.

3.4 Hydrogeological Review

A Hydrogeological Review was conducted by Terrapex Environmental Ltd. in May 2022.

During the Review, the water table was encountered at an average depth of 1.6 m below ground (mbg), with the shallowest depth being 0.19 m. While the proposed construction will be at grade, foundation excavations may extend below the water table. Piped infrastructure is likely to require trenches with depth of 3.0 mbg or more. Thus, the building excavation and utility pipe installation trenches will likely experience seepage during construction that will need to be controlled by pumping from adjacent soils or the interior of the excavation. Because the buildings are to be constructed as slab-on-grade, they will not require foundation drains in post-construction.

The reported concentrations of the groundwater complied with the chemical criteria specified under the Region of Durham bylaw for sanitary sewer discharge. Total suspended solids exceeded the chemical criteria for storm sewer discharge; therefore, construction dewatering would need treatment before discharging to storm. Durham Region approval would require them to discharge to their sewers. The site in pre-construction condition is covered by pervious surfaces of open soil and grass. The site in post-construction will be dominantly covered by impervious surfaces of the proposed buildings, roadways, and laneways. Low impact development infiltration systems should be considered to offset the reduction in post-development groundwater recharge.

The Assessment concluded that there are no anticipated impacts to aquifers or baseflow for surface water features due to the proposed development, or dewatering associated with construction, provided that best management practices are implemented. Long term dewatering flows have also been calculated, and it is provided that no impacts are anticipated because the buildings are to be constructed as slab-on-grade.

A Water Balance Study was also prepared to assess the hydrologic conditions of the site and evaluate changes to infiltration and runoff pre- and post-development. Post construction, impervious features such as buildings, roadways and laneways would not permit infiltration. There are potential opportunities for Low Impact Development (LID) systems to offset reductions in groundwater recharge. It is recommended to consider directing roof drainage or clean runoff

from paved terraces or walkways towards LID infiltration features or to the adjacent forest to the west if permissible.

3.5 Tree Inventory and Preservation Plan

An Arborist Report and associated Tree Inventory and Preservation Plan was prepared by Beacon Environmental in October 2022. Trees 15 cm diameter breast height (DBH) or greater on the subject properties on lands outside of the TRCA regulated area and within 6 m of the subject properties were inventoried. The western portion of the properties are regulated by Toronto Region Conservation Authority (TRCA) and the limits of the regulated areas have been confirmed with TRCA.

The inventory included a total of 321 trees at least 15 cm DBH on the subject property, out of which 9 trees are White Ash (*Fraxinus americana*), 26 trees are in a state of decline and 28 trees are dead. Due to the proposed development, all the 321 trees are recommended for removal. A total of 451 trees were calculated as per the City's compensation requirements.

All the trees on the property are to be removed to permit the development of the property in a manner that is consistent with the Duffin Heights Secondary Plan as approved by the City of Pickering and TRCA. Recommendations are included in the report regarding protection and preservation measures to be undertaken through the construction process, including the establishment of tree protection zones.

3.6 Environmental Impact Study

An Environmental Impact Study (EIS) was completed by Beacon Environmental dated November 2022 for the proposed development. The EIS incorporated a background review and seasonally appropriate field investigations to identify natural heritage features and functions on or adjacent to the subject properties. The study identifies unevaluated wetland and woodland located on the western position of the subject properties, the limits of which have been staked with the TRCA. The study recommends mitigation measures to minimize the impacts of the natural feature removal, including edge management plans, timing of vegetation removal, and erosion and sediment controls during tree removal in accordance with the Duffin Heights ESP. Compensation for feature removal on TRCA regulated areas has been agreed upon and paid with the agency. TRCA policies and regulations have been addressed and a permit will be required for development and site alteration within the regulated areas.

Field investigations undertaken through the course of the Study identified that the existing *wetland communities* are Red-Osier Dogwood Mineral Thicket Swamp, *forest communities* are Fresh-Moist Mixed Forest of White Pine and Manitoba Maple and *cultural communities* on the

property are a mix of Dry-Moist Old Field Meadow and Mineral Cultural Woodland. Hedgerows and Anthropogenic areas are associated with the former residential dwellings. A vegetation survey identified 111 plant species, with non-native species accounting for slightly more of the flora on the property. A total of 21 species of breeding birds were recorded on the subject property, the majority of which are commonly encountered in urban and urbanizing landscapes.

