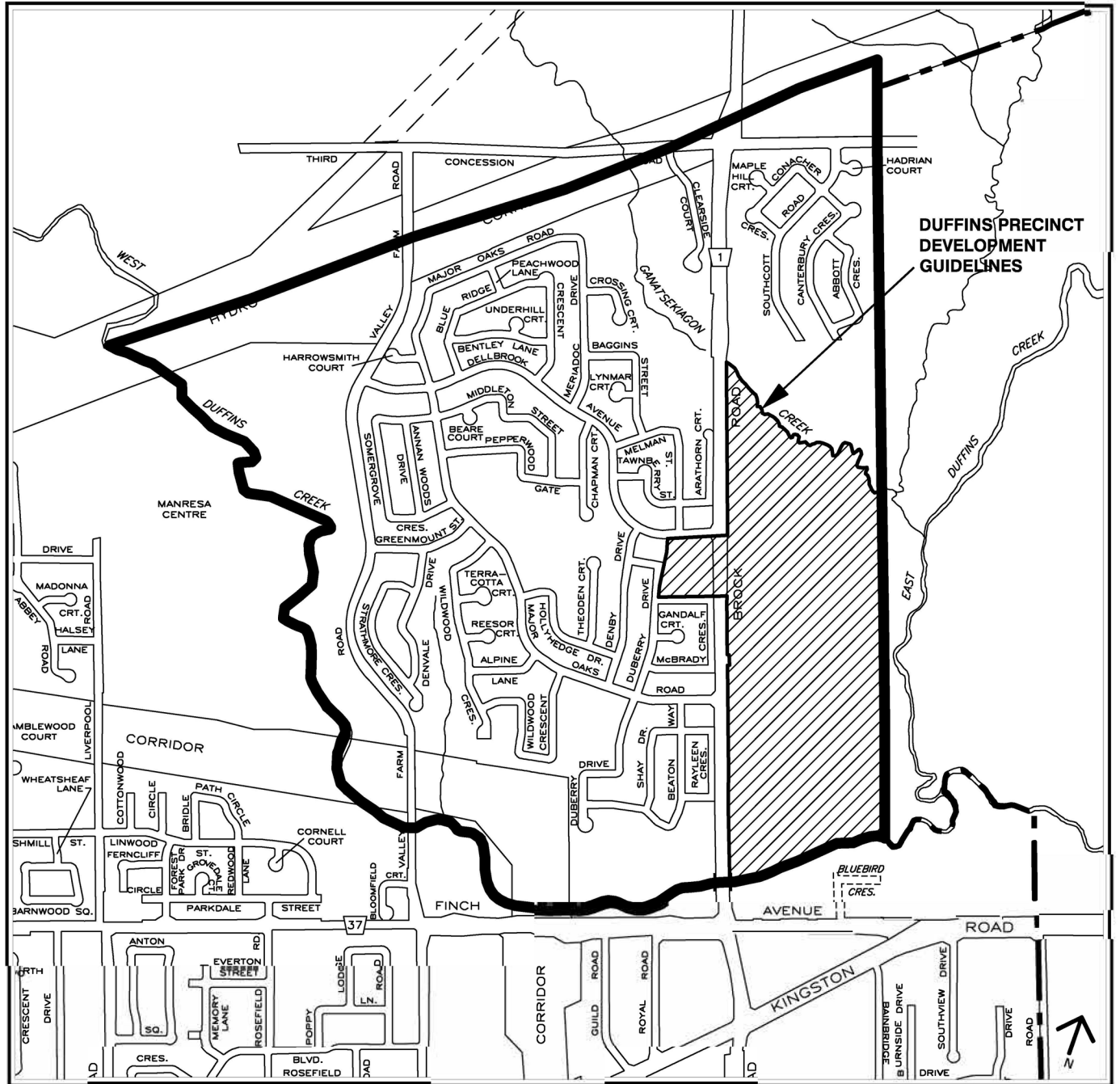


City of
PICKERING

Brock Ridge Neighbourhood

Section M1
Duffins Precinct
DEVELOPMENT GUIDELINES



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The Duffins Precinct Development Guidelines were adopted by Pickering Council on August 5, 1997.

