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# PLANNING JUSTIFICATION REPORT

**1334281 Ontario Limited**  
Official Plan and Zoning By-Law Amendment

720 Granite Court

PT Bayly Street, PL 40M-1334, PTS 1, 2 & 3, 40R18421, S/T Ease Over PT 2, 40R18421 AS IN  
LT86838, S/T Ease Over PT 3, 40R18421 AS IN LT10042 1;  
City of Pickering

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PREPARED BY



June 2023



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# 1.0 Background

## 1.1 Introduction

Evans Planning has been retained by 1334281 Ontario Limited, the ‘Owner’ of the property legally described as ‘PT Bayly Street, PL 40M-1334, PTS 1, 2 & 3, 40R18421, S/T Ease Over PT 2, 40R18421 AS IN LT86838, S/T EASE OVER PT 3, 40R18421 AS IN LT10042 1; Pickering’ and municipally known as 720 Granite Court, in the City of Pickering (the ‘subject property’). The Owner intends to develop the subject property with high-density residential uses.

The subject property is located at the northwest corner of the intersection formed by Whites Road South and Granite Court. The site is presently vacant, is irregularly shaped, and has an approximate area of 1.21 hectares (2.94 acres).

The Owner has submitted applications to amend the City of Pickering Official Plan and Zoning By-law (the ‘Applications’) to permit the redevelopment of the subject property with a 12-storey apartment building containing 262 dwelling units. An Official Plan Amendment is necessary to permit an increased density of approximately 221 units per hectare. Similarly, a Zoning By-law Amendment is required place the subject property into an appropriate Zone category to permit the proposed use, and to implement site specific development standards. Further applications for Site Plan Control and Draft Plan of Condominium approval will be required and will be submitted at a later date.

The Applications will facilitate the redevelopment of the subject property with an efficient, compact, and transit oriented built form at a highly accessible and visible location within a key intensification area and is thus supportive of the growth policies of the Province, Region and City.

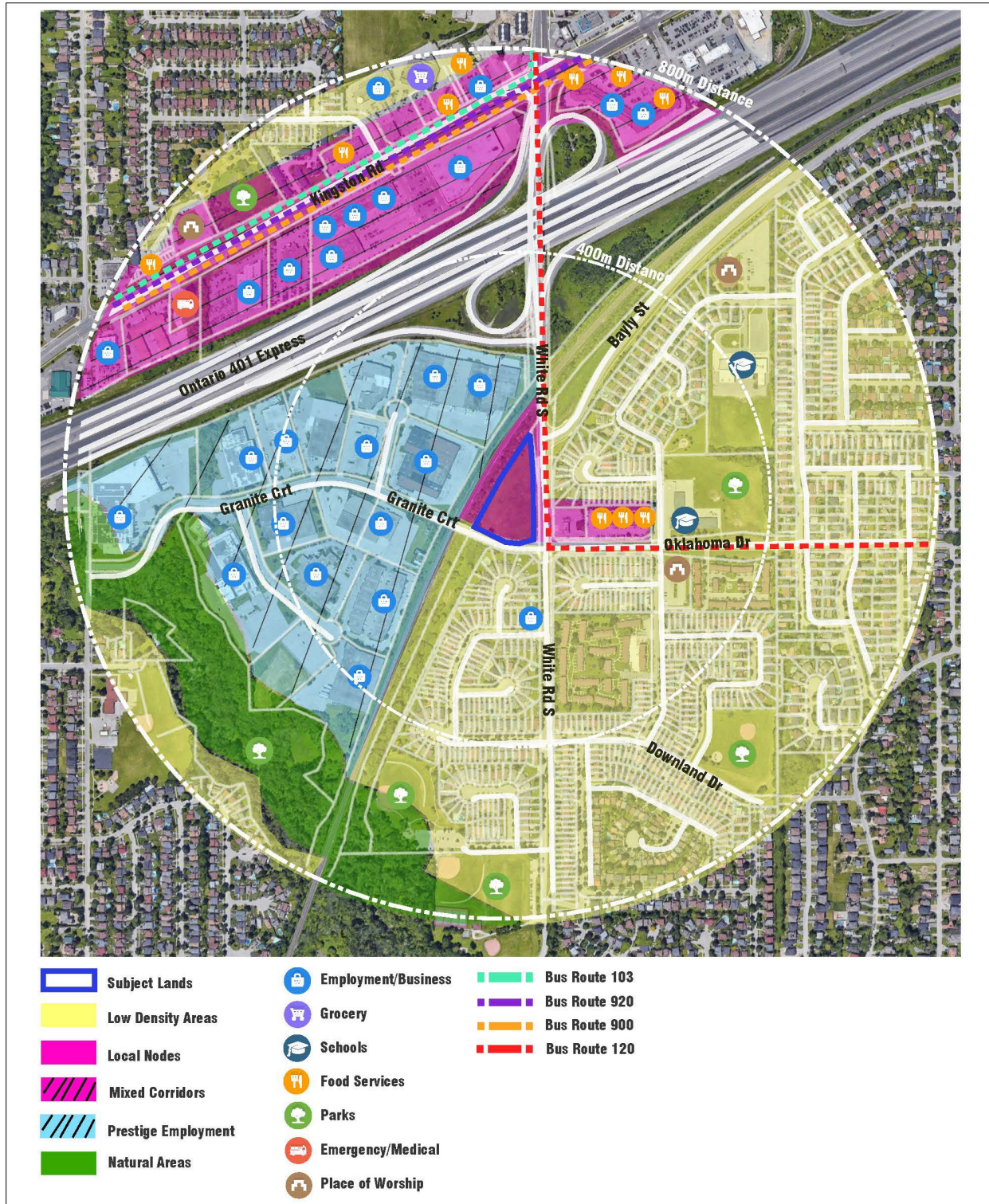
## 1.2 Location, Size and Context of the Subject Lands

The subject property is currently vacant and is located at the northwest corner of the intersection of Whites Road South and Granite Court. The property is legally described as ‘PT Bayly Street, PL 40M-1334, PTS 1, 2 & 3, 40R18421, S/T Ease Over PT 2, 40R18421 AS IN LT86838, S/T Ease Over PT 3, 40R18421 AS IN LT10042 1; Pickering’, and municipally known as 720 Granite Court (Figure 1).

The subject property has previously been subject to a Zoning By-law Amendment approved in July 2004, which rezoned the property from the *Third Density (R3) Zone* to the *Local Centre Area ((H)LCA-11) Zone* to permit a retail food store and other commercial uses on the subject property, however development of the lands has never occurred.



Figure 1: Property Context Map



Source: MHBC

The subject property has an approximate area of 1.19 hectares (2.94 acres), and an approximate frontage of 169 metres along Whites Road South and 98 metres along Granite Court. The property is surrounded by a range of uses including commercial, industrial and residential, with abutting uses as follows:

North	Rail Corridor
East	Whites Road, Commercial (Car wash, Convenience store, Fairport Pharmacy etc.), Residential
South	Granite Court, Residential
West	Rail Corridor, Industrial uses

Further, a number of community amenities and services are also within close proximity of the subject property including Places of Worship, multiple schools, and parkland. The following table list the community amenities and their proximity to the proposed development.