The endangered and threatened species assessment identified one endangered species, Butternut (*Juglans cinerea*), was present on the subject properties and suitable habitat is present in the woodland on the subject properties for four species of endangered bats. A total of 6 Butternut were recorded and assessed. On the basis of this assessment, it was confirmed with the Ministry of Natural Resources and Forestry that the trees are not subject by the ESA. Acoustic monitoring for endangered bats indicated that the woodland was not being utilized as roosting habitat. Consultation with MECP is recommended to be undertaken to confirm all requirements of the *Endangered Species Act* have been addressed. Seasonal surveys have confirmed no additional threatened or endangered species are present on the subject properties. The Planning Authority has not identified Significant Wildlife Habitat on the subject properties or within its boundaries. The natural features present on the subject properties do not meet the recommended thresholds suggested by the MNRF to provide candidate Significant Wildlife Habitat.

There are no Provincial ANSIs mapped on or adjacent to the subject properties, nor are there any PSW on or adjacent to the subject property. An unevaluated wetland is present on the subject properties which extends off property to the west and is contiguous with the woodland feature. The woodland is identified on the City's Official Plan mapping as Significant Woodland and the larger woodland that this community forms part of meets the Region and City's criteria to be considered significant woodland due to its size (>10 ha) and functional contribution to the broader landscape.

A series of mitigation measures were provided, including timing vegetation removal to avoid avian nesting seasons, low impact development techniques, erosion and sediment control, tree protection measures recommended by the project Arborist, and standard Best Management Practices during construction.

The study concludes that the implementation of the recommended mitigation measures, the proposed development plan will achieve conformity and consistency with applicable natural heritage policies as set out in the PPS, Region of Durham Official Plan, City of Pickering Official Plan, and the previously approved Duffin Heights Secondary Plan.

3.7 Traffic Impact Study

A Traffic Impact Study was prepared by Trans-Plan Limited in October 2022. The proposed residential development consists of 195 stacked townhouse units, with 434 parking spaces provided on the ground level that meet the City of Pickering Zoning By-law 3037 requirement of 391 parking spaces. An on-site vehicle circulation review was completed to demonstrate the proper circulation of waste collection vehicles, loading trucks, and fire trucks within the site.

Transportation Demand Management Plan shows that 15-minute transit headways are provided adjacent the subject property during peak weekday AM and PM peak hours, providing good connectivity to the Pickering GO Station. Multi-use pathways are provided along both sides of Brock Road for cyclist and pedestrian use. Internal pedestrian connections from the subject site connect to Brock Road for ease of accessibility and safe pedestrian use.

Site visit and Turning Movement Counts (TMCs) were conducted to determine existing operating conditions. However, due to the COVID pandemic, the counts may not properly reflect typical traffic volumes and patterns. 2019 counts were utilized and applied a 2 percent growth rate per annum along Brock Road for three years to reflect 2022 conditions. The design is anticipated to generate a total of 83 and 104 trips in the am and pm peak hours respectively.

The traffic analysis indicates that the site accesses would operate well in future conditions with no roadway improvements necessary to accommodate the subject site, other than the construction of the north-south roadway. The intersection of Brock Road and Zents Drive is expected to operate well in future conditions, similar to the current operations.

3.8 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report (FSSMR) was prepared by TYLin in September 2022. The Report examines existing municipal infrastructure and grading conditions and outlines the serviceability of the subject property.

An existing 300mm PVC clean water collector (CWC) pipe is located along the Brock Road property line flowing southerly. The proposed development will continue 2-year post development storm flows to the clean water collector pipe. Any storm events above 2-year storm would spill to Brock Road and ultimately conveyed to SWM Facility #4. To achieve the desired flow rate, Hydro-Brake Flow Control Device has been specified and an underground Cupolex chamber will be provided to facilitate the required tank footprint. An Oil-Grit separator located directly downstream of the Cupolex Chamber will help achieve stormwater quality. The requirements of the DH ESP are met and hence the proposed stormwater drainage will have no

adverse impact to the downstream sewer infrastructure. It is expected that the stormwater runoff will have an improvement in quality and quantity post development.