Duffins Precinct Development Guidelines

M1.1 General Description

The Duffins Precinct primarily comprises the land located on the east side of Brock Road, bounded by Ganatsekiagon Creek to the north, Duffins Creek to the east, and West Duffins Creek to the south. In addition, through the review that led to these guidelines, the small parcel of land at the south-west corner of Brock Road and Dellbrook Avenue was added to the Precinct (see attached Figure A -- tertiary plan). The Official Plan designates the lands as Urban Residential Medium Density Area, Mixed use Area Community Node, and Open Space System Natural Area.

The Duffins Precinct is planned to accommodate a maximum of 1,040 residential units east of Brock Road, based on sanitary sewer capacity. Residential development within the Precinct on the west side of Brock Road does not contribute to the cap of 1,040 units. Additional information regarding environmental features and stormwater management is available in the Duffins Precinct Environmental Master Servicing Plan.

M1.2 Development Framework

The Duffins Precinct is to be a residential neighbourhood of compact urban form featuring a broad variety of housing types. It will be structured around an interior public road network with school and park facilities. The design of future development must be sensitive to the proximity of Brock Road, yet provide for an attractive streetscape along this Type 'A' Arterial.

Development must maintain a connection with the surrounding valleylands – both physically and visually, which will be accomplished through careful internal design and placement of roads and walkways. Also, a mixed use node near Dellbrook Avenue and Brock Road will become a focus of activity for the Precinct and surrounding community, and provide for a mix of residential, commercial, office, community, cultural, and recreational land uses.

In essence, the Precinct will feature a neighbourhood character of a cohesive image, achieved through well coordinated urban, landscape, architectural and open space design.

M1.3 Design Objectives

The development of the Duffins Precinct will strive to achieve the urban design objectives of Chapter 9 -- "Community Design" and Chapter 13 -- "Detailed Design Considerations" of the Official Plan. In particular, development of the Precinct must provide:

- a) a range of housing types including detached, semi-detached, townhomes, and multi-unit dwellings;
- b) community and cultural facilities creating focal points within the Precinct through building siting and architectural design;
- c) building form adjacent to Brock Road that is sensitive to the potential impacts of the road, but does not turn its back on it;

- d) building form and a mix of land uses in the Community Node that provide a focus of activity for the Precinct;
- e) streetscape and architectural designs that are aesthetically pleasing, diverse, encourages social interaction within a neighbourhood, and supports safe environments; and
- f) development that embraces the natural environment.

M1.4 Development Standards

M1.4.1 Development Areas

Figure A presents a tertiary plan that divides the Precinct into 5 Development Areas. The intent of these Development Areas is to establish development of a varied scale throughout the Precinct. The boundaries of the Development Areas are considered approximate, and discretion will be applied when reviewing development applications. The general intent is to provide greater building mass along Brock Road, within the Local Node, and at the south end of the Precinct.

A Development Area boundary that coincides with an Environmentally Significant Area, top-of-bank, and/or forested edge as indicated on Figure A (or otherwise established by the City and the Toronto and Region Conservation Authority) shall be considered absolute. Buildings and structures shall be set back a minimum of 10 metres from these lines (unless otherwise determined by the City and the Toronto and Region Conservation Authority).

The following table establishes the range of building heights permitted for each Development Area, as well as an estimation of the potential residential unit yield for each Development Area east of Brock Road. The yields are based on an approximation of the net developable area applied against the minimum and maximum permissible densities of the Official Plan. Variations to minimum and maximum building heights may be considered if a proposal demonstrates that the objectives of the guidelines will be achieved.

	Potential Unit Yield			Building Heights	
	Net Developable Area	Minimum Permitted Units	Maximum Permitted Units	Minimum Number of Storeys	Maximum Number of Storeys
Area 1	3.18	95	254	2	4
Area 2	2.82	226	395	4	8
Area 3	4.12	124	330	3	5
Area 4	3.25	97	260	2	4
Area 5	1.49	45	119	4	8
Totals	14.86 hectares	587 units	1,358 units	-	-

Table 1: Building Heights and Potential Unit Yield of Development Areas East of Brock Road

The range of permissible building heights listed in Table 1 is one component of a variety of design parameters that will guide the development of the Precinct. All relevant design objectives of the Official Plan and this Development Guideline must be considered in conjunction with building heights. Also, the unit yields of this table are intended as a guide only. The limit of 1,040 residential units east of Brock Road applies unless alternate servicing strategies can be demonstrated to the City and Region of Durham. Table 1 will be consulted when monitoring the distribution of units built throughout the Precinct.