Fairport Beach Public School	350 metres
ServeCity Church	400 metres
Dunmoore Dog Park	160 metres
Bus Stop	130 metres
Petro-Canada	200 metres
Fairport Pharmacy	240 metres
Wing house Express Pickering	250 metres

The subject property is also in close proximity to Durham Region Transit Route 120 (Oklahoma Westbound at Whites) (Figure 1). The closest transit stop is located 130 meters east of the property along Oklahoma Drive. This route operates from the Pickering GO Station to Whites Road and has a frequency of every thirty minutes. The GO Transit network provides access to inter and intra municipal connections which provides an incentive for residents to utilise public transportation. Further, the subject property is within a 10-minute walk of the Kingston Road Corridor, providing further transit and commercial/retail amenities. The subject property is located in a location that supports a range of transportation options.

### 1.3 Proposed Development Concept

The proposed development contemplates the construction of a twelve (12) storey residential building containing 262 dwelling units (Figures 2 and 3). A range of unit types are proposed consisting of bachelor, 1-bedroom, 1-bedroom plus den, 2-bedroom, and 2-bedroom plus den options. The proposed units are supported by a parking supply of 393 spaces, with 65 spaces located at grade and 328 spaces within a two-level underground parking structure. Barrier free resident parking is also provided within both underground parking levels. Similarly, barrier free

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visitor parking is located at grade. The proposed parking rate is equivalent to 1.25 spaces per dwelling unit for residents and 0.25 spaces per unit for visitors.

Bike storage is proposed for residents within the underground parking level and at grade consisting of 26 short term spaces and 131 long term spaces contained in secure, access-controlled rooms, which meets the requirements of the City Integrated Sustainable Development Standards (ISDS). The proposed development also features 194 storage lockers for residents (0.75 per unit).

The building maintains a setback in excess of 25 metres from the adjacent rail corridor. Site circulation and access is to be provided by an access from Granite Court, which is to permit full-movements, and which is located as far west of the intersection of Granite Court and Whites Road as possible to maintain sightline distances (Figures 2 and 3). The building is massed to provide a solid and consistent street wall along both Whites Road and Granite Court, with stepbacks and articulation incorporated to provide visual interest and maintain a pedestrian scale (Figure 4), and also complies with a 45-degree angular plane projected from the opposite side of each right-of-way to maintain an appropriate transition to the adjacent community areas, but for a minor encroachment of the mechanical penthouse above the 12<sup>th</sup> storey (Figure 5). Through the evolution of the design, it is possible that this encroachment may be able to be removed, but it is noted that this is not related to any occupiable space.

Pedestrian access to the building is provided from Whites Road, connecting to the surface parking area by a lobby space which bisects the ground floor ensuring ease of movement between the private and public realms. In addition to the pedestrian entrance, the public realm is activated through the inclusion of private terraces and balconies along the Whites Road frontage, and a proposed privately owned public space (POPS) within the setback along Granite Court. The proposed POPS is anticipated to include a mix of hard and soft landscaping, with areas of respite to serve the surrounding community.

The development also features both indoor and outdoor amenity spaces with a total combined area of 1,508 square metres (+/-16,232 square feet) (Figure 3). The proposed outdoor amenity space at grade features an open field space various forms of activity, fenced dog run zone, raised wood planters for vegetable gardens, children's play area, and multiple seating areas. It is also contemplated that a terraced seating area will be provided. As a result of the grade change along Whites Road this area would form a natural amphitheater providing opportunities for innovative programming of the outdoor area and will also serve as an acoustic mitigation measure and provide opportunities for robust tree plantings and naturalization along the public realm. There is a further open play area provided west of the surface parking area, which is not included in the above calculations, but which would afford further opportunities for amenity space.



Additionally, indoor amenity space is provided on levels 1 and 9, with the space on the 9<sup>th</sup> level connected to a further rooftop terrace. Private terraces and balconies are also provided for dwelling units.

A shadow study has been prepared which demonstrates that the shadow impact from the proposed development has minimal impact on neighbouring sites (Figures 6 and 7). The residential areas to the south and south-east are not impacted by any shadows, with the area to the east only experiencing shadows after 3pm in March/September, and minimum encroachment after 4pm in June.

