

October 4, 2024

City of Pickering, Planning & Development Division  
City Development Department  
Pickering Civic Complex  
One The Esplanade  
Pickering, ON 1LV 6K7

Attn: Cristina Celebre, Principal Planner, Strategic Initiatives

**Re: Planning Justification Report**

**Zoning By-law Amendment Application; PRE 33/24**

**Seaton Commercial Developments Limited**

**Taunton Road and Peter Matthews Drive**

**Part of Lots 23 & 24 Concession 3 (Geographic Township of Pickering), City of Pickering,  
Durham Region**

Dear Ms. Celebre,

Korsiak Urban Planning has been retained by Seaton Commercial Developments Limited to prepare this Planning Justification Report in support of the Zoning By-law Amendment to permit the development of lands located at the southwest corner of Peter Matthews Drive and Taunton Road, in the Lamoreaux Neighbourhood in Seaton (Figure 1 - Location), legally referred to as Part of Lots 23 & 24, Concession 3, Geographic Township of Pickering, City of Pickering (hereinafter the 'subject site').

A Site Plan application (S 06/23) was submitted in 2023 and is under review by the City. However, the proposed configuration of the buildings requires a site-specific Zoning By-law Amendment. There are no proposed changes to the permitted uses. This report serves to confirm that the amendment remains consistent with the related planning policies of the Provincial Policy Statement, the Provincial Growth Plan, the Region of Durham Official Plan, and the City of Pickering Official Plan.



FIGURE 1. Location

**Site Description and Context**

The subject site is part of Block 188 located in the Registered Plan 40M-2671. The subject site is located at the southwest corner of Peter Matthews Drive and Taunton Road and has an area of 5.15 hectares. To the north, west, and east of the subject site are future Community Node and Mixed Corridor developments by TACC. The south end of the site abuts Marathon Avenue and contains a Trans-Northern Pipelines Inc. easement. The subject site is on the east side of the future extension of Hibiscus Drive. It is located in Seaton Neighbourhood 16 - Lamoreaux (Figure 3 – Lamoreaux Neighbourhood Plan) and is designated and zoned Community Node and Pedestrian Predominant Area.

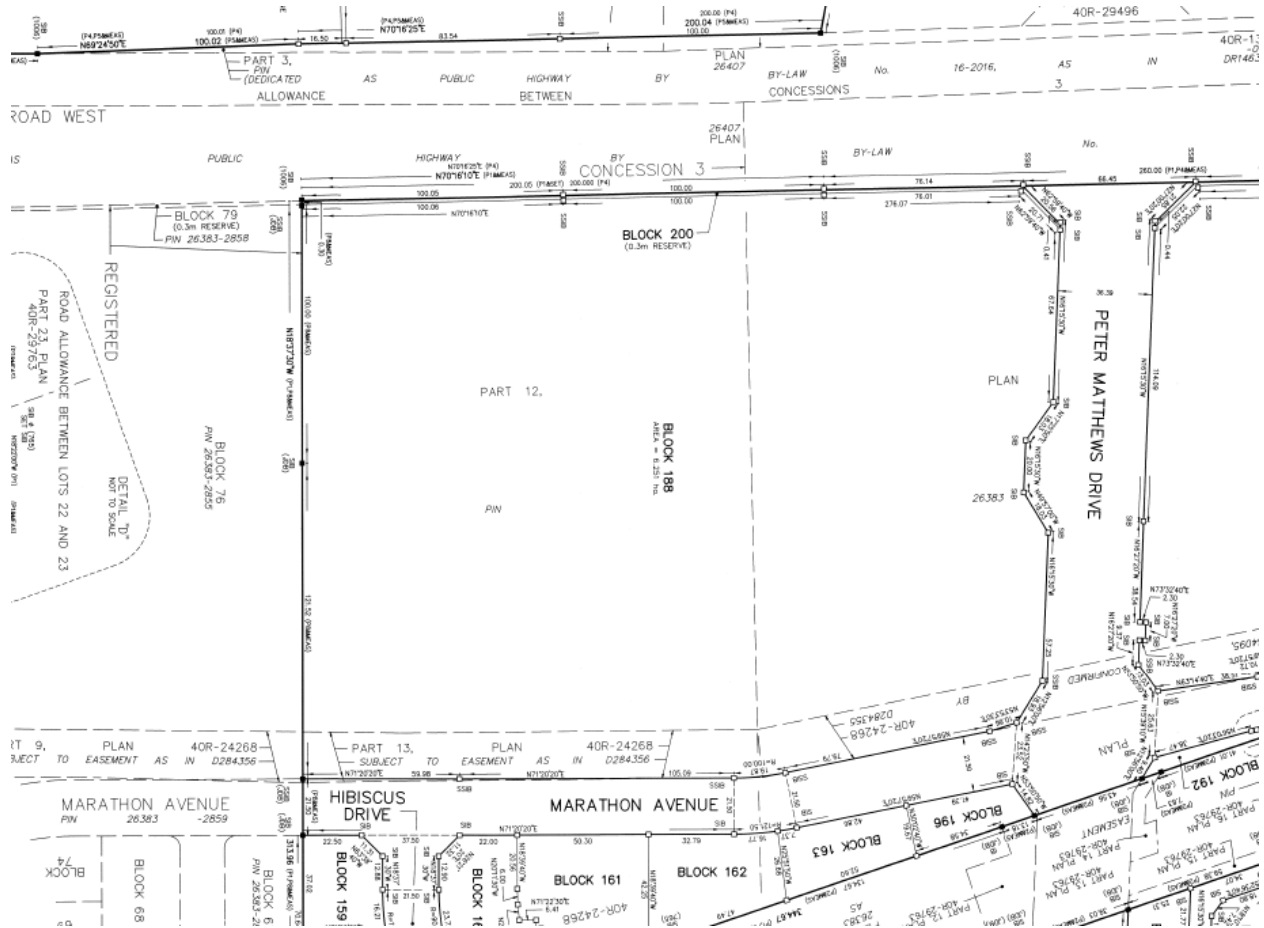


FIGURE 2. Registered Plan 40M-2671

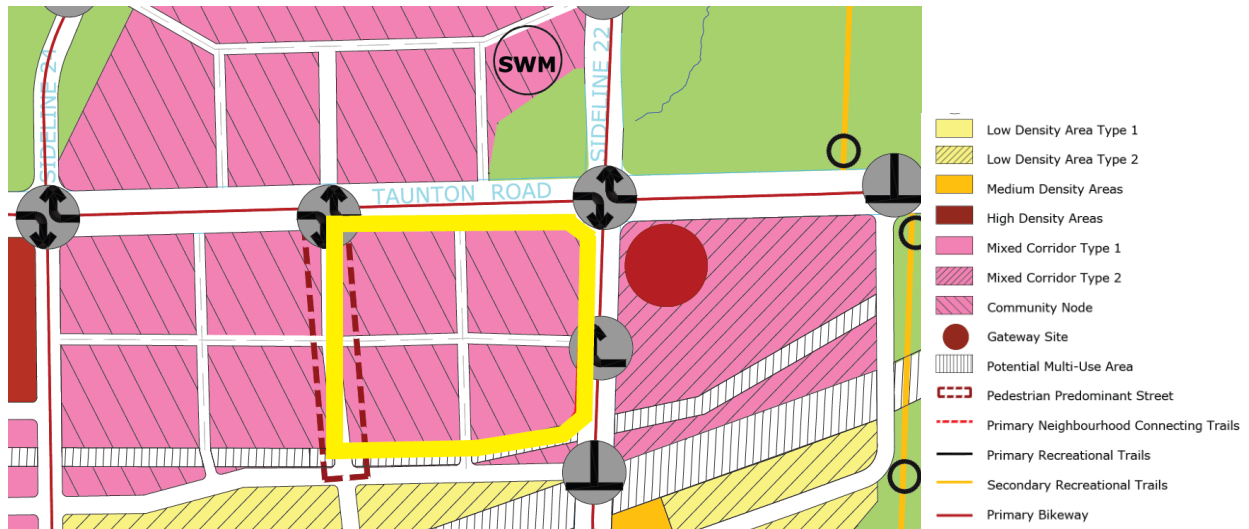


FIGURE 3. Neighbourhood 16: Lamoreaux Neighbourhood Plan

**Proposed Development**

Seaton Commercial Developments Limited is proposing eight commercial buildings for the site, which in total provides approximately 12,761 square metres of gross leasable area (GLA). The buildings are one storey in height and located along Taunton Road, Peter Matthews Drive, and the future extension of Hibiscus Drive (Figure 4 – Coloured Site Plan). Based on non-residential sq.ft. estimates in the City of Pickering 2022 Development Charges Background Study, 343 employees are estimated for the site. The total number of parking spaces provided is 587 spaces. Parking for 25 bikes is also proposed.