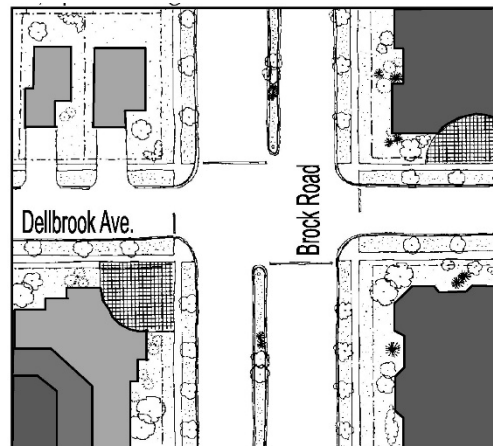
M1.4.2 Community Node

Development Area 2 is designated Mixed use Area – Community Node in the Official Plan. It is intended to be a key component of the neighbourhood, both in appearance and function. The use of appropriate building heights, massing, architectural features and landscaping will establish a building focal point at the intersection of Dellbrook Avenue and Brock Road.

In order to provide for a suitable visual focus, building heights are to be a minimum of 4 stories and a maximum of 8 storeys. Within this range, proposed building heights and massing must be sensitive (i.e. minimize the casting of shadows) to adjacent development, particularly the detached homes on the north side of Dellbrook Avenue. Building forms are strongly encouraged to accommodate a range of uses, in particular, commercial and office space on at least the first floor, with residential units on upper floors.

As illustrated to the right, a strong presence at the intersection of Brock Road and Dellbrook Avenue will be created to further define the node. This will be accomplished by building close to the street, providing outdoor common areas (squares, plazas), and the use of hard and soft landscaping.

For the area west of Brock Road, approximately 134 to 235 residential units could be developed based on the permissible densities of the Official Plan. As noted in Table 1, between 226 and 395 residential units could be developed within Development Area 2 on the east side of Brock Road. For all of Development Area 2, up to 20,000 square metres of gross leasable floorspace is permitted for the retailing of goods and services up to a maximum floorspace index of 2.5. Of the 20,000 square metres, approximately 5,500 square metres has been built at the south-west corner of Brock Road and Dellbrook Avenue. Proposals for the retailing of goods and services of 2,500 square metres or more will require the submission of a retail impact study (see section 15.14 of the Official Plan).



M1.4.3 Road Network

The tertiary plan is structured around a main north-south road that passes through the entire Precinct. Access to Brock Road will occur at points indicated by the tertiary plan, with signalized intersections occurring at Dellbrook Avenue and Major Oaks Road. Additional roads (which follow a modified grid pattern) will be required to facilitate an efficient movement of pedestrians, private vehicles, transit, and service vehicles through the Precinct. Temporary access points to Brock Road will be considered only if approved by the Region of Durham. Alternative development standards such as reduced right-of-ways and rear lanes will also be considered.

M1.4.4 Brock Road Streetscape

All development along Brock Road must be designed to mitigate the high level of traffic, noise, dust and vibration that this Type “A” Regional Road will exhibit. Development with reverse frontages and noise attenuation devices such as fencing and earth berms are strongly discouraged. Instead, it is expected that development will employ innovative architectural designs and effective urban design to humanize the street, mitigate the effects of traffic, and present an attractive frontage along Brock Road.

Development Areas 2, 3 and 5 are intended to support building masses that can accommodate multi-unit, multi-floor buildings. Buildings adjacent to Brock Road are to be designed such that outdoor amenity areas are separated from the road by building mass, or some other arrangement that shelters the areas from the Brock Road environment. Similarly, development of lands adjacent to Brock Road in Development Area 1 should reflect the same principles of design.



Three storey building presents a pleasant face towards Brock Road

Build-to lines displayed on the tertiary plan represent areas where an “edge” condition is required to establish a strong building presence along Brock Road, and to frame entry-points into the Precinct at key intersections.

The east side of Brock Road will feature an enhanced sidewalk with an appropriate landscaped buffer separating it from the road edge.