As part of the 'Duffin Heights Neighbourhood ESP' a water balance study was completed, and a mitigation strategy was proposed including the implementation of Low Impact Development measures (LIDS), or infiltration facility. Existing surface water flows will be maintained and controlled as these flows must be conveyed to the WTB1 of Urfe Creek to maintain baseflows. Incorporation of LIDs will be reviewed through detailed design and best efforts will be taken to match pre-development infiltration.

The proposed sanitary would flow to existing sanitary sewer on Brock Road North without the need for external upgrades as well as to Four Seasons Lane. As per TyLin's sanitary demand calculations, the future sanitary sewer was designed to accommodate a total flow of much larger quantity and so the proposed design can be accommodated within the future sanitary sewer.

The FSSMR also outlines that there the proposed water service connections will be made to the existing fire stub and domestic stub in the northeast corner off the watermain located within the Brock Road North right-of-way. This connection will have a designated meter building which holds bulk water meter and backflow assemblies and will service each townhouse unit with respective service connections. During detailed design stage, a fire hydrant flow test will be scheduled to verify that the watermain can meet the flow demands while maintain the pressure requirements.

Two existing and two proposed fire hydrants will be located on the west side of Brock Road North adjacent to the subject site. Several fire hydrants will be located within the site according to the Building Code requirement.

Based on the FSSMR, the site can be adequately serviced in respect to stormwater management, stormwater drainage, sanitary drainage, and water supply.

3.9 Noise and Vibration Impact Study

A Noise and Vibration Impact Study was prepared by Howe Gastmeier Chapnik Limited in September 2022. The report assessed the environmental noise levels of the surrounding area and made recommendations with regard to required noise control measures to satisfy the requirements of the Provincial Noise Criteria. The Study identifies that the primary sources of noise in the vicinity of the subject property is that generated by road traffic, while the rail traffic from the CP Railway line was found to be a secondary noise source and is located more than 300m from the north end of the site. The study found no significant sources of stationary noise within 500m of the subject site. The future roadway west of the proposed development running

north to south and extending from Zents Drive to Dersan is expected to provide access to future residential developments in the area. Due to the setback of these sources from the subject property, as well as the present of other developments between the subject property and the sources, the Study has determined that these are acoustically insignificant relative to the roads abutting the property.

The Assessment identifies that the Provincial Noise Criteria for the proposed development can be met with the implementation of mitigation measures, including: provision for the installation of a future central air-conditioning system, upgraded glazing constructions for townhouses adjacent to Brock Road, and the townhouse adjacent to Zents Drive that is closest to Brock Road, forced air ventilation systems for townhouse blocks with some exposure to Brock Road, and various warning clauses for all blocks.

4.0 Planning Analysis

4.1 Intensification Targets and Strategies

Provincial, Regional and Municipal policy encourages intensification of underutilized sites within built-up areas. Recent updates to the Growth Plan for the Greater Golden Horseshoe have identified new intensification targets of 50% of residential development to occur within delineated built-up areas by the time of the next municipal comprehensive review. The proposed development will provide substantial residential intensification on an underutilized site within Pickering's built-up area.

The proposed development is located within the Duffin Heights Neighbourhood of the City of Pickering, which is to achieve a population of 9,500 residents by 2016.

The proposed development is also located at a focal point of the Duffin Heights Neighbourhood, and abuts Brock Road, which is a Regional *Arterial Road* and forms part of the *High Frequency Transit Network*. Urban development is contemplated for the subject property, and municipal infrastructure presently exists to facilitate the intended uses. Accordingly, the proposal contemplates the redevelopment of the subject property with an urban development at transit supportive densities, with a mix of unit types and sizes. The most intense form of development is proposed along Brock Road, transitioning towards ground related townhouses along Four Seasons Lane.

The development proposes a residential density of 74.14 units per hectare and 0.92 FSI, both of which comply with the maximum density provisions of the POP. The proposal thus contributes to the achievement of Provincial, Regional and Municipal intensification targets.