FIGURE 4. Site Plan

The subject site is zoned Community Node – Exception 1 (CN-1) and Community Node – Pedestrian Predominant Exception (CN-PP-1). The application seeks to further amend the CN and CN-PP zones with

additional site-specific provisions. The requested zoning relief will aid the applicant in the timely delivery of commercial uses in this neighbourhood.

- Commercial building entrance doors: Due to current market conditions and operational restraints, businesses will be better served by doors within immediate proximity of the parking. Primary entrance doors will not be oriented to the arterial or local roads. Instead, the applicant is proposing secondary doors and glazing as well as enhanced pedestrian access to the site. This allows for immediate leasing of the buildings and flexibility for the future should primary modes of transportation evolve in Seaton.
- Building height: The minimum height of the sole commercial in CN-PP is proposed to be reduced from 7.5 metres to 5 metres to be consistent with the CN zone.
- Setbacks: To achieve greater design flexibility and address grading constraints, relief is requested from maximum setbacks.

## Policy Framework

### Planning Act, R.S.O, 1990, c.P.13

Planning Act policies applicable to the proposal are described in Appendix A.

### s.2 Provincial Interest

Section 2 of the *Planning Act* establishes matters of Provincial interest which decision-makers shall have regard to when making decisions on planning applications and carrying out their responsibilities under the *Act*. The proposal has regard to the matters of Provincial interest under the *Planning Act* for the following reasons:

- The proposal makes efficient use of planned infrastructure and services.
- The proposal provides employment opportunities.
- The proposal connects to existing and planned roads and is coordinated with adjacent developments to the west and east.
- The proposed development will provide a high-quality urban form and pedestrian predominant amenities that promote active transportation and transit use.

### s.34 Zoning By-laws

A Zoning By-law Amendment is being requested for the subject property pursuant to Section 34 of the *Planning Act*, which sets the legislative basis for Zoning By-laws and amendments. Details regarding the proposed amendment are discussed throughout the report.

**Provincial Policy Statement (PPS) (2020)**

The latest PPS 2024 will be coming into effect on October 20, 2024.

PPS policies applicable to the proposal are described in Appendix B, including Section 1.1 for ‘Development and Land Use Patterns’ and ‘Settlement Areas’; Section 1.3 for ‘Employment’; Section 1.6.8 ‘Transportation and Infrastructure Corridors’; Section 1.7 ‘Long-Term Economic Prosperity’; Section 1.8.1 for ‘Energy Conservation, Air Quality and Climate Change.’

The proposed development conforms with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development promotes efficient development by locating buildings along street frontages with parking located internal to the site and allowing flexibility for future intensification should primary transportation modes evolve.
- The proposed development is within a defined Settlement Area.
- The proposal provides compatible employment opportunities through the eight commercial buildings.
- The proposed development provides pedestrian pathways to and within a shopping plaza to support the achievement of healthy and active communities.
- The proposed development brings commercial uses onto transit routes and within proximity of residential developments to promote active transportation.

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

The subject property is located within the ‘Settlement Area’ and is within the ‘Designated Greenfield Area’ as shown on Schedule 2-A Place to Grow Concept. The Growth Plan policies that apply are further described in Appendix C, which includes Section 1.2.1 for ‘Guiding Principles’; Section 2.2.1 for ‘Managing Growth’; Section 2.2.5 ‘Employment’; and Section 2.2.7 for ‘Designated Greenfield Areas’.

The proposed development continues to conform to the aforementioned policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The proposal provides growth in a Designated Greenfield Area with transit services and municipal infrastructure.
- The proposed development provides employment opportunities within the Region.
- The proposed development provides approximately 343 employment opportunities over 5.15 hectares, which exceeds the minimum density target of 50 residents and jobs per hectare within the Region.

### **Durham Region Official Plan**

As shown on Map A4 – Regional Structure (Figure 5), the subject site is designated ‘Specific Policy Area’. The Special Policy Area related to the Central Pickering Development Plan which was revoked in 2022. The Regional policies applicable to this proposal are further described in Appendix D, which includes Section 1: Basis, Goals and Directions; Section 3: Economic Development; Section 5: Cultural, Health and Community Facilities, and Infrastructure; and Section 7: Regional Structure.

The proposed development conforms to the aforementioned policies of the Region of Durham Official Plan for the following reasons:

- The proposed development develops the Region’s economic potential and increases job opportunities for its residents, which ultimately contribute to complete, sustainable communities.
- The proposed development provides approximately 343 jobs on the 5.15-hectare subject site, which exceeds the 50 people and jobs per hectare target.
- The proposed development uses the existing infrastructure and brings various commercial services to the neighbourhood, within walking distance of residents and close to existing and future transit routes.

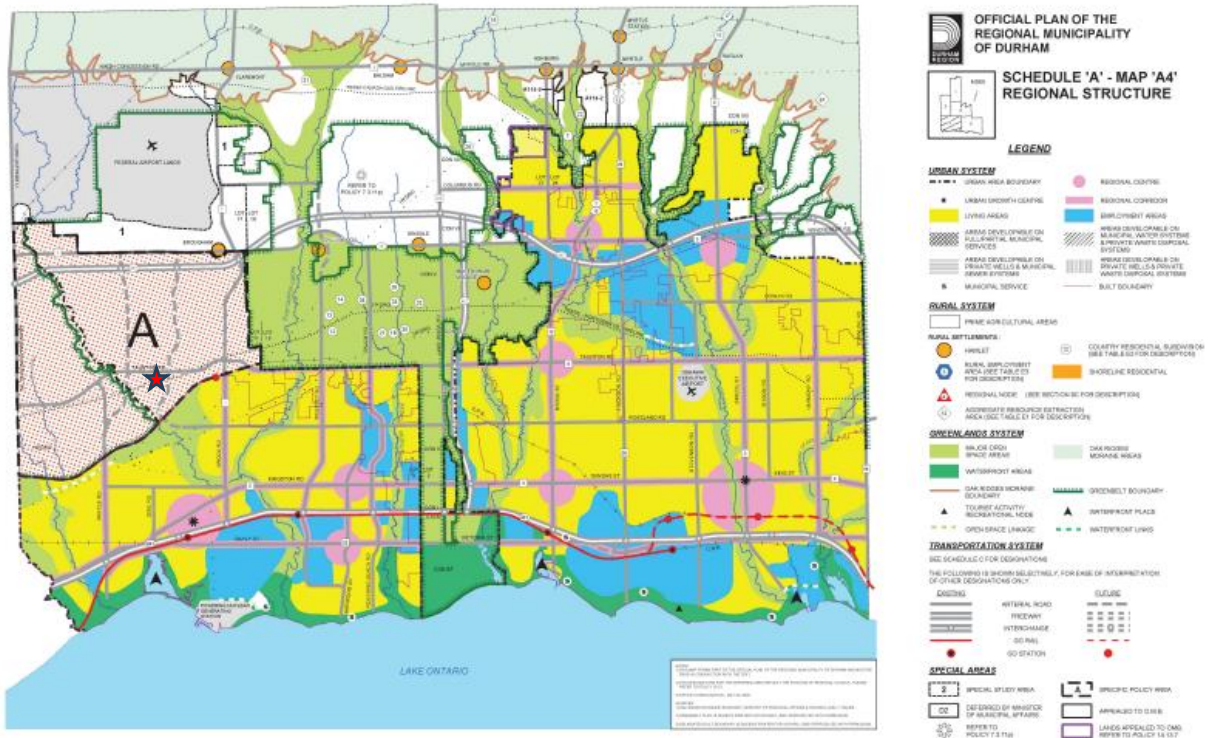


FIGURE 5 - Region of Durham Official Plan – Map A4 - Regional Structure

**City of Pickering Official Plan**

As shown in Figure 3, Schedule VIII to the Pickering Official Plan Neighbourhood 16 Lamoreaux designates the subject site as a ‘Community Node’ with a ‘Pedestrian Predominant Street.’ The proposed uses are permitted within this designation.

The Pickering Official Plan policies applicable to this proposal include the following:

**Chapter 2 – The Planning Framework**

**Seaton Urban Area**

**City Policy – Seaton Urban Area Population and Employment**

**2.13 City Council supports:**

*(b) the development of an urban community that will accommodate 30,500 jobs by 2031 and be planned to accommodate 35,000 jobs through long-term intensification. This employment shall be provided:*



(ii) in office, retail and service industries in the Community Node and Mixed Corridor designations and in small commercial stores in the neighbourhood nodes; [...]

Approximately 343 new jobs will be accommodated on the site in the near term and may intensify over time.