Figure 2: Conceptual Site Plan

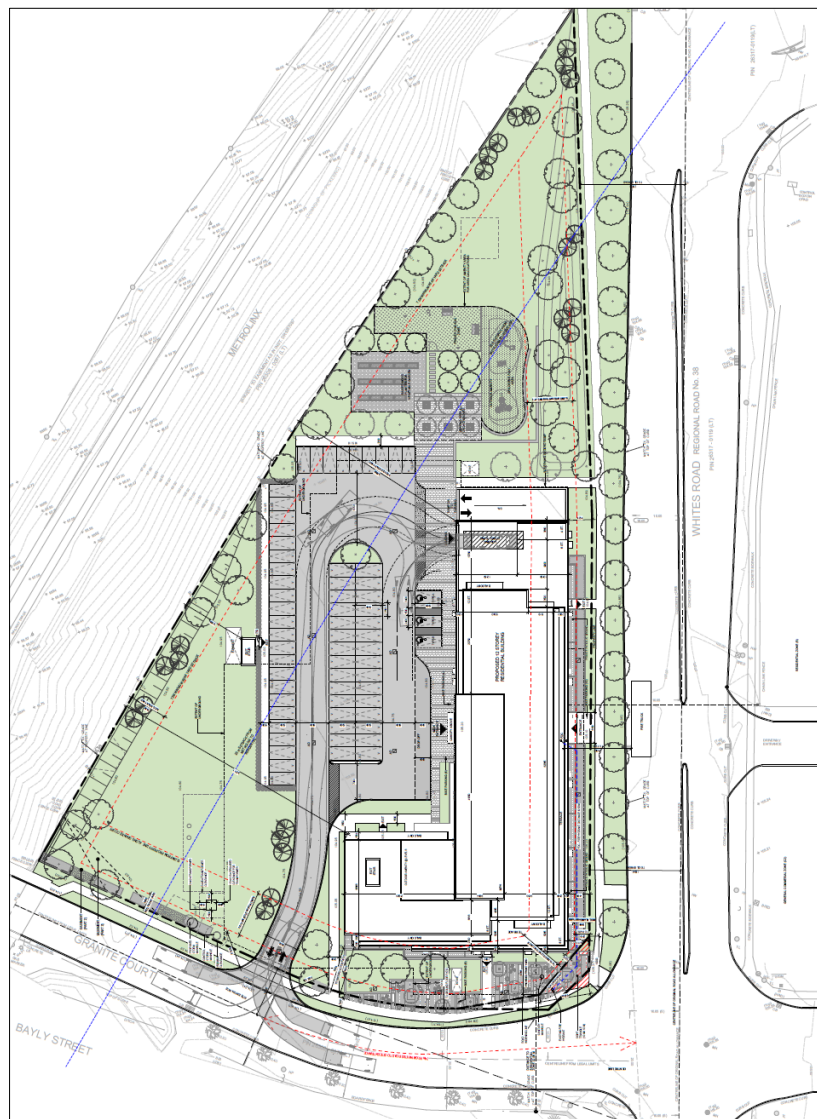


Figure 3: Conceptual Landscape Plan

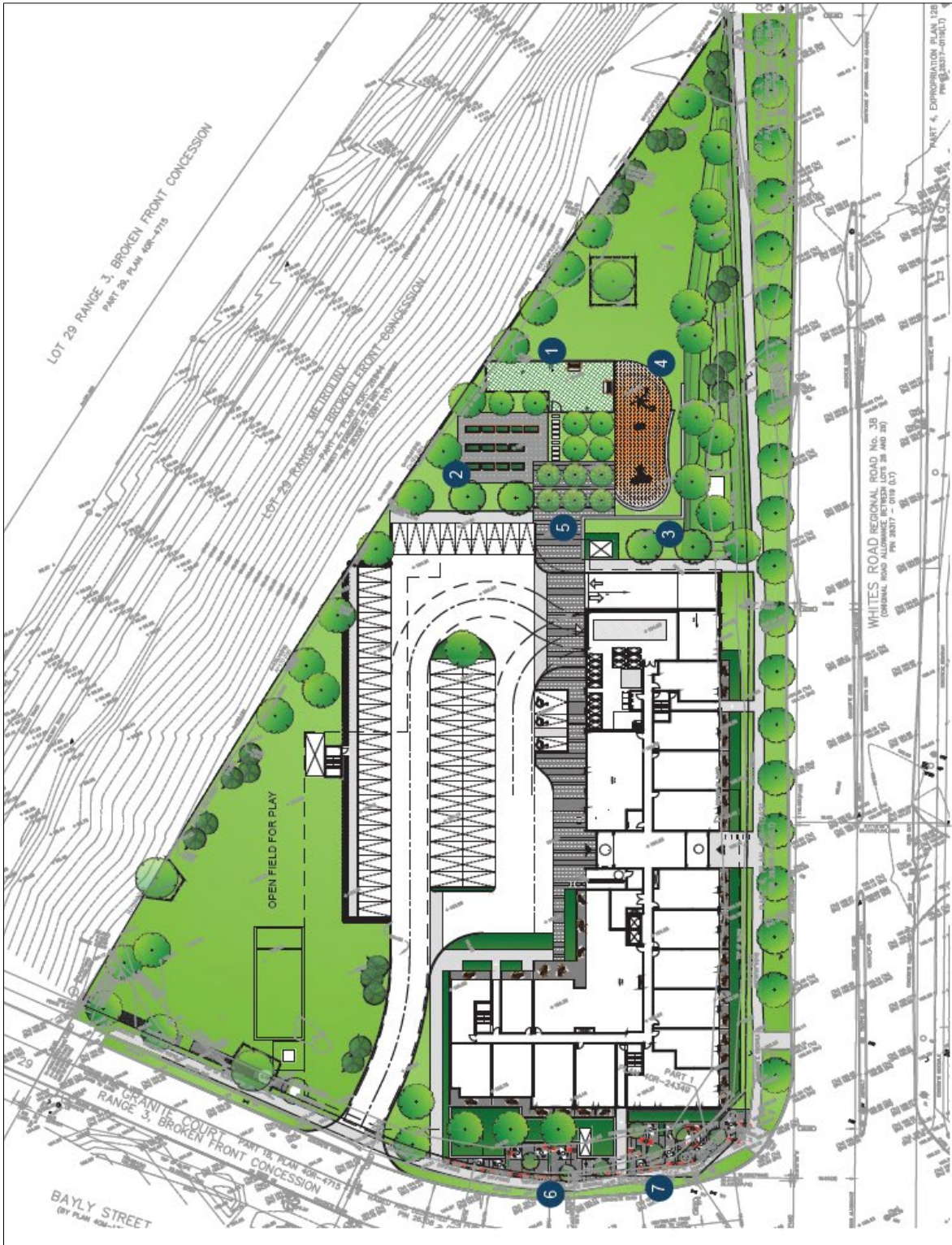




Figure 4: Conceptual Building Renderings





Figure 5: Angular Plane Analysis