4.2 Efficiently Using Infrastructure and Community Services

The development proposes the efficient use of land and resources through the increased use of local infrastructure. As identified in previous Sections of this report, the redevelopment of the property has been accommodated for in the Duffin Heights Environmental Servicing Plan. Servicing for the property is to use existing service connections available to the property, while installing additional connections to the existing infrastructure present in the surrounding roads.

Durham Region Transit Route 112 provides bus service along Brock Road as well as provides connections to the Pickering Transit Terminal and GO Station, and DRT Pulse Line which crosses Durham Region between Oshawa and Scarborough.

There is a future Elementary school (per Dufferin Heights Tertiary Plan), Place of Worship, proposed Medical Office Building, Creekside Park withing 400-meter radius of the subject property.

Multi-use pathways are provided along both sides of Brock Road for cyclist and pedestrian use. Internal pedestrian connections from the subject site connect to Brock Road for ease of accessibility and safe pedestrian use. These internal network of pedestrian walkways and open spaces will allow residents to freely move within the site and access the public realm on Zents Drive, Brock Road, and Four Seasons Lane. This will encourage the utilization of existing and planned community amenities present in the Duffin Heights Neighbourhood.

4.3 Land Use, Built Form and Compatibility

The density and form of residential uses proposed on the subject property are permitted by the existing City of Pickering Official Plan and are consistent with the format of development approved for the adjacent lands to the south and east. A Zoning By-law Amendment is required in order to implement the vision of the POP and Duffin Heights Neighbourhood Design Guidelines through the implementation of site-specific development standards, which are to be further refined through a subsequent Site Plan Control Application.

In terms of built form, the 3-plex and 5-plex stacked townhouses provide the greatest density and will be situated along Brock Road. This is encouraged within the POP and Duffin Heights Design Guidelines and provides for a consistent street edge and accentuating of the focal point at the intersection of Brock Road and Zents Drive. The intensity of use transitions as one travels west across the property to rear loaded stacked and rear loaded townhouses fronting onto Four Seasons Lane. As a result, there will be no garages or driveways from individual units into the public realm, thus further establishing these areas as a focus for pedestrian activity. A system of internal mews, park spaces, and the landscaped entry feature at the intersection of Brock Road and Zents Drive provide pedestrian connections to the public realm and will further aid in the City's goal of promoting a walkable, pedestrian oriented neighbourhood. Improvements to the public realm at strategic locations along these public roads will be detailed through a future Site Plan Application.

Parking spaces are located along the southern property line, establishing a complementary transition to the neighbouring development currently under construction. The proposed site configuration is consistent with the Duffin Heights Neighbourhood Design Guidelines.

Access points to the internal laneway system have been limited to two locations along four seasons lane, one of which will be a right-in, right-out driveway. Vehicular access is proposed on

four seasons lane to minimize traffic impacts on Brock Road and Zents Drive, as well as minimize vehicle and pedestrian conflict.

4.4 Proposed Zoning Category and Development Standards

As previously stated, the existing Agricultural Zone category for the subject property does not conform to the permissions of the *Mixed Corridor* land use designation of the POP, nor with the form of development envisioned within the Duffin Heights Neighbourhood Development Guidelines. Accordingly, a Zoning Category has been proposed that is similar to that of existing and proposed development within the surrounding area. A Draft Zoning By-law has been provided for review by City and Regional Staff which include the site-specific standards required for the proposed development.

The subject application proposes to rezone the property to include site specific Multiple Unit Zone. The site-specific provisions reflect the proposed development concept in terms of specific dwelling types, height, setbacks, frontage, parking rates, and permitted encroachments. The zoning standards identified for the proposed development are deemed to be appropriate as they reflect a consistent approach which has been applied by the City in nearby developments within the DHN.

4.5 Respect for the Natural Environment

As provided by the Pickering Official Plan and verified by the EIS provided in support of this proposal, the subject property contains natural features that do not meet the recommended thresholds suggested by the Ministry of Natural Resources and Forestry to provide candidate Significant Wildlife Habitat. The implementation of the recommended mitigation measures, the proposed development plan will achieve conformity and consistency with applicable natural heritage policies as set out in the PPS, Region of Durham Official Plan, City of Pickering Official Plan, and the previously approved Duffin Heights Secondary Plan. The land uses proposed provide an appropriate built form adjacent to a Regional *Arterial Road* and *High Frequency Transit Network*.