**Chapter 3 – Land Use**

**Mixed Use Areas**

City Policy – Table 5: Mixed Use Areas: Permissible Uses by Subcategory

<b>Table 5 (EXCERPT)</b>	
<b>Mixed Use Areas Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws)</b>
<b>Community Nodes</b>	<p>Community gardens; Farmers markets; All uses permissible in Local Nodes, at a larger scale and intensity, and serving a broader area.</p> <p><b>Uses Permitted in Local Nodes (Excerpt):</b></p> <p>Residential; Retailing of goods and services generally serving the needs of the surrounding neighborhoods; Offices and restaurants; Community, cultural and recreational uses; Community gardens; Farmer’s markets.</p>

City Policy – Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory

<b>Table 6 (EXCERPT)</b>			
<b>Mixed Use Areas Subcategory</b>	<b>Maximum and Minimum Net Residential Density (in dwellings per hectare)</b>	<b>Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square meters)</b>	<b>Maximum Floorspace Index (total building floorspace divided by total lot area)</b>
<b>Community Nodes</b>	Over 80 and up to and including 140	Up to and including 20,000	Up to and including 2.5 FSI

The proposed development respects the Community Node designation by proposing appropriate uses within this development, as outlined in Table 5. The proposed development, in total, provides 12,761 sq.m of GLA, which meets and does not exceed the requirement for the Community Node subcategory in Table 6. The proposed development provides 0.25 FSI, which meets the maximum floor space index in Table 6.

***Create Walkable, Transit Supportive Neighbourhoods Through Compact Development, Integration of Mixed Use Development and Distribution of Parks and Recreational Facilities***

City Policy – Walkable, Transit Supportive Neighborhoods

11.1 *It is the objective of City Council to:*

*(b) develop mixed use areas, which support a mix of higher density residential uses in association with commercial and institutional uses, which can be intensified over time and which cater to pedestrian comfort and encourage pedestrian activity through the orientation of buildings and uses;*

*(f) ensure that facility locations are accessible by a variety of modes of transportation;*

*(g) ensure that facility locations are centrally located to the populations they are serving, wherever possible; [...]*

The proposed development integrates commercial uses into the Seaton neighborhood, which compliments the surrounding residential developments. Commercial buildings are located along the roads and are accessible by various modes of transportation. The pedestrian amenities on future Hibiscus Drive and within the site will promote walking between buildings and within the Seaton Urban Area

City Policy – Community Nodes

11.4 *City Council:*

*(a) Shall require Community Nodes to be mixed use nodes containing commercial and residential uses that will intensify over time. The Community Nodes are located so that the majority of future patrons are within a 10 to 20 minute walk of a Community Node; and*

*(b) Shall establish as the planned function of Community Nodes the ability to cater to the daily and weekly shopping needs of the residents in the adjacent neighborhoods. In comparison, the City Centre will continue*

*to provide for a higher order City-Wide and regional serving retail uses to all residents in the City including Seaton.*

*(c) despite the policies of Table 6, shall permit a minimum of 10,000 square metres and a maximum of 20,000 square metres of gross leaseable floor space for the retailing of goods and services within the Community Nodes within the Seaton Urban Area. The minimum retail space requirement shall not be interpreted as requiring the full minimum floor area at initial development provided the land is available to realize the minimum space requirement;*

*(d) despite the policies of Table 6, shall permit the Community Node on Taunton Road to be larger and contain a broader range of retail goods including large format retailers up to a total maximum gross leaseable floor space of 60,000 square metres for the retailing of goods and services subject to the built form policies set out in Sections 11.7 and 11.8; and*

*(e) despite the policies of Table 5, shall prohibit the following uses in Community Nodes:*

*(i) single-detached and semi-detached dwelling units; and*

*(ii) automotive and vehicle sales.*

The proposed development, in total, provides 12,761.3 sq.m GLA, which meets and does not exceed the requirement for the Community in c) above. The proposed development aims to provide a broad range of retail types such as banks, grocery stores, pharmacies, and restaurants, to meet the shopping needs and services of the residents in the Seaton Urban Area and surrounding communities.

#### City Policy – Built Form and Urban Design of Mixed Corridors, and Community Nodes

*11.7 City Council shall require a strong pedestrian focus be created within the Community Nodes and Mixed Corridors. To achieve this focus, development shall adhere to the following built form and urban design principles which shall be further illustrated in the Sustainable Placemaking Guidelines for the Seaton Urban Area:*

*(a) Pedestrian Focus of Community Nodes & Mixed Corridors*

*(i) Development should be designed to be pedestrian and transit friendly from the outset, even though these areas are intended to intensify over time;*

*(ii) Development should be generally oriented to the street and designed to promote a vibrant and safe street-life and to support the early provision of transit;*

*(iii) high activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at grade and up to the street, with uses such as offices and residential uses on second floors and above;*

*(iv) Public and private streets and sidewalks shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm through wide sidewalks, street furniture and on-street parking where feasible;*

*(v) Small scale urban squares will be encouraged in appropriate places; [...]*

*(b) Pedestrian Predominant Streets:*

*To achieve a strong street presence, each Community Node shall contain a Pedestrian Predominant Street, which may be public or private and shall be identified in relevant Neighbourhood Plans. These Pedestrian Predominant Streets shall be incorporated into the initial development of the Community Nodes but are intended to be intensified and fully realized over time. The design criteria are as follows:*

*(i) store fronts should face onto the Pedestrian Predominant Street with the principal public entrance of each store and substantial fenestration facing on to the street;*

*(ii) buildings shall generally be built up to the streetline and no parking, driveways or lanes should be located between the buildings and the street;*

*(iii) drive-throughs and service stations shall not be permitted;*

*(iv) residential units shall not be permitted on the ground floor of the portion of a building facing the Pedestrian Predominant Street;*

*(v) on-street parking shall be provided where feasible and appropriate;*

*(vi) a minimum height of 2 storeys for sole commercial buildings shall be encouraged;*

*(vii) single use buildings exceeding a ground floor area of 5,000 square metres should generally be directed to the interior of a property with smaller stores oriented onto the Pedestrian Predominant Street in front of the larger stores. Alternatively, larger stores could be located up to the streetline provided they are lined with smaller stores, multiple entrances or other similar means to animate the streetscape;*

*(viii) sidewalks should be of sufficient width to:*

*(1) accommodate anticipated pedestrian volumes;*

*(2) comfortably and safely accommodate the needs of persons with disabilities and the elderly;*

*(3) ensure sufficient space for coordinated street furnishings, public utilities, tree plantings and transit shelters; and*

*(4) accommodate sidewalk cafes, kiosks, and street vendors where possible;*

*(ix) buildings and spaces should be designed to reflect a human scale of development; contribute to public safety and security; and create a significantly enhanced pedestrian environment;*

*(x) buildings should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection; and*

*(xi) buildings should have a consistent setback*

*(d) Building Heights:*

*(ii) stand-alone commercial uses shall have a minimum height generally of 5.0 metres subject to the policies on interim uses in Section 11.8; [...]*

The proposed development is pedestrian-friendly through enhanced façade and streetscape design. The eight commercial buildings are generally oriented to the street, with no driveways or parking lots in between. The proposed development is designed to promote an enjoyable and safe pedestrian experience and facilitate connections to existing transit services. While the development will not have entrance doors open to the public on Hibiscus Drive, the buildings are designed to have a door and windows on that side to allow for flexibility in the future and an enhanced streetscape. Instead, enhanced landscaping along the pedestrian predominant street and enhanced pedestrian accesses into the site will draw users into and through the site. This promotes active transportation while ensuring the long-term success of the businesses by supporting access for drivers as automobiles are still the primary mode of transportation within the Seaton community. On-street lay-by parking may be accommodated along the Hibiscus Drive extension to calm traffic. The commercial buildings have a height of one storey, consistent with the minimum height for standalone commercial uses.

*City Policy – Interim Uses within Community Nodes*

*11.8 Where sole commercial uses at lower minimum density and heights are proposed in the initial phases of development, City Council shall require applicants, for site plan approval, to submit a development concept and intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address and illustrate:*

*(a) how the design criteria for a pedestrian predominant street in each Community Node and the creation of vibrant streetscapes in other locations can be achieved;*

*(b) how the public and private realm can be improved to enhance the pedestrian experience;*

*(c) how the property may accommodate a mix of uses and how it will intensify over time including addressing and illustrating such matters as:*

*(i) the provision of public roads and small blocks;*

*(ii) the siting and orientation of buildings, which do not preclude future intensification;*

*(iii) the ability to achieve both short-term and longer term intensification;*

*(iv) the location of parking for the initial development and potential changes to parking to accommodate the intensification process; and*

*(v) the phasing of the intensification of the site to realize the ultimate built form;*

*(d) how blocks will be further subdivided and how the intent of this Plan can be met in the interim through private roads that will convert to public roads in the future; and*

*(e) minimum and maximum setbacks as well as minimum block face requirements which may vary by street, but which achieve a 75 percent of the block face along the Pedestrian Predominant Street.*

While an Intensification Plan is not available at this time, the eight buildings line the exterior of the site, allowing for potential redevelopment of the parking lot as modes of transportation evolve in Seaton. net of the TNPI easement, approximately 75% of the pedestrian predominant street is already lined with buildings and associated patios.