M1.4.5 Residential Streetscape

For ground-oriented dwellings (detached, semi-detached, townhomes etc.), attention to a dwelling’s relationship with the street is important, and accordingly, their design will consider the following:

- a) Homes should feature prominent main entrances that are easily identifiable and visible from the street.
 - ⇒ provides a focal point for the home
 - ⇒ prominent entry point fosters sense of warmth and human habitation
 - ⇒ highly visible entrances support surveillance, thereby reducing potential for vandalism and crime

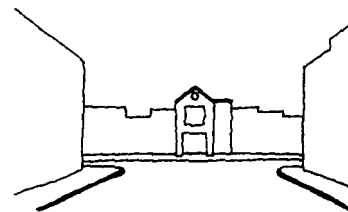


- b) Homes should provide windows and doorways at the front face of the house to provide “eyes on the street”.
 - ⇒ maximizes opportunity for informal surveillance of yard and street
 - ⇒ “living space” (e.g. family room / kitchens) can be drawn to front of dwelling
 - ⇒ windows “open the home” - fostering a sense of warmth and human habitation
- c) Homes should offer an amenity area that accommodates opportunity for street-side interaction.
 - ⇒ amenity area could be a front yard, landscaped area, porch, veranda
 - ⇒ reduced building setbacks can draw amenity areas closer together
 - ⇒ enhances opportunity to socialize with neighbours
 - ⇒ social interaction strengthens sense of community
 - ⇒ fosters sense of warmth and human habitation
- d) Garage should be of a scale and integration such that it does not overwhelm the house.
 - ⇒ garage could be detached and placed in rear or side yard, or common underground parking area
 - ⇒ shared driveways can increase landscaped areas
 - ⇒ width of garage would be sensitive to width of house and attainment of other design principles
 - ⇒ projection of garage would be subject to attainment of other principles

M1.4.6 Views and Vistas

Certain existing and built features will establish and enhance the area’s character, sense of place, and create landmarks. They will also assist with one's orientation within the Precinct. Emphasis on local road orientation and building massing that feature and frame prominent views of creek valleys and forested areas is encouraged (indicated by "significant vistas" and "building focal point" on tertiary plan).

In particular, the vista along the Major Oaks Road extension and the new north/south internal road should be terminated by an architectural focal point of the proposed school building, and/or significant landscape features. Other streets, such as Dellbrook Avenue, may provide views of buildings or significant landscape features.



A site that terminates a view corridor in a pleasing manner.

M1.4.7 School and Park Sites

Sites for an elementary school (minimum of 1.8 hectares) and neighbourhood park (minimum of 1.2 hectares) are identified on the tertiary plan. These community facilities will serve the Precinct, and potentially a broader area. As mentioned in section M1.4.6, the school and its related landscaping elements will provide a prominent focal point for area streets.

M1.4.8 Trail System

The provision of a pedestrian bridge over Ganatsekiagon Creek linking Development Area 1 with the subdivision to the north shall be encouraged. Development within the Precinct should accommodate access points to future hiking trails along West Duffins Creek and Ganatsekiagon Creek, as shown in Pickering's Trails and Bikeway Masterplan.

M1.5 Unit Transfers

Duffins Precinct has a small developable area. Recognizing landowner interests, design objectives, and the maximum servicing cap, residential unit transfers in accordance with the density transfer policy of the Official Plan (section 15.18) may be permitted.

For those circumstances in which a development proposal may be able to fulfill the objectives of this development guideline, yet exceed the maximum allowable residential density established by the Official Plan, the transferring of residential units from one property to another within the Precinct will be considered. Both the granting and receiving properties must demonstrate how the transfer will satisfy the requirements of this guideline, and, if approved, an implementing zoning by-law will detail the granting and receiving properties, and the number of units transferred.

M1.6 Staging

Duffins Precinct will be developed with full municipal services, and will proceed based on orderly extension of the services. As discussed in section M1.4.2, there are four access points to Brock Road shown on the tertiary plan. Intersections resulting from connections with Dellbrook Avenue and Major Oaks Road are to be constructed prior to the access points shown to the north and south of these connections. Alternative staging of intersections will require the approval of the City and Region of Durham.

M1.7 Implementation

Appropriate components of the Duffins Precinct Development Guidelines will be implemented through zoning by-law performance standards. They will also be considered in the review of all development applications in the Precinct. Accordingly, to ensure that proponents have considered this guideline in the preparation of major development proposals and to assist the City's review, a statement of how the proposal will achieve the intent of sections 2, 3, and 4 of the development guideline will be submitted prior to Council's consideration of the application.