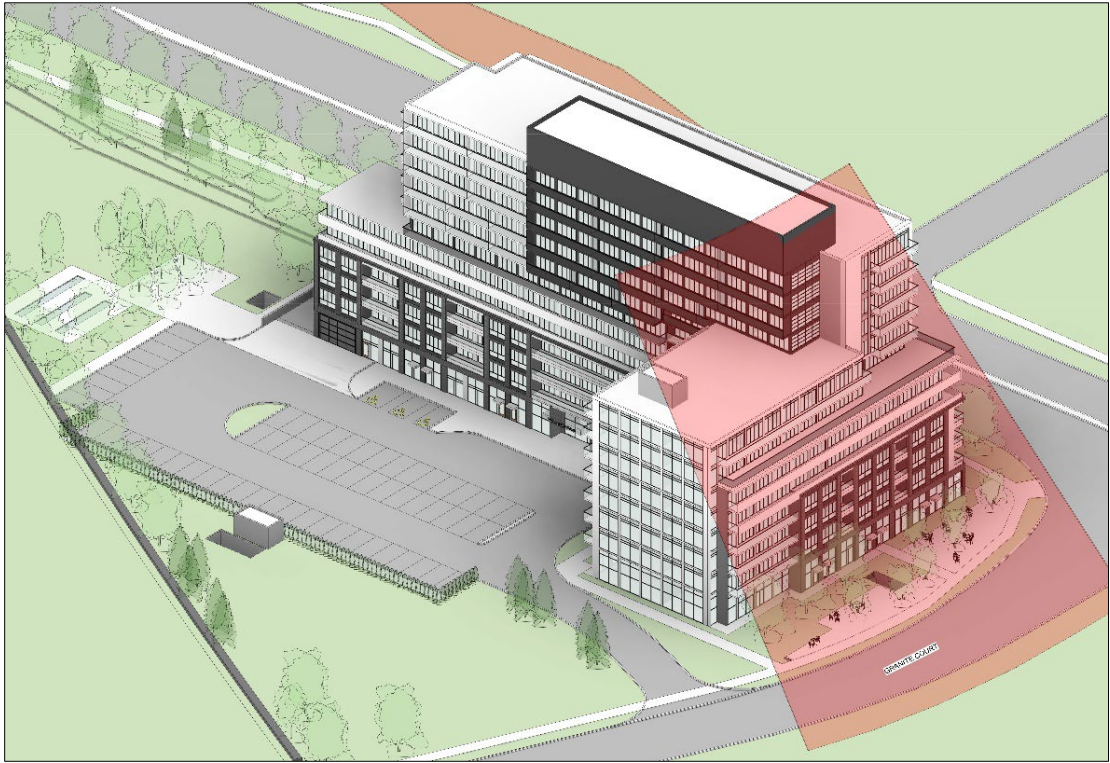
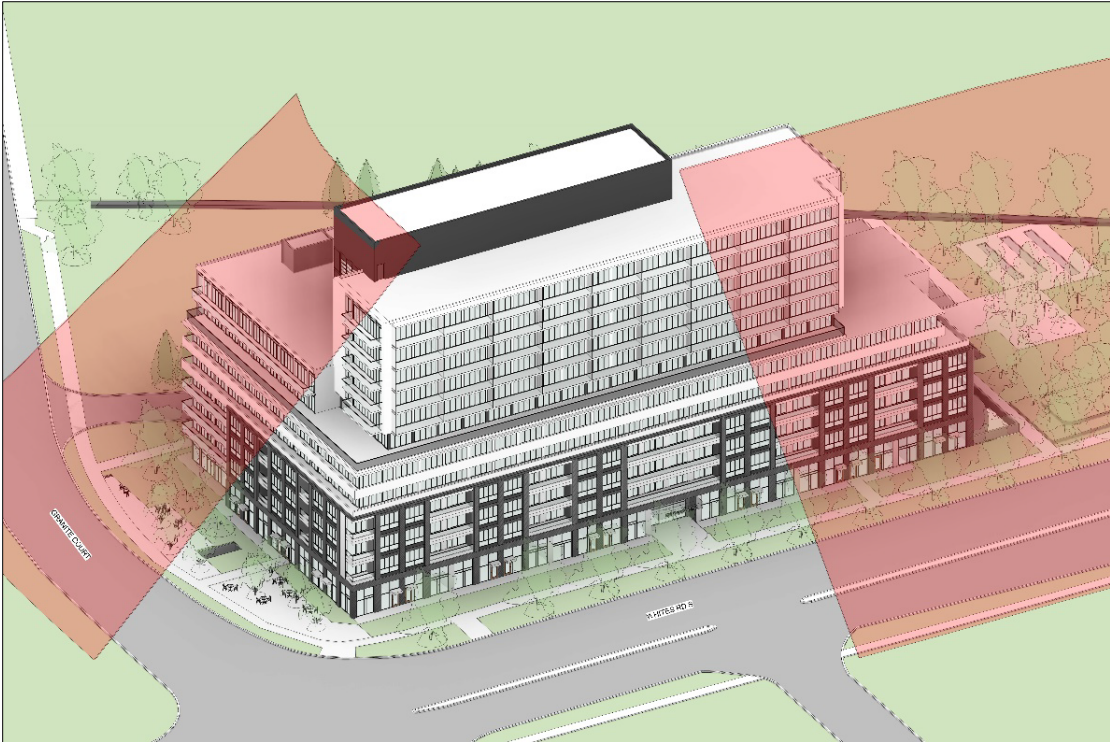


Figure 6: Shadow Impact Study (March 21<sup>st</sup>)

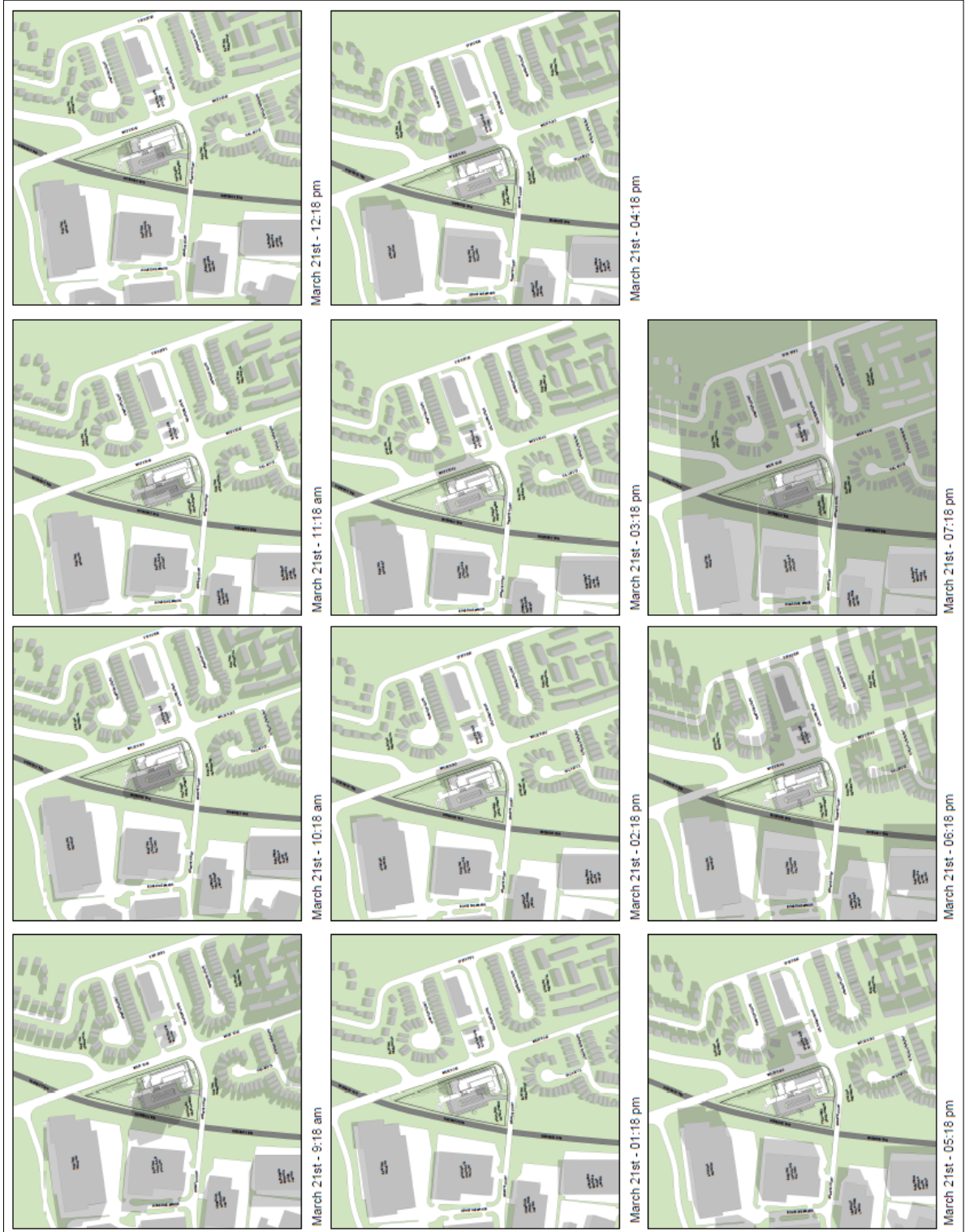




Figure 7: Shadow Study (June 21st)