*City Policy – Development Blocks within Community Nodes & Mixed Corridors*

**11.9 City Council:**

*(a) shall require development within the Community Nodes and Mixed Corridors to establish a pattern of streets and blocks that are conducive to pedestrian oriented streetscapes and which encourage pedestrian circulation to, from and within these mixed use designations. Within these designations, residential and mixed use blocks shall generally be in the range of 10,000 to 20,000 square metres; and*

*(b) may, subject to an Intensification Plan as per Section 11.8, consider larger development blocks in the interim in order to accommodate large scale retail and mixed use developments provided the Intensification Plan illustrates how the pattern of streets and smaller blocks can be realized through intensification.*

The site area is about 51,500 square metres and is not being subdivided at this time. However, the east-west and north-south pedestrian connections within the site achieve the same permeability as if the site were quartered.

#### City Policy – Maximizing Transit Usage

*11.20 City Council shall require Neighbourhood Plans and implementing draft plans of subdivision and site plans to be designed so as to encourage and maximize public transit usage in the Seaton Urban Area from the earliest stage of development through: [...]*

*(d) the creation of safe and comfortable streets for pedestrians on their walk to the transit corridors; [...]*

Taunton Road (Type A Arterial Road) is served by temporary public transport route 112. Public transit is planned for Peter Matthews Drive (Type B Arterial Road). The pedestrian environment along Hibiscus Drive is enhanced, and additional pedestrian entrances to the commercial site are located on Taunton Road and Peter Matthews Drive to promote use of transit.

#### City Policy – Streetscape Design to Promote Walking

*11.26 City Council shall:*

*(a) require sidewalks on both sides of all arterial, collector and local roads, [...]*

*(b) require all roads be designed to promote pedestrian comfort through traffic calming measures including narrower lanes, on-street parking, traffic islands, and central medians to encourage slow-moving traffic through residential areas, Minor Commercial Clusters, and Community Nodes; [...]*

*(d) require the Neighbourhood Plans to be based on a modified grid street pattern that supports pedestrian and bicycle movements and provides for a high degree of permeability and connectivity to collector and arterial roads, schools, open space, community facilities and commercial locations.*

The proposed development aims to improve pedestrian comfort through the design of wide sidewalks along Hibiscus Drive, sidewalk furniture, glazing and openings in the building facades. The pedestrian routes designed within the site provide high permeability for local residents and business patrons.

### **City Policy – Opportunities for Job Creation [...]**

11.31 *It is the objective of City Council to:*

*(a) Attract and sustain high quality employment opportunities that reflect the needs of the City of Pickering and the Regional Municipality of Durham;*

*(b) Provide sufficient opportunity for employment in the Seaton Urban Area to be balanced with population, with a ratio of approximately one job for every two residents by making employment lands available to permit an appropriate balance of employment opportunities in conjunction with the development of the residential neighborhoods;*

*(e) Ensure that employment areas are easily accessible by vehicle, transit, bicycle and on foot; and*

*(h) Plan for a community that will accommodate 30,500 jobs by 2031 and be planned to accommodate 35,000 jobs through long-term intensification.*

The proposed development integrates approximately 343 employment opportunities into the residential neighbourhood through provision of 12,761.3 sq.m GLA of retail uses. Enhanced pedestrian entrances and proximity to transit ensure that employees have options for their commute.

## **Chapter 12 – Urban Neighbourhoods**

### **Neighbourhood 16: Lamoreaux**

#### City Policy – Lamoreaux Neighbourhood Policies

12.18 *City Council*

*(f) shall, along Type A and Type B Arterial Roads, as shown on Schedule II, not permit direct access to lots but will encourage the Region to allow for full movement intersections at the locations shown on Schedule*



*VIII Neighbourhood 16: Lamoreaux and allow for right-in/right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity;*

*(h) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule VIII - Neighbourhood 16: Lamoreaux and consists of the road network, bikeways, trails and trailheads. Further detail on how pedestrians and cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines;*

*(ii) local roads, school sites, parks and village greens may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are consistent with the design intent shown on Schedule VIII Neighbourhood 16: Lamoreaux and the policies of this Plan; and*

*(k) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:*

*(i) a Sustainability Brief that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Placemaking Guidelines; and*

*(ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Placemaking Guidelines.*

The applicant is working with the Region and aims to achieve full moves at the intersection of Taunton Road and Hibiscus Drive. Right-in/right-out access to the site is proposed at Taunton Road and Peter Matthews Drive. Per the 2021 Integrated Transportation Management Plan, Peter Matthews and Taunton Road are proposed as part of the cycling network. The proposed development also includes enhanced pedestrian connectivity and bike parking, as demonstrated on the Landscape Plan. A sustainability brief is included below, and a design brief will be provided with the submission under a separate cover.

### **Sustainability Brief**

The purpose of this Sustainability Report is to provide an overview of the completed Sustainability Checklist provided with the initial S 06/23 submission and updated and appended to this report (Appendix E). This report will demonstrate that the proposed development intends to meet the minimum requirements to obtain a Certified rating. While final details will be determined through site plan approval, the following summaries outline the intent of the applicant to achieve the overall sustainability goals:

- Public Realm Guidelines: The selected trees will be positioned to achieve a 40% canopy coverage within the first 10 years, offering both aesthetic appeal and increased shade for pedestrians.

- **Built Form Guidelines:** The design ensures that at least 50% of the storefronts will be equipped with awnings or canopies. Tree canopy is anticipated to shade at least 25% of the parking area, contributing to climate resilience.
- **Green Infrastructure & Building:** Within the development, at least one charging station is provided. In terms of water efficiency and management, at least 50% of the planting stock is native and drought resistant.

The most significant contribution to environmental sustainability is the development of commercial uses on transit routes and within proximity to existing and planned residential developments. The enhanced streetscape, bike parking, and pedestrian accesses to and throughout the site promotes use of active transportation to meet daily needs of the community.

## **Zoning**

### **Existing Zoning**

The lands are zoned Community Node – Exception 1 ('CN-1') and Community Node – Pedestrian Predominant – Exception 1 ('CN-PP-1') within Zoning By-law 7364/14, as amended. Both zones permit a variety of commercial uses, including financial institutions, personal service shops, restaurants, and retail stores, and the CN-1 Zone permits supermarkets.

### **Proposed Zoning**

The proposed development seeks to amend the Zoning By-laws to rezone the subject site to site-specific zones CN-# and CN-PP-##. This is to deliver the commercial plaza in the near term to serve residents in this area. The proposed locations of each zone are outlined in the draft amending Zoning By-law, which is appended as Appendix F.