4.6 Onsite Operations

Parking

The proposed residential development provides 390 resident parking spaces and 44 visitor parking spaces. Although the parking supply meets the overall parking requirement of 391 parking spaces from the City of Pickering By-law 3037, the visitor parking of 49 spaces, is not met through the proposed 44 visitor spaces.

The City is undergoing a comprehensive Zoning By-law review to reflect current policies and guidelines and a draft was released May 2022, with an overall total parking requirement of 244 resident parking spaces, and 49 visitor parking spaces. Again, the overall parking requirement is met, but the visitor parking requirement has a minimal deficiency of 5 spaces. Based on the surplus of resident parking, visitors of a dwelling unit could potentially use the additional space provided for the unit. Transit use has been steadily increasing in the subject area and likely to further increase with the future Brock Road widening for high-frequency transit and Seaton GO Station. Providing reduced parking rates would further encourage residents and visitors of the site to explore alternative modes of travel within the study area.

Amenity Space

The development is oriented around a series of pedestrian mews and private open spaces. These connections allow for a great level of permeability to the surrounding public realm on Brock Road, Zents Drive, and Four Seasons Lane. All dwelling units will further have access to private amenity space through the provision of backyards or balconies depending on the unit type.

Waste Collection and Emergency Access

It is understood that Waste Management Services within the City of Pickering are provided by the Region Durham in accordance with the provisions By-law 46-2011, and the *Technical and Risk Management Guidelines for Waste Collection Services on Private Property* included as Schedule 'P' to same.

Based on By-law 46-2011, an access route must have a minimum width of 6.5m, minimum turning radius of 13m, and an overhead clearance of 7m. The proposed private road meets the minimum width of 6.5m but has a slightly smaller turning radius of 12m. Although the requirement is not met, the site circulation review demonstrates that the 12m centre turning radii is sufficient to support the waste collection vehicle when circulating the subject site. Collection vehicles should be able to undertake the necessary turning and reversing movements in a safe manner, in accordance with the provisions of By-law 46-2011.

5.0 Conclusions

The Brock Zents Partnership intends to redevelop the subject property with 195 townhouse dwelling units, consisting of 150 3-plex and 5-plex stacked townhouses, 20 rear loaded stacked townhouses, and 25 rear loaded townhouses, and to facilitate the extension of Four Seasons Lane northward to Zents Drive. A private condominium laneway is to provide access and circulation throughout the site. Laneway connections are proposed from Four Seasons Lane.

A Zoning By-law Amendment will be submitted to alter the zone category of the subject land and introduce site specific development standards. A further application for approval of a Draft Plan of Subdivision creating the requisite blocks for future roads, road widening, development, and open space preservation has also been provided for review, along with an application for approval of a Draft Plan of Condominium (common element).

This report has reviewed the proposed development with regards to the objectives set out in the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, Region of Durham Official Plan, City of Pickering Official Plan, and the Duffin Heights Neighbourhood Development Guidelines.

The development will intensify the underutilized lands to create a residential development at an appropriate location in the community, and which is consistent in form with the adjacent lands. The development will allow future residents to efficiently utilize municipal services, community amenities, and nearby open space areas. The land uses proposed can be achieved with minimal impact upon the existing neighbourhood and will create a sympathetic relationship with future development within the Duffin Heights Neighbourhood.

To support the submission of the requisite development applications, a Phase I Environmental Site Assessment, Tree Inventory and Preservation Plan, Environmental Impact Study, Functional Servicing Report, Hydrogeological Impact Study, Water Balance Study, Geotechnical Study, Noise Feasibility Study, and Traffic Impact Study have been submitted. These documents demonstrate that the proposed development is appropriate from a technical perspective.

The development of the lands as proposed is appropriate and reflects good planning principles. The form of development will aid in achieving Municipal, Regional and Provincial intensification targets while enhancing the character of the existing community. The proposed development will provide an additional housing supply in a form which will be compatible with the evolving neighbourhood fabric and the vision for Duffin Heights Neighbourhood contained within the City's Official Plan.