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## 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
- Adopted Durham Region Official Plan (2023)
- City of Pickering Official Plan
- City of Pickering Zoning By- Law 2511

### 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.*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.”*

- **Policy 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;*
  - 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 1.2.6.1:** *"Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures."*
- **Policy 1.2.6.2:** *"Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:*
  - a) *there is an identified need for the proposed use;*
  - c) *adverse effects to the proposed sensitive land use are minimized and mitigated;*  
*and*
  - d) *potential impacts to industrial, manufacturing or other uses are minimized and mitigated."*
- **Policy 1.4.1:** *"To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
  - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*  
*and*
  - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units*

*available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

- **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;*

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- 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 1.6.7.1:** *“Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.”*
  - **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 1.6.7.3:** *“As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.”*
  - **Policy 1.6.9.1** *“Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*
    - a) *their long-term operation and economic role is protected; and*
    - b) *airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.”*

The proposed development contemplates an urban form that is consistent with the direction of Provincial Policy Statement (PPS) to establish more efficient and intensified land uses within an urban area, and on the basis full municipal services. The proposed development will provide transit supportive densities and a diverse mix of housing options adjacent to an existing transit route, and within walking distance of further options providing inter- and intra-municipal connectivity.

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. 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 indicated by the PPS. The site is within an area already serviced by municipal infrastructure, and the proposed development is contemplated to utilize connections to same. 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.

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In section 1.4.3(d) of the PPS, it is stated that the Planning Authorities should promote densities that support active transportation and transit in areas where it exists. Durham Region Transit routes operate in proximity of the subject property providing connections to higher orders of transportation such as the GO Train, several Transit Terminals, and the Durham Pulse line which operates across Durham Region between Oshawa and Scarborough.

The proposed development is compatible with the surrounding Employment uses and the abutting Rail Corridor. As outlined in the enclosed Derailment Protection Study (Section 3.10 of this Report) the existing grade difference between the property and the subject property results in a natural earthen berm, which serves as a natural protection feature, without the need for further protection. Notwithstanding this, a further setback of 25 metres is provided from the rail corridor to the proposed building. Further, a Land Use Compatibility Study has been conducted that demonstrates that the surrounding facilities will not serve as sources of dust or odour which may impact the proposed development, and that the proposal is compliant with the provisions of the PPS (Section 3.11 of this Report). The Study also concludes that the development will not be impacted by surrounding vibration sources, and that noise criteria can be met through a series of warning clauses, upgraded wall construction, and provision of air conditioning for the proposed building, as well as an acoustic barrier for the outdoor amenity areas. Considering that the subject property is located within a land use designation which permits residential uses, it is reasonable to conclude that the need for the proposed use has already been considered.

Section 1.4.1 of the PPS encourages an appropriate range and mix of housing options and densities required to meet projected requirements. The proposed development is consistent with this section as this form of compact high-density development is not prevalent within the surrounding context, and thus the proposal will provide a range of housing options for different types of households which expands the opportunities and options for housing within the community in a form which may be considered more affordable than ground related dwellings.

The proposed Official Plan Amendment will facilitate efficient use of underutilised lands within an urban area representing a net gain of 262 dwelling units. The proposed development will also make efficient use of existing servicing infrastructure on the subject property. Furthermore, the proposed development features a mix of housing options, open space and transit options for residents.

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

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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 forecast to accommodate a population of 1,300,000 residents, and 460,000 jobs by 2051.

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 (2041) 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;*
    - 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."*



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- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
  - **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:*
    - b) *be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*
    - 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:*
    - 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;*
  - **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;*
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- 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 2.2.5.8** *“The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.”*
  - **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 2.2.6.3** *“To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*
  - **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;*
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- 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 3.2.7.2** *“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 4.2.10.1** *“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:*
    - a) *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
    - b) *reducing dependence on the automobile and supporting existing and planning transit and active transportation;...”*

The proposed development seeks to create 262 new apartment dwellings on lands which are presently vacant and located within the *Urban Area* of the City of Pickering. The subject property is located in close proximity to existing transit routes, and a variety of community services and facilities, including schools and parks. These services can be easily accessed by pedestrians and public transportation, which will provide residents viable options for transportation without resorting to the use of private automobiles. Durham Region Transit Route 120 operates along Whites Road past the subject property and is served by a stop 130 metres from the subject property. Further, the subject property is within a 10-minute walk of multiple transit routes operating along Kingston Road. These transit options provide connections to the Pickering GO Station and Pickering Parkway Terminal which provides further opportunities for inter- and intra-municipal transit options. The proposed development will provide transit supportive densities in a compact built form which, by virtue of its context, may encourage residents to utilize said transit.

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The proposed development will also contribute to the diversification of housing types within the immediate neighbourhood, as well as expand the availability of housing options by introducing 262 new dwellings on vacant lands. Currently, the neighbourhood is comprised primarily of low-rise residential dwellings and industrial uses. The proposed apartment dwelling could be seen to improve social equity as apartment dwellings may be considered a more affordable housing option compared to the other forms of ground related housing. Further, given the inherent accessibility resulting from the apartment form, the proposal will also expand the housing options available to residents with mobility issues, and allow residents to age within the community. Further, a variety of unit sizes are contemplated serving a variety of household sizes and compositions.

The proposed development will be supported by existing local infrastructure. As further discussed in section 3.7 of this report, water services, sanitary sewerage, and storm drainage will be facilitated by local infrastructure which have available capacity to support this development. Further, stormwater management criteria are met through the use of Low Impact Development (LID) measures to be implemented on site, and will achieve applicable water balance targets.

A Traffic Impact Study has been conducted and determined that based on existing, future background and conditions, all intersections will operate within capacity. A total of 393 parking spaces are proposed which is proposed to be sufficient to accommodate anticipated demand, and is reflective of modern requirements, while not providing an oversupply which may induce vehicle trips. The study also proposes transportation demand managements (TDM) measures, such as transit incentives, in an effort to reduce dependency on vehicle trips.

As mentioned in section 2.1, a Land Use Compatibility Study has been completed which demonstrates that the surrounding Employment uses will not have adverse noise, dust, odor, or vibration impacts on the proposed development and vice versa. Similarly, the proposed development will be setback the required minimum of 25 metres from the adjacent rail corridor, which is in addition to the protection provided through the existing grade change resulting in a natural earthen berm, which is considered sufficient protection on its own. The proposed development features a variety of common outdoor amenity spaces which is intended to be programmed for a variety of uses. Additionally, a privately owned public (POP) space is also proposed along Granite Court to aid in activating the streetscape and expanding the provision of open space for the existing community. This space provides an appropriate transition between the proposed development and the existing adjacent developments.

Through an Official Plan Amendment to approve an increased residential density of 230 units per net hectare, and noting that the proposed FSI is already compliant with City policy as outlined in later sections below, the proposed development will aid in the achievement of the intensification rates and population forecasts for the Region and City contained in the Growth Plan. The proposal

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will also help the City and Region increase the current housing stock and diversify the current housing types within the West Shore Neighbourhood. The development will feature a compact, transit supportive, built form which provides a consistent streetscape, and pedestrian scale, while also contributing a POP space to establish a vibrant and liveable urban community. The close proximity to public transit allows for residents to get around easily while also discouraging residents from using single-occupancy vehicle trips.