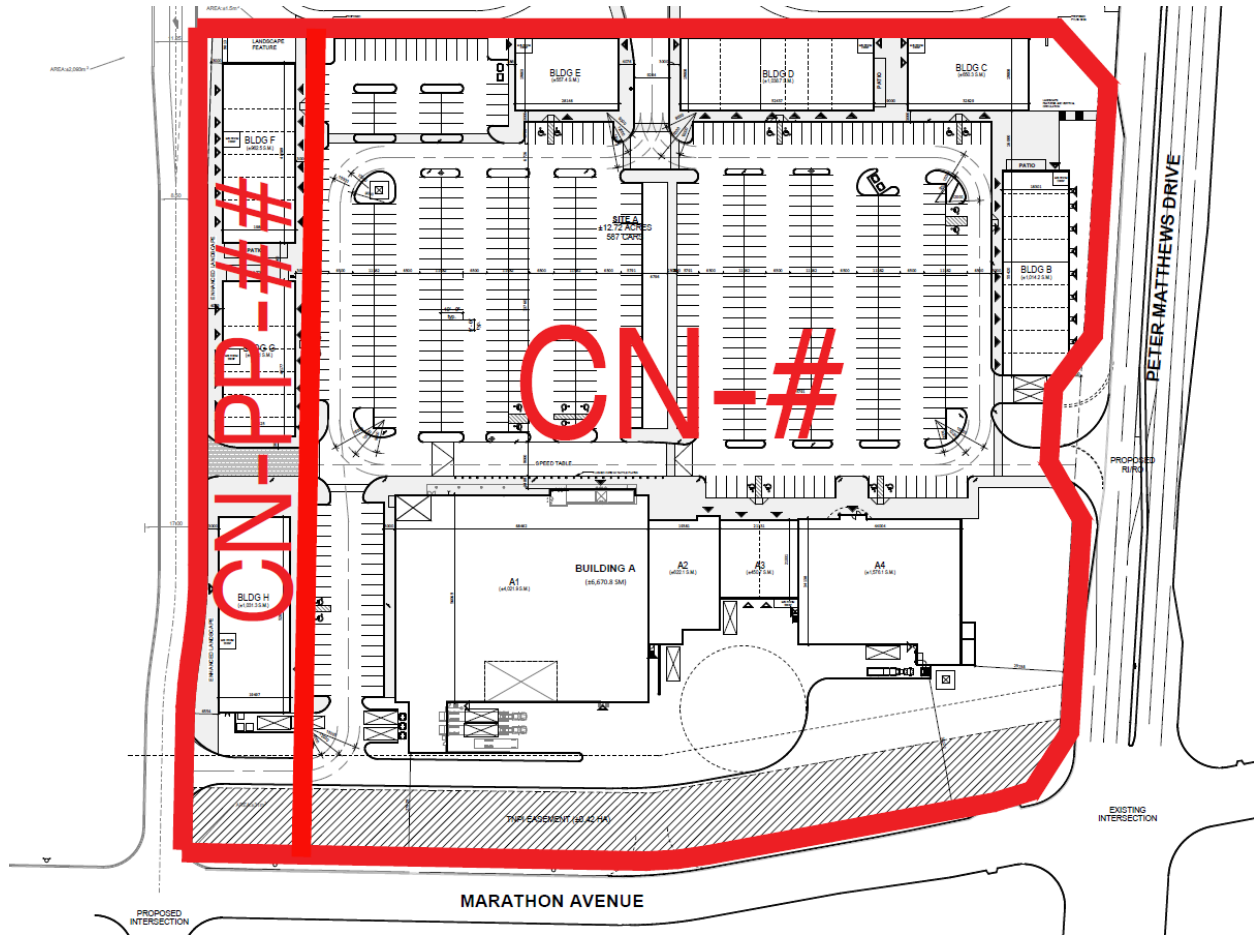


FIGURE 6. Proposed Zoning

**Conclusion**

The proposed Zoning By-law Amendment is justified and represents good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan for the Greater Golden Horseshoe, the Region of Durham Official Plan, and the Pickering Official Plan;
2. The uses and densities are permitted per the Neighbourhood 16 Land Use Schedule;
3. The proposal provides approximately 343 jobs, with access to transit and active transportation routes;

4. The proposed development includes an enhanced pedestrian streetscape on Hibiscus Drive and pedestrian-friendly accesses to the site to fulfill the intent of the pedestrian predominant area overlay.

Respectfully submitted,

**KORSIAK URBAN PLANNING**



Constance Ratelle, MPlan, RPP

## APPENDIX A: PLANNING ACT EXCERPT

The following sections and policies of the Planning Act are applicable to this proposal:

### **Provincial Interest**

*2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*

*(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

*(g) the minimization of waste;*

*(h) the orderly development of safe and healthy communities;*

*(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

*(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

*(k) the adequate provision of employment opportunities;*

*(l) the protection of the financial and economic well-being of the Province and its municipalities;*

*(m) the co-ordination of planning activities of public bodies;*

*(n) the resolution of planning conflicts involving public and private interests;*

*(o) the protection of public health and safety;*

*(p) the appropriate location of growth and development;*

*(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

*(r) the promotion of built form that,*

*(i) is well-designed,*

*(ii) encourages a sense of place, and*

*(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

*(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

### **Zoning By-laws**

*34(10) By-law may be amended*

*Despite any other provision of this section, any by-law passed under this section or a predecessor of this section may be amended so as to permit the extension or enlargement of any land, building or structure used for any purpose prohibited by the by-law if such land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day such by-law was passed. R.S.O. 1990, c. P.13, s. 34 (10).*

## APPENDIX B: PROVINCIAL POLICY STATEMENT EXCERPT

The following sections and policies of the Provincial Policy Statement (PPS) are applicable to this proposal:

### Section 1.1

*1.1.1 Healthy, liveable and safe communities are sustained by:*

*a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

*c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

*e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

*f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

*g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

*i) preparing for the regional and local impacts of a changing climate.*

### 1.1.3 Settlement Areas

*1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

*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;*

*e) support active transportation;*

*f) are transit-supportive, where transit is planned, exists or may be developed; and*

### **1.3 Employment**

*1.3.1 Planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) ensuring the necessary infrastructure is provided to support current and projected needs.*

### **1.6.8 Transportation and Infrastructure Corridors**

*1.6.8.3 [...] 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.*

### **1.7 Long-Term Economic Prosperity**

*1.7.1. Long term economic prosperity should be supported by:*

- a) promoting opportunities for economic development and community investment-readiness;*
- c) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities.*
- j) promoting energy conservation and providing opportunities for increased energy supply;*

### **1.8 Energy Conservation, Air Quality and Climate Change**

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form and a structure of nodes and corridors;*



*b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

*c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*

## APPENDIX C: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE EXCERPT

Within the Growth Plan are a number of Provincial policies that pertain to this proposal, including:

### 1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

### 2.2.1 Managing Growth

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:*

- 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:*

- 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.*

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 at all stages of life 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; and*
- e) Provide for a more compact built form and vibrant public realm, including public open spaces;*

### **2.2.5 Employment**

- 1. Economic development and competitiveness in the GGH will be promoted by:*
  - b) Ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan; and*
  - d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*
- 3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- 4. In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

### **2.2.7 Designated Greenfield Areas**

- 1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
  - a) supports the achievement of complete communities;*
  - b) supports active transportation; and*
  - c) encourages the integration and sustained viability of transit services.*

*2. The minimum density target applicable to the designated greenfield area of each upper-and single-tier municipality is as follows:*

*a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.*

## APPENDIX D: REGION OF DURHAM OFFICIAL PLAN EXCERPT

The following Regional Official Plan policies are applicable to this proposal:

### **Section 1: Basis, Goals and Directions**

#### *1.2 Goals*

*1.2.1 The goals of this Plan are:*

- a) To manage growth so that it occurs in an orderly fashion;*
- c) To develop the Region to its economic potential and increase job opportunities for its residents;*
- e) To create healthy and complete, sustainable communities within livable urban environments for the enjoyment of present and future residents; and*
- f) To provide opportunities for a variety of cultural, health and community services.*

#### *1.3 Directions*

*1.3.1 The goals of this Plan will be achieved through the following directions:*

- b) Encouraging developments that utilize land efficiently;*
- e) Increasing employment opportunities to create health and complete, sustainable communities that balance growth in population with growth in employment;*
- g) Creating Urban Areas that are people-oriented and support active transportation.*

### **Section 3: Economic Development**

#### *3.1 Goals*

*3.1.1 To develop the region to its fullest economic potential:*

*3.1.2 To promote the development of health and complete, sustainable communities, having a balance of jobs and population;*

*3.1.3 To diversify the Region's employment base.*

### **Section 5: Cultural, Health and Community Facilities, and Infrastructure**

#### *5.1 Goals*

*5.1.1 To accommodate opportunities for locating cultural, health and community facilities in the Region; and*

*5.1.2 To provide adequate Regional municipal services and enable utilities to meet the existing and future needs of orderly growth in the Region in an environmentally and financially sound and efficient manner.*

5.2 Policies

5.2.2 [...] All other community facilities shall only be permitted in Urban Areas [...]. Community facilities shall be directed to locations that are visible and accessible to residents of the Region, preferably within walking distance or in close proximity to existing and future transit routes.

**Section 7: Regional Structure**

7.1 Goals

7.1.4 To efficiently utilize the land, resources and finances of the Region.

7.1.6 To promote distinct, compact Urban Areas which support the development of health and complete, sustainable communities

7.3 Policies

7.3.3 The components of the Regional Structure are designed to accommodate the following population, household and employment forecasts:

POPULATION, HOUSEHOLDS & EMPLOYMENT (EXCERPT)

Municipality	Year				
	2011	2016	2021	2026	2031
<b>Pickering</b>					
Urban Population	108,855	136,865	173,635	199,980	221,340
Rural Population	4,230	4,260	4,280	4,305	4,330
Total Population	110,085	141,125	177,915	204,290	225,670
Households	34,860	45,030	58,245	68,110	77,125
Employment	41,000	54,770	67,910	73,590	76,720

7.3.9 Urban Areas shall be planned to achieve the following growth management objectives on a Region-wide basis:

b) Develop greenfield areas with an overall gross density of 50 residents and jobs combined per hectare. The Region will work with its area municipalities through their area municipal official plan conformity exercises to develop area specific targets for Living Areas and Employment Areas that together and Region-wide achieve the minimum overall gross density of 50 residents and jobs combined per hectare. The Region may include these area specific targets through a future amendment(s) to this Plan.