Additionally, draft plan of subdivision applications will require the preparation of a Siting and Architectural Design Statement. Among other matters, the Statement will:

- a) reflect the principles of section 4.5;
- b) provide direction on the design of all dwelling models and elevations; and
- c) become a schedule to the Subdivision Agreement.

All building permit applications will also be reviewed in the context of these development guidelines and any corresponding Siting and Architectural Design Statements.

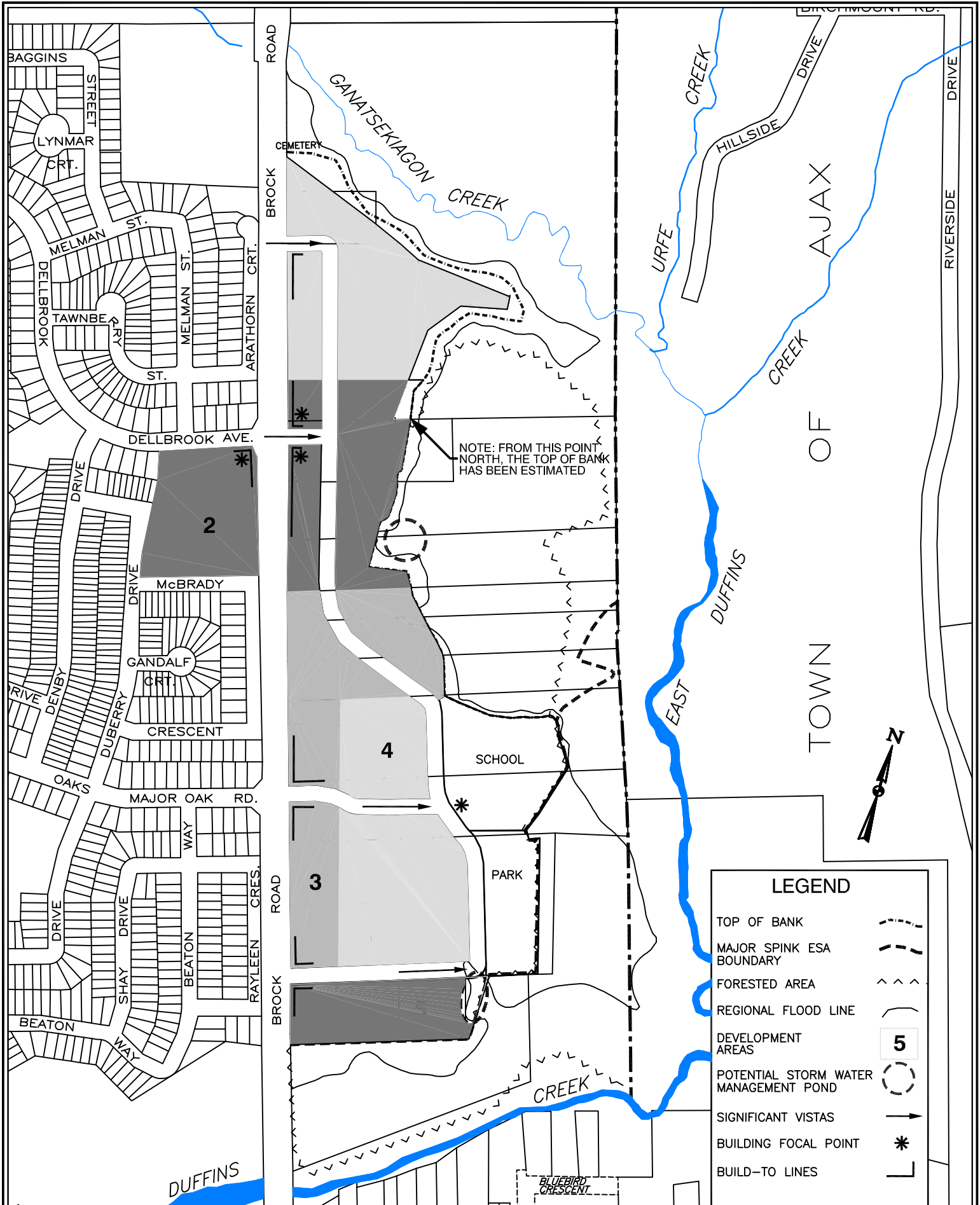


FIGURE A - DUFFINS PRECINCT TERTIARY PLAN

100 80 60 40 20 0 100 200 300 400 METRES