The proposed development conforms to the provisions of the Growth Plan.

### 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. This analysis is based on the May 26, 2020 consolidation of the RDOP.

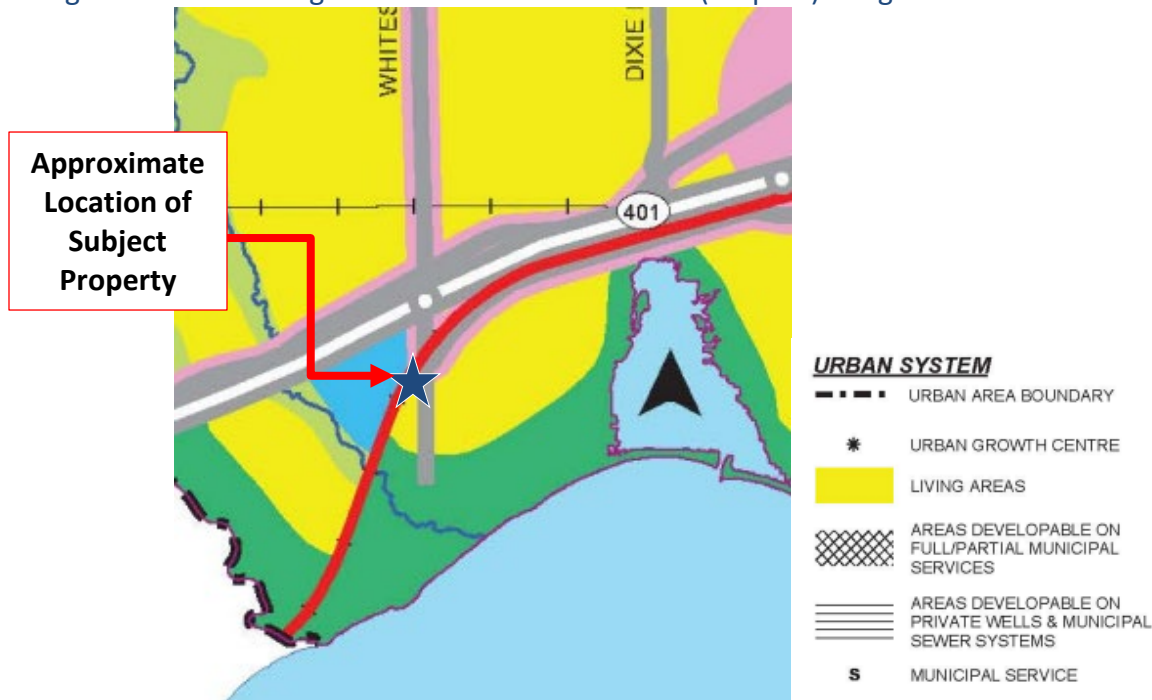
The RDOP contains policies and maps, which guide the type and location of land uses in the Region to 2031. It is described as a basis of the RDOP that the density of *Urban Areas*, including the subject property (Figure 8) will continue to increase. Land use categories are displayed on the maps, while the policies describe the Region's goals for these categories, and the type of information the Region requires to evaluate land uses changes. The plan is based on the achievement of growth forecasts contemplating that the Region will grow to 960,000 residents and 350,000 jobs by 2031, with the City of Pickering forecast to achieve total unit growth of 36,163 units to accommodate same. Of this growth, 14,354 units of these to be achieved through intensification, equivalent to a 40% intensification rate for the City. It is notable that almost 1/3<sup>rd</sup>, or 31%, of the Region's total anticipated growth through intensification is to occur in the City of Pickering to 2031.

In keeping with the provisions of the PPS and Growth Plan, the RDOP directs that development which efficiently utilizes land is to be encouraged, as is the production of an increased mixture of housing types, sizes, and tenures within the *Urban Area*.

A further Municipal Comprehensive Review process, referred to as 'Envision Durham', was initiated by the Region in 2019 to revise the RDOP to conform with updated Provincial policy documents which extend growth projections to 2051 (reviewed in the preceding sections of this Report). A new version of the Region of Durham Official Plan was adopted by Regional Council on May 17, 2023, however, has not yet been approved by the Minister for Municipal Affairs and

Housing, and is thus not yet in effect. The adopted Plan is reviewed in Section 2.3.1 to this Report as it represents the stated intent of Council, even if it is not determinative in a policy context.

Figure 8: Durham Region Official Plan Schedule 'A' (Map A4) - Regional Structure



As shown in Figure 8, the subject property is located within the *Urban System* of the Region, and more specifically within the *Living Area* designation. The ROP states that this designation should be developed in a compact form through higher densities. A variety of housing types, sizes and tenure are also encouraged within *Living Areas*. Further, the subject property is located adjacent to Whites Road which is designated as an *Arterial Road* within the RDOP (Figure 9).

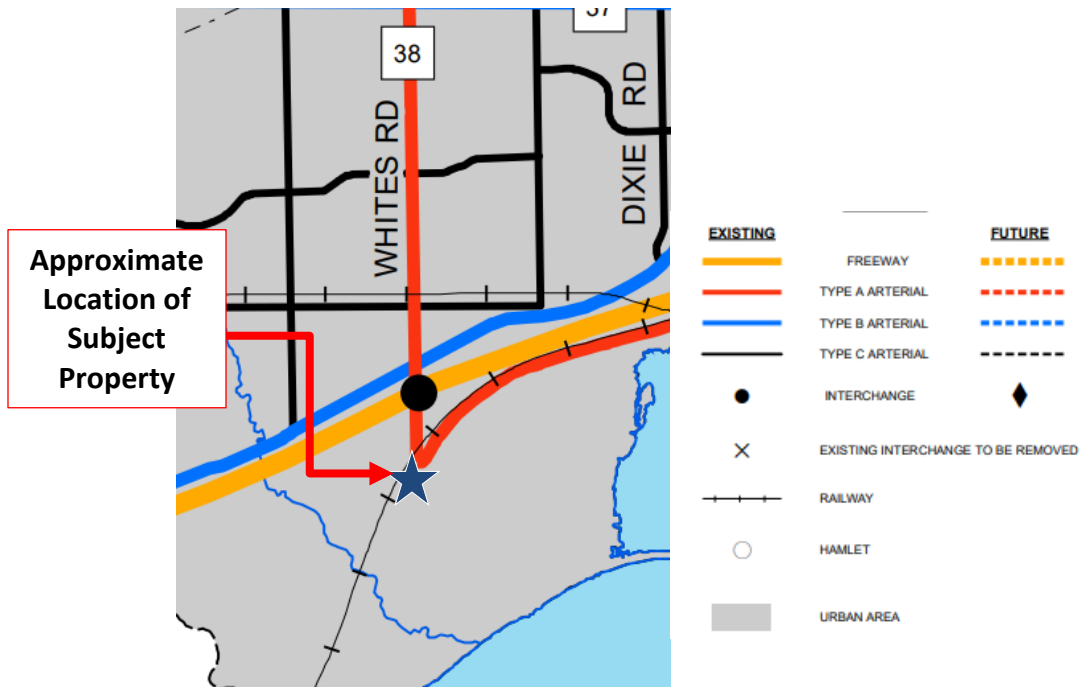
Additional schedules to the RDOP indicate the following with respect to the subject property:

<b>Schedule A Map A4 – Regional Structure</b> <i>Figure 8</i>	Identifies the subject property as being within the <i>Living Area</i> designation.
<b>Schedule B Map B1d – Greenbelt Natural Heritage System &amp; Key Natural Heritage And Hydrologic Features</b>	Identifies the subject property as being within the <i>Urban Area</i> designation.
<b>Schedule B Map B1d – High Aquifer Vulnerability And Wellhead Protection Areas</b>	Identifies the subject property as being within the <i>High Aquifer Vulnerability Area</i> .
<b>Schedule C Map C2 – Road Network</b>	Identifies Whites Road as a <i>Type A Arterial Road</i> .



<b>Schedule C Map C3 – Transit Priority Network</b>	Identifies Whites Road as a <i>High Frequency Transit Network</i>
<b>Schedule C Map C4 - Strategic Goods Movement Network</b> <i>Figure 9</i>	Identifies Whites Road as an <i>Arterial Road</i> .
<b>Schedule D</b>	N/A

Figure 9: Durham Region Official Plan Schedule 'C' (Map C2) - Road Network



The following policies of the in effect RDOP apply to the subject land and are of consideration in the context of the proposed Amendments:

- **Policy 4.1.1** *“To provide a wide diversity of residential dwellings by type, size and tenure in Urban Areas to satisfy the social and economic needs of present and future residents of the Region.”*
- **Policy 4.2.1** *“Policies that will enable a wide variety of housing by type, size and tenure in Urban Areas shall be contained within area municipal official plans.”*
- **Policy 4.2.6** *“The Region shall maintain the ability to accommodate residential growth in Urban Areas Region-wide, for a minimum of 10 years through intensification, redevelopment and if necessary, on lands designated and available for residential development, and a 3-year supply of residential units available through intensification and redevelopment and land in draft approved and registered plans of subdivision/condominium.”*

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- **Policy 4.3.1** *“In the consideration of development applications, Regional Council shall, in conjunction with the respective area municipality, ensure that a wide range of housing is provided in Urban Areas. In areas outside of Urban Areas, housing choice shall largely be limited to single detached dwellings, consistent with the character of the area.”*
  - **Policy 4.3.2** *“Regional Council shall support opportunities to increase the supply of housing in Urban Areas through intensification, taking into account the adequacy of municipal services and the physical potential of the housing stock. Housing intensification shall include, but not be limited to, the following:  
c) the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas”*
  - **Policy 4.3.9** *“In the preparation of area municipal official plans, Councils of the area municipalities shall ensure the inclusion of policies and designations to implement the intent of the Plan and the provisions of this Section and the following:  
a) policies and implementation procedures required to meet the objectives of the Provincial Policy Statement and this Plan, particularly with respect to housing types, density, intensification and affordability;  
b) policies for higher density, mixed use development in Regional and locals Centres and Corridors;...”*
  - **Policy 5.2.3** *“The Region shall give priority to the provision of municipal water and sewage services within Urban Areas to development and redevelopment proposals which produce an intensive and compact form of development.”*
  - **Policy 5.3.9** *“Sufficient municipal water and sanitary sewerage facilities shall be provided to Urban Areas, within the financial capability of the Region, in accordance with Section 6, to accommodate anticipated growth and to achieve the goals of this Plan.”*
  - **Policy 7.2.1** *“The structure of the Region shall be composed of the following components:  
a) an Urban System that includes distinct and compact Urban Areas that utilize land and resources efficiently in accordance with Section 8, specifically:  
i. Lake Ontario shoreline Urban Areas, including the Whitby/Oshawa/Courtice Urban Area as the central anchor; the Pickering/Ajax Urban Area as the western anchor; and the Bowmanville/Newcastle Village Urban Area as the eastern anchor”*
  - **Policy 7.3.3** describes that the components of the Regional Structure are designed to accommodate population, household and employment forecasts showing that the Urban Population of the City of Pickering is to grow from 105,855 residents in 2011 to 221,340 residents by 2031, representing growth that it more than double the population at the time of approval of the RDOP.
  - **Policy 7.3.9** *“Urban Areas shall be planned to achieve the following growth management objectives on a Region-wide basis: a) by 2015, and each year thereafter, accommodate a minimum 40% of all residential development occurring annually through intensification within built-up areas in accordance with Schedule 'E' – Table 'E9';...”*
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- **Policy 7.3.10** *“The Region, in conjunction with the area municipalities, shall investigate ways and means of increasing the densities of new residential development and redevelopment in Urban Areas to reduce the per capita cost of municipal services and to utilize land more efficiently.”*
  - **Policy 7.3.17** *“Area municipal intensification strategies shall be based on the following:*
    - a) *the growth management objectives of Policy 7.3.9;*
    - b) *intensification in appropriate locations throughout the built-up area;*
    - c) *the identification of intensification areas; ...*
    - e) *the identification of the appropriate scale of development in intensification areas;*
    - f) *the provision of a range and mix of housing, taking into account affordable housing needs;*
    - h) *the provision of a diverse and compatible mix of land uses, to support vibrant neighbourhoods, providing high quality public open spaces with site design and urban design standards that create attractive and vibrant places, support transit, walking and cycling and achieve an appropriate transition to adjacent areas...”*
  - **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;*
    - 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;*
  - **Policy 8.2.2** *“Urban Areas shall be developed on the basis of full municipal services unless otherwise specified in this Plan.”*
  - **Policy 8.3.10** *“In the preparation of area municipal official plans, Councils of the area municipalities shall ensure the inclusion of:*
    - a) *policies and designations to implement the intent of this Plan and the provisions of this Section, and particularly Policy 8.2.1;*
    - b) *a variety of mixed uses and intensification;*
    - c) *urban design guidelines and solutions; and*
    - d) *policies to promote transit-supportive development forms and patterns.”*
  - **Policy 8B.1.1** *“Living Areas shall be comprised of communities with boundaries which shall be defined within area municipal official plans. Each community shall be developed to incorporate the widest possible variety of housing types, sizes and tenure to provide living accommodations that address various socioeconomic factors.”*
  - **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.”*
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- **Policy 8B.1.3** *“Living Areas shall be developed with particular consideration for supporting and providing access to public transit.”*
  - **Policy 8B.2.1** *“Living Areas, as designated on Schedule 'A', shall be used predominantly for housing purposes, including group homes...”*
  - **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, office, retail and service and mixed uses along arterial roads and in conjunction with present and potential transit facilities;*
    - b) *the use of good urban design principles including, but not limited to, the following:*
      - 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”*
  - **Policy 8B.2.4** *“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.”*
  - **Policy 8C.2.4** *“Industrial activities characterized by fumes, vibration and noise shall be confined to sites that are well-removed and buffered from Living Areas.”*
  - **Policy 11.2.3** *“Freeway, highway and arterial road corridors shall be protected from uses which may jeopardize the implementation of such corridors.”*
  - **Policy 11.3.3** *“Subject to site-specific conditions and accepted planning, urban design and traffic engineering principles, Type A, Type B and Type C arterial roads shall be designed in accordance with Schedule 'E' – Table 'E7', Arterial Road Criteria.”*
  - **Policy 11.3.4** *“In the consideration of development applications abutting arterial roads identified on Schedule 'C' – Maps 'C1' and 'C2', Road Network, Regional Council shall require that lands be dedicated for road widenings. The dedication of land shall take into account the following:*
    - a) *the extent of the right-of-way that may be required in accordance with Policy”*
  - **Policy 11.3.18** *“This Plan supports the planning, design and operation of an integrated and coordinated Transit Priority Network, as designated on Schedule 'C' – Map 'C3', Transit Priority Network. The Transit Priority Network, which provides inter-regional and inter-municipal service, is comprised of the following elements:*
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- a) *Rapid Transit Spine" that is planned to provide dedicated transit lanes in most arterial road sections, and intersect with local transit services;*
  - b) *High Frequency Transit Network" that consists of buses in planned High Occupancy Vehicle (HOV) lanes, or buses or in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants;..."*
  - **Policy 11.3.19** *"In support of existing and future transit services, development adjacent to a 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 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;*
    - d) *limited surface parking and the potential redevelopment of existing surface parking."*
  - **Policy 11.3.35** *"In the consideration of development applications abutting arterial roads where access opportunities are limited, development patterns that promote pedestrian connectivity and permeability to the arterial road will be supported by:*
    - a) *minimizing the amount of reverse lot frontage along the arterial road;*
    - b) *promoting alternatives to reverse lot frontage such as window streets and cul-de-sacs adjacent to the arterial road;*
    - a) *establishing direct visual and pedestrian connections from proposed land uses and/or local streets and to the arterial road.*