# Appendix E Sustainability Checklist

## Site Plan Applications

### Section 3.0 Public Realm Guidelines

#### 3.1.1 Block Design

**E7.dp+sp**  
*Significant hedgerows within village greens and parks are maintained through minimal disturbance to grading adjacent to the hedgerows.*

YES      N/A      NO. OF POINTS

✓

~~2~~

#### 3.1.4 Streetscape Elements

**E10.dp+sp**  
*Additional street trees 10% or greater, are provided above the minimum required by Section 3.1.4 b) of these Guidelines.*

2

**E11.dp+sp**  
*Street trees with appropriate larger caliper widths, 10% or greater than the City standard are provided in the plan.*

2

**E12.dp+sp**  
*The selected street trees achieve a minimum 40% canopy and shade within 10 years.*

✓

2

**E13.sp**  
*Alternative planting strategies are provided for more than 50% of street trees within high-pedestrian areas of the development.*

2

**E14. dp+sp**  
*Street furniture, which is provided, is manufactured from recycled material with a minimum of 25% recycled content.*

2

#### 3.3 NATURAL HERITAGE SYSTEM

**E15.dp+sp**  
*Prepare and distribute homeowner' and employees information packages.*

✓

~~2~~

#### 3.4.1 Parks General Guidelines

**E16 dp+sp**  
*Trees are salvaged from the site or local area and are re-planted either in parks or the Natural Heritage System.*

✓

~~2~~

#### 3.4.2 District Park

**E17.sp**  
*In consultation with City staff, a developer/landowner agrees to provide at their cost at least one feature, such as public art, in a focal area.*

✓

~~2~~

#### 3.4.3 Community Park / Recreation Centre

**E18.sp**  
*In consultation with the City, a developer/landowner agrees to provide at least one special feature at their cost, such as high quality seating and other furnishings.*

✓

~~2~~

**E19.sp**  
*In consultation with City staff, a developer/landowner agrees to provide at least one feature at their cost, such as a water feature, in a focal area.*

✓

~~2~~

	YES	N/A	NO. OF POINTS
<p>E20.dp+sp  <i>At least two sides 50% of the portion of the community park perimeter not bounded by the Natural Heritage System, is bounded by a public road</i></p>		✓	<del>2</del>
<b>3.4.4 Neighbourhood Park</b>			
<p>E21.dp+sp  <i>In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality elements such as seating and other furnishings.</i></p>		✓	<del>2</del>
<p>E23.dp+sp  <i>In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality character structures, such as gazebos</i></p>		✓	<del>2</del>
<p>E24.sp  <i>In consultation with City staff, a developer/landowner agrees to provide at their cost, bike racks for neighbourhood parks in appropriate locations.</i></p>		✓	<del>2</del>
<b>3.4.5 Village Green</b>			
<p>E25.sp  <i>In consultation with City staff, a developer/landowner agrees to provide, at their cost, facilities such as play areas.</i></p>		✓	<del>2</del>
<p>E26.dp+sp  <i>A Village Green has road frontage on four sides or other design alternatives are used to achieve public views and access such as front lotting of residential lane based units, side lotting of residential units where the main entrance is located along the Village Green property line, or to be located immediately adjacent to the Natural Heritage System, or a Storm Water Management facility</i></p>		✓	<del>5</del>
<b>3.4.6 Urban Square</b>			
<p>E27.sp  <i>In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality public features.</i></p>		✓	<del>2</del>
<b>3.4.7 Trail Head</b>			
<p>E28.dp+sp  <i>In consultation with City staff, a developer/landowner agrees to make contributions to and/or build trail heads and entrance features.</i></p>		✓	<del>2</del>
<b>3.4.9 Cultural Heritage Landscapes</b>			
<p>E29.dp+sp  <i>Significant views are protected and enhanced, and are made available to the public.</i></p>		✓	<del>2</del>
<p>E30.dp+sp  <i>Cultural heritage landscapes are protected to the extent practical in accordance with Section 11.61 of the Official Plan.</i></p>		✓	<del>2</del>





	YES	N/A	NO. OF POINTS
E31.dp+sp <i>A developer/landowner agrees to make contributions to a themed cultural heritage signage program.</i>		✓	<del>2</del>
<b>3.4.10 Storm Water Management Facilities</b>			
E32dp+sp <i>The stormwater management site is designed as a key focal/visual feature.</i>		✓	<del>2</del>
E33.dp+sp <i>The stormwater management site is designed to blend with the natural landscape.</i>		✓	<del>2</del>
E34.dp+sp <i>The stormwater management site is designed with living fences and barrier plantings where public access is discouraged.</i>		✓	<del>2</del>
<b>TOTAL POINTS FOR SECTION 3.0 Public Realm Guidelines</b>			
Total Possible Points: Application points will vary depending on the type, size and/or location of the development	2		<del>10</del> 53

Section 4.0 Built Form Guidelines

**4.1.1 Housing Mix and Diversity**

E36.dp+sp

Housing specifically designed for seniors (ie. bungalows housing types) are offered.

YES

N/A

NO. OF POINTS



~~2~~

**4.1.2. Housing Types**

**b) Townhouses and Back to Back Townhouses**

E37.dp+sp

All townhouses 6.0 metres and greater are lane-based.



~~2~~

**c) Apartments**

E38.sp

Three-chute disposal drops are provided for each apartment building.



~~2~~

E39.sp

Parking spaces are sold or rented separately from the unit.



~~2~~

**4.1.3 Residential Density**

E42.dp+sp

The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density at least 200 units per net hectare in High Density Areas.



~~5~~

E43.dp+sp

The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 100 units per net hectare in Mixed Corridors.



~~5~~

**4.1.5 Street Interface**

E44.sp

50% of porches are 2.0 metres in depth.



~~2~~

**4.2.1 Commercial & Mixed-Use Development - General Guidelines**

**b) Building Articulation, Massing & Architecture**

E45.sp

The building has 2 functional storeys or greater.

2

E46.sp

The building has 3 or more functional storeys or greater.

5

**c) Storefronts**

E47.sp

Awning/canopies are provided for at least 50% of storefronts.



5

E48.sp

Awning/canopies are provided for 75% of storefronts.

2



	YES	N/A	NO. OF POINTS
<p><b>E49.sp</b>                      Front elevation ground floors should be designed with windows and doors to be at least 60% transparent between 1.0 and 2.4 metres above ground. All other floors along the front elevation above the first level should be designed with a minimum transparency level of 30%.</p>			5
<b>e) Vehicular Access &amp; Parking</b>			
<p><b>E50.sp</b>                      Shared parking is provided between adjacent commercial / mixed-use properties, where it reduces parking requirements by 20%.</p>			2
<b>f) Surface Parking Lots</b>			
<p><b>E51.sp</b>                      Permeable paving material is used for at least 75% of the parking lot.</p>			2
<p><b>E52.sp</b>                      Provide shade from canopy tree planting that will cover at least 25% of the area at full growth.</p>	✓		2
<p><b>E53.sp</b>                      Underground parking and/or a parking structure is provided for employee and/or visitor parking.</p>			5
<b>4.2.3 Live-Work Units</b>			
<p><b>E54-dp+sp</b>                      The identification of a block on a draft plan and zoned for live-work units or the submission of a site plan, which identifies live-work units.</p>			5
<b>4.2.4 Pedestrian Predominant Streets</b>			
<p><b>E55.sp</b>                      Pedestrian entrances occur at an average of 10 metres or less.</p>			2
<p><b>E56.sp</b>                      A minimum of 90% of the block face is provided along Pedestrian Predominant Streets.</p>			5
<p><b>E57.sp</b>                      Pedestrian connections occur at an average of 30 metres or less.</p>			2
<b>4.2.5 Mixed Use Buildings</b>			
<p><b>E58.sp</b>                      At least 25% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.</p>		✓	<del>2</del>
<p><b>E59.sp</b>                      At least 50% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.</p>		✓	<del>2</del>
<p><b>E60.sp</b>                      At least 75% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.</p>		✓	<del>5</del>
<p><b>E61.sp</b>                      At least 75% of the ground floor area is designed to allow for retail/commercial uses, and at least 25% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.</p>		✓	<del>5</del>

	YES	N/A	NO. OF POINTS
E62.sp <i>At least 75% of the ground floor area is designed to allow for retail/commercial uses; at least 50% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.</i>		✓	<del>5</del>
E63.sp <i>At least 75% of the ground floor area is designed to allow for retail/commercial uses; at least 75% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.</i>		✓	<del>5</del>
<b>4.3.3 Places of Worship</b>			
E64.sp <i>The parking lot is designed to be shared with the adjacent property to reduce land requirements where appropriate.</i>		✓	<del>2</del>
<b>4.4 PRESTIGE EMPLOYMENT AREA</b>			
<b>4.4.1 Siting and Massing</b>			
E65.sp <i>The building has 2 functional storeys or greater.</i>		✓	<del>5</del>
<b>4.4.3 Employee Services &amp; Facilities</b>			
E66.sp <i>At least one social support service is provided on-site.</i>		✓	<del>2</del>
E67.sp <i>At least one recreational/gym facility is provided on-site.</i>		✓	<del>2</del>
E68.sp <i>At least one cultural/religious service is provided on-site.</i>		✓	<del>2</del>
E69.sp <i>Ground floor retail/service uses of a minimum of 300 square metres are provided in accordance with the policies of the Official Plan.</i>		✓	<del>2</del>
<b>4.5 BUILT HERITAGE RESOURCES</b>			
<b>4.5.1 Whitevale Character Road</b>			
E70.sp <i>Garage is located at the rear of the property.</i>		✓	<del>2</del>
<b>TOTAL POINTS FOR SECTION 4.0 Built Form Guidelines</b>			
<b>Total Possible Points:</b> Application points will vary depending on the type, size and/or location of the development	<b>7</b>		<del>44</del> <del>105</del>



Section 5.0 Green Infrastructure and Building

**5.1 ENERGY EFFICIENCY**

	YES	N/A	NO. OF POINTS
E71.sp + dp <i>A district energy system is connected to the development.</i>			20
E72.sp + dp <i>A community energy system is connected to the development.</i>			20
E73.sp <i>Green roofs are provided on a minimum of 10% of all building roof areas within a specific development.</i>			2
E74.sp <i>Green roofs are provided on a minimum of 25% of all building roof areas within a specific development.</i>			5
E75.sp <i>Green roofs are provided on a minimum of 50% of all building roof areas within a specific development.</i>			5
E76.sp <i>Light-coloured driveway paving material is provided to 25% of grade related units in a specific development.</i>		✓	<del>10</del>
E77.sp <i>Light-coloured driveway paving material provided to 50% of grade related units in a specific development.</i>		✓	<del>5</del>
E78.sp <i>25% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)</i>			2
E79.sp <i>50% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)</i>			2
E80.sp <i>75% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)</i>			5
E81.sp <i>50% of all paved areas in a specific development use low-albedo paving.</i>			10
E82.sp <i>75% or more of all paved areas in a specific development use low-albedo paving.</i>			5
E83.sp <i>Residential units in a specific development are supplied with primary certified energy star appliances.</i>		✓	<del>5</del>
E84.sp <i>Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 82.</i>		✓	<del>2</del>
E85.sp <i>Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 84.</i>		✓	<del>5</del>
E86.sp <i>Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 86</i>		✓	<del>10</del>

	YES	N/A	NO. OF POINTS
E87.sp + dp <i>Solar thermal, and/or photo voltaic facilities are “roughed in”.</i>			5
E88.sp + dp <i>Solar thermal, and/or photo voltaic facilities are provided.</i>			10
E89.sp + dp <i>Geothermal facilities are provided.</i>			10
E90.sp <i>25% of the buildings in a specific development are designed to achieve energy demand improvements by 40%</i>			5
E91.sp <i>50% of the buildings in a specific development are designed to achieve energy demand improvements by 40%</i>			5
E92.sp <i>75% of the buildings in a specific development are designed to achieve energy demand improvements by 40%</i>			10
E93.sp <i>The development is enrolled in LEED NC Certification.</i>			5
E94.sp <i>The development is enrolled in LEED NC Silver certification.</i>			10
E95.sp <i>The development is enrolled in LEED NC Gold certification</i>			20
E96.sp <i>The development is enrolled in LEED NC Platinum certification.</i>			20
E97.sp <i>Buildings in a specific development are designed so that at least 25% of the habitable south building facade is designed with large windows/doors.</i>		✓	<del>5</del>
E98.sp <i>Buildings in a specific development are designed so that at least 50% of the habitable south building facade is designed with large windows/doors.</i>		✓	<del>5</del>
E99.sp <i>At least one charging station is provided within the development.</i>	✓		5
<b>5.2 WATER EFFICIENCY &amp; MANAGEMENT</b>			
E100.sp <i>At least 50% of the planting stock in a specific development is native and drought resistant.</i>	✓		2
E101.sp <i>At least 75% of the planting stock in a specific development is native and drought resistant.</i>			5
E102.dp+sp <i>Permeable driveway paving material is provided to 25% of grade related units in a specific development.</i>		✓	<del>2</del>
E103.dp+sp <i>Permeable driveway paving material is provided to 50% of grade related units in a specific development.</i>		✓	<del>5</del>



	YES	N/A	NO. OF POINTS
E104.sp <i>At least 25% of the site area in a specific development, excluding the building footprint, is pervious.</i>			2
E105.sp <i>At least 50% of the site area in a specific development, excluding the building footprint, is pervious.</i>			5
E106.sp <i>In consultation with City staff, a developer/landowner agrees to build trenches, swales, or naturalized bioswales adjacent to large parking areas in their development.</i>			5
E107.dp+sp <i>25% of all new residential units in a specific development are designed for grey-water pipe infrastructure.</i>		✓	<del>2</del>
E108.dp+sp <i>50% of all new residential units in a specific development are designed for grey-water pipe infrastructure.</i>		✓	<del>5</del>
E109.dp+sp <i>75% of all new residential units in a specific development are designed for grey-water pipe infrastructure.</i>		✓	<del>10</del>
E110.dp+sp <i>25% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.</i>		✓	<del>2</del>
E111.dp+sp <i>50% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.</i>		✓	<del>5</del>
E112.dp+sp <i>75% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.</i>		✓	<del>10</del>
<b>5.3 MATERIAL RESOURCES &amp; SOLID WASTE</b>			
E114.dp+sp <i>25% of new development in a specific development is made from new green building material.</i>			2
E115.dp+sp <i>50% of new development in a specific development is made from new green building material.</i>			5
E116.dp+sp <i>At least 25% of the total mass of building materials for new development in a specific development is made from of recycled content.</i>			2
E117.dp+sp <i>At least 50% of the total mass of building materials for new development in a specific development is made from of recycled content.</i>			5
E118.sp <i>At least 1 composting facility is provided on-site in a specific development.</i>			5
E119.sp <i>At least 1 recycling facility is provided on-site in a specific development.</i>			5

	YES	N/A	NO. OF POINTS
<b>5.4 LIGHTING</b>			
E120.dp+sp <i>At least 50% of lighting is high efficiency lighting in a specific private development.</i>	✓		10
E121.dp+sp <i>100% of lighting is high efficiency lighting in a specific private development.</i>	✓		5
E122.dp+sp <i>50% of external residential building lights have lighting controls that use motion sensors and/or timers in a specific development.</i>		✓	<del>2</del>
<b>5.5 SUSTAINABLE PROGRAMS</b>			
<b>a) Education Packages</b>			
E123.dp+sp <i>Education packages are provided to new home purchasers in a specific development regarding household activities to conserve household energy and water resources, access to transit, recycling and composting programs and depots.</i>		✓	<del>5</del>
<b>b) Transit Programs</b>			
E125.dp+sp <i>Provide 1 pass per unit and/or 1 pass per employee at least half the regular cost, during the first three years of occupancy.</i>			5
E126.sp <i>Shared vehicles are provided if the development contains more than 100 dwelling units and/or employees.</i>			2
E127.sp <i>One parking space is dedicated to each shared vehicle if the development contains more than 100 dwelling units and/or employees.</i>			2
E128.sp <i>At least 10 parking spaces are dedicated for car pooling if the development contains more than 100 dwelling units and/or employees.</i>			2
E129.sp <i>At least 5 parking spaces are dedicated for a fuel efficient hybrid or similar vehicles if the development contains more than 100 dwelling units and/or employees.</i>			2
<b>c) Cycling Facilities</b>			
E130.sp <i>For retail/commercial development, or industrial development, or institutional development, a dedicated bicycle parking area is provided at the rate of at least 7% of the automobile parking spaces required by the Zoning By-law.</i>			2
E131.sp <i>For apartments or multiple unit residential with common garages, a covered bicycle storage area is provided at a ratio of 0.3 per unit for residents and visitors.</i>		✓	<del>2</del>
E132.sp <i>For office buildings, a minimum of 3 bicycle parking spaces are provided, plus bicycle parking at the rate of at least 7% of the automobile parking spaces required by the Zoning B-law</i>			2
E133.sp <i>At least one trip-end facility, including shower and change room, is provided for non-residential or mixed-use buildings.</i>			2





	YES	N/A	NO. OF POINTS
E134.sp <i>At least one trip-end facility for each gender, including shower and change room, is provided is provided for non-residential or mixed-use buildings.</i>			<b>5</b>
<b>5.6 INNOVATION IN DESIGN</b>			
E135.dp+sp <i>Points for innovation elements in specific developments will be determined by the City based on the proposed innovation.</i>			<b>20</b>
<b>TOTAL POINTS FOR SECTION 5.0 Green Infrastructure &amp; Building</b>	<b>22</b>		<b>283</b>
<b>Total Possible Points:</b> <i>Application points will vary depending on the type, size and/or location of the development</i>	<b>31</b>		<del>337</del> <del>380</del>

The Corporation of the City of Pickering

By-law No. XX/24

Being a By-law to amend Restricted Area (Zoning) By-law 7364/14, to implement the Official Plan of the City of Pickering, Region of Durham, for the lands identified as Block 188 Part of Lots 23 & 24, City of Pickering.

Whereas the Council of The Corporation of the City of Pickering received an application to rezone portions of the subject lands being Block 188 Part of Lots 23 & 24, Concession 3, in the City of Pickering to aid the applicant in the timely delivery of commercial uses in this neighbourhood and to address grading constraints.

And whereas an amendment to Zoning By-law 7364/14, is deemed necessary to permit the requested revisions;

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

1. **Schedules I**

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

2. **Area Restricted**

The provisions of this By-law shall apply to those lands in Block 188, 40M-2671, in the City of Pickering, designated CN-# and CN-PP- ## on Schedule I attached hereto.

3. **General Provisions**

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

4. **Text Amendment**

Insert a new row to Table 20 which establishes the **Lot** and **Building** and **Structure** exceptions that apply to the Mixed Use Zones as follows:

Zone	#	Address	Description of Special Provision
CN	#	Block 188, 40M-2671	<p>“<i>Front Wall</i>” means the closest point, measured at grade level, of the wall of a building facing or most nearly facing the street from which the building has a door.</p> <p>Despite Section 3.10, loading spaces shall not be required for every commercial building.</p> <p>Despite Table 17: Local Node and Community Node Zone Standards:</p> <p>i) The maximum <i>front yard</i> shall be 4 metres.</p>

Zone	#	Address	Description of Special Provision
			<p>ii) There is no maximum flankage requirement.</p> <p>Despite Section 5.6.3 Additional Commercial Provisions:</p> <ul style="list-style-type: none"> <li>i) An entrance door shall be incorporated into a wall of the building facing the street. It is not required to be open to the public.</li> <li>ii) A minimum of 40 percent of the street line abutting Taunton Rod shall be the location of a front wall. The minimum requirement shall be deemed to be met when it is shown on an approved site plan. There is no requirement for Peter Matthews Drive.</li> <li>iii) The requirement for percentage of surface area comprised of openings shall not apply.</li> </ul>
CN-PP	##	Block 188, 40M-2671	<p><i>“Front Wall”</i> means the closest point, measured at grade level, of the wall of a building facing or most nearly facing the street from which the building has a door.</p> <p>Despite Section 3.10, loading spaces shall not be required for every commercial building.</p> <p>Despite Table 18: Community Node – Pedestrian Predominant Area Zone Standards:</p> <ul style="list-style-type: none"> <li>i) The maximum <i>front yard</i> shall be 10 metres.</li> <li>ii) The maximum <i>flankage yard</i> shall be 7 metres.</li> <li>iii) The minimum height of sole commercial shall be 5 metres.</li> </ul> <p>Despite Section 5.7.3 Additional Commercial Provisions:</p> <ul style="list-style-type: none"> <li>i) An entrance door shall be incorporated into a wall of the building along a street. It is not required to be open to the public.</li> <li>ii) The requirement for percentage of surface area comprised of openings shall not apply.</li> <li>iii) A minimum of 60 percent of the street line abutting the street shall be the location of a front wall. The minimum requirement shall be deemed to be met when it is shown on an approved site plan.</li> </ul>

Zone	#	Address	Description of Special Provision
			iv) The maximum gross leasable area for a retail/commercial unit shall not apply. v) The maximum unit width shall not apply. vi) A minimum of 2,500 square metres of gross leasable area for the retailing of goods and services shall be provided within the CN-PP zone located immediately south of Taunton Road between Sideline 22 and Sideline 24.

**5. By-law 7364/14**

By-law 7364/14, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as it applies to the area set out in Schedule I to this By-law. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provisions of By-law 7364/14.

**6. Effective Date**

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

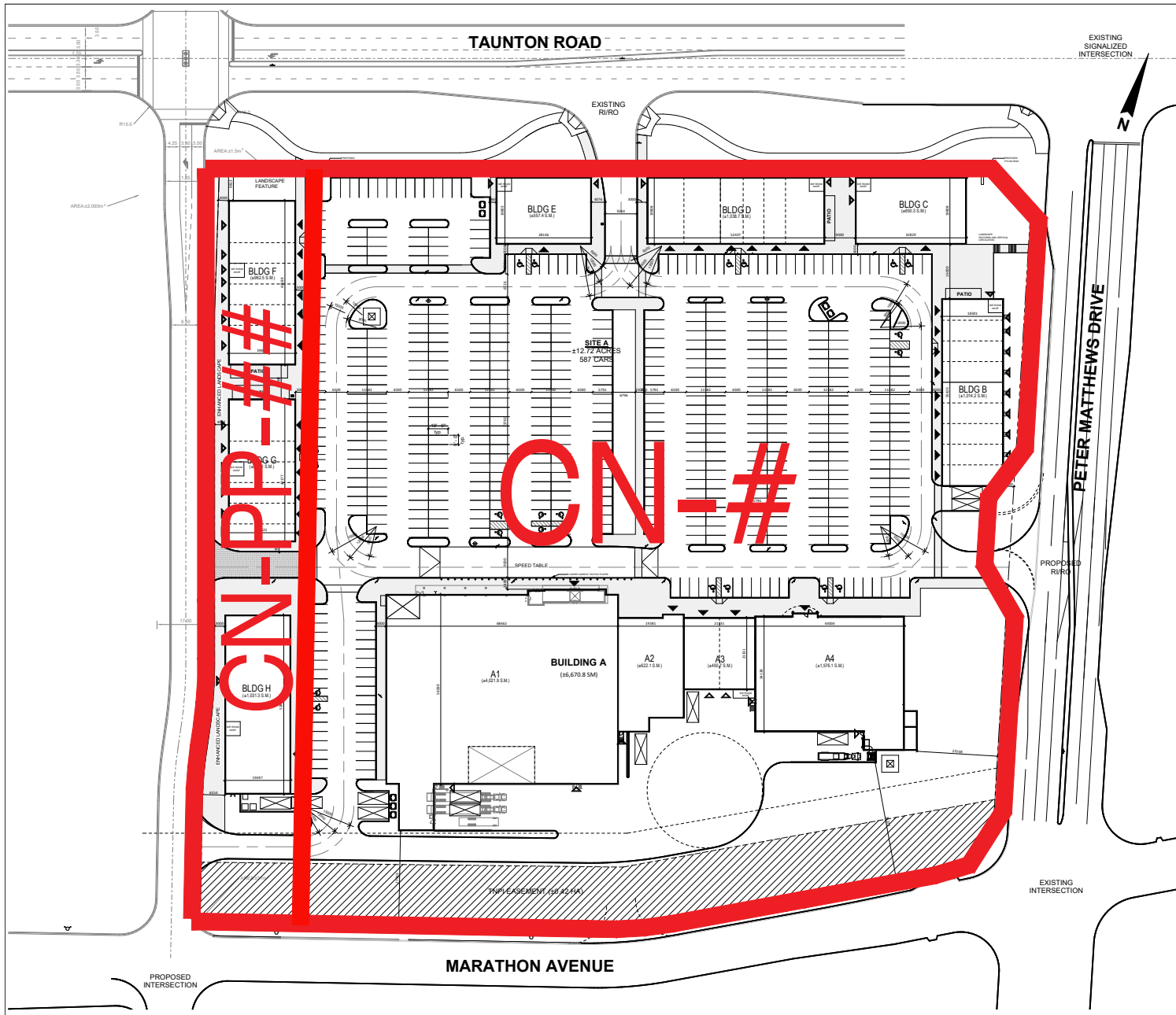
By-law passed this [XX]<sup>th</sup> day of [MONTH], 2024.

---

Kevin Ashe, Mayor

---

Susan Cassel, City Clerk



**STATISTICS**

<b>SITE A AREA</b>	± 5.16 HA
<b>BUILDING A</b>	± 6,670.8 SM
<b>BUILDING B</b>	± 1,014.2 SM
<b>BUILDING C</b>	± 650.3 SM
<b>BUILDING D</b>	± 1,038.7 SM
<b>BUILDING E</b>	± 557.4 SM
<b>BUILDING F</b>	± 962.5 SM
<b>BUILDING G</b>	± 536.1 SM
<b>BUILDING H</b>	± 1,031.3 SM
<b>GROSS BUILDING AREA</b>	± 12,761.3 SM
<b>PARKING REQUIRED 4.5/100SM</b>	575 CARS
<b>PARKING PROVIDED</b>	587 CARS 4.60 / 100 SM

NO.	DATE	DESCRIPTION	BY
1			

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.  
DO NOT SCALE THE DRAWING.  
THIS DRAWING CONTAINS COPYRIGHT MATERIAL BELONGING TO THE ARCHITECT.  
THIS DRAWING WAS DEVELOPED FOR A SPECIFIC PURPOSE. USE FOR ANY OTHER PURPOSE IS NOT FORBIDDEN.  
THIS DRAWING SHALL NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT WRITTEN APPROVAL OF THE ARCHITECT.  
THIS DRAWING MUST BE READ IN THE CONTEXT OF ALL THE OTHER DRAWINGS WHICH CONSTITUTE THE DOCUMENT.

**SITE PLAN**

Scale: 1:500

**SEATON COMMUNITY**

ADDRESS: TAUNTON ROAD + PETER MATTHEWS DRIVE,  
PROCKING

CLIENT: FIELDGATE COMMERCIAL



260 TOWN CENTRE BLVD. SUITE 300  
MARKHAM ONTARIO CANADA L3R 9W8  
TEL 905.470.7000 FAX 905.470.2500

Drawn: JL	Project Number: 22063
Check: JK	Drawing No: A1-59 (CONCEPT)
Date: 2024-03-06	
Issued Date: 2024-03-06	