As outlined previously, the subject property is located within the *Urban System* of the RDOP, and more specifically within the *Living Areas* designation, where growth is promoted through intensification, and where a variety of residential uses are permitted and encourage. The proposed development will diversify the available housing options in the immediate neighbourhood and provide additional supply in a form that can be considered more affordable and attainable than ground related housing. The apartment building will feature a range of unit sizes to accommodate a variety of households and will naturally be accessible. The proposed development represents an opportunity to increase the current supply of housing in the urban area on vacant lands.

The *Living Areas* designation promotes the efficient use of underdeveloped land with a compact form of development through intensification particularly along an *Arterial Roads*, such as Whites Road. The RDOP encourages increasing the supply of housing within an urban area through intensification on the basis of full municipal servicing, as is proposed. The resulting development will yield an intense and compact form which is proximate to transit, community amenities, and

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which will contribute to the achievement of identified population and intensification targets. Further the proposed built form appropriately transitions to adjacent land uses through the provision of setbacks, building step-backs, and on the basis of respecting a 45-degree angular plane projected from the adjacent residential uses, which a generally accepted means of ensuring privacy and overlook impacts are mitigated. Further, a shadow study has demonstrated that the surrounding uses will not be meaningfully impacted by shadows from the proposed development, as these are anticipated to occur in the late afternoon in September/March, preserving access for most of the day, while on minor encroachments are shown in June. These shadows are only cast on lands to the east, with the remainder of the lands to the south and south-east do not experience any encroachment until after 7pm in June.

The proposed development is located in close proximity to public transit. As previously mentioned, an active bus route operates along White Road South, with further options accessible along Kingston Road, within a short walk. This proximity will provide residents with an alternative means of transportation and serve as an incentive for residents to make use of accessible public transit. *Living Areas* are promoted to be used for predominantly housing purposes as is proposed. The proposed development is located in close vicinity of several publicly accessible parks, places of worship and educational facilities which can be used by future residents, and are accessible by foot. Further opportunities to enhance the provision of community amenities are to be provided through the proposed POP space contemplated along Granit Court, which will serve as a place of respite while activating the public realm and expanding the open space network in the area.

A Traffic Impact Study has been conducted and determined that based on existing, future background and conditions, there will be no adverse impact on the current road network. Furthermore, the study also recommends TDM measures to further reduce dependency on single-occupancy vehicle trips.

A Land Use Compatibility Study has been completed which demonstrates that the surrounding Employment uses will have no adverse noise, vibration, odor, or dust impact on the proposed development and vice versa. Similarly, an assessment of Rail Safety has demonstrated that the proposed building maintains an appropriate distance from the rail corridor, which is already protected by the earthen berm resulting from the grade change between the site and the rail line.

The proposed development represents a high-density, compact residential development that is transit-supportive within an urban area, which is encouraged by the Region of Durham Official Plan within the designated *Living Area*.

The proposed development is consistent with the policies of the RDOP.



### 2.3.1 Adopted Region of Durham Official Plan (ROP)

As previously mentioned, the Region of Durham has undergone a Municipal Comprehensive Review (MCR) of its Official Plan, which resulted in the adoption of a new ROP on May 17, 2023. As of the writing of this report, the adopted ROP has been sent to the Minister for Municipal Affairs and Housing for review and approval and may be modified. While the policy directions from the adopted ROP are not yet in effect, the document provides an indication of the Region’s vision for future land use planning and development matters and is thus informative in the consideration of the proposed applications.

The ROP outlines that the Region is entering a period of significant growth and change, with a forecast 2051 population of 1.3 million residents and 460,000 jobs, representing approximately double the Region’s 2021 population and job numbers.

Mapping and schedules to the adopted ROP provide the following as related to the subject property:

<b>Map 1 – Regional Structure</b>	Identifies the subject property as being within the <i>Community Area</i> designation.
<b>Map 2a – Regional Natural Heritage System</b>	Identifies the subject property as being within the <i>Urban Area</i> designation.
<b>Map 2d – Water Resource System - Significant Groundwater Recharge Areas</b>	Identifies the subject property as being within the <i>Significant Groundwater Recharge Area</i> .
<b>Map 2e – Water Resources system – Significant Surface Water Contribution Area and Ecologically Significant Groundwater Recharge Areas</b>	Identifies the subject property as being within the <i>Significant Surface Water Contribution Areas</i> .
<b>Map 2f – Source Water Protection</b>	Identifies the subject property as being within the Source Protection Region of the <i>Credit Valley, Toronto and Region and Central Ontario SPR</i> .
<b>Map 2g - Highly Vulnerable Aquifers and Areas of High Aquifer Vulnerability</b>	Identifies the subject property as being within an area of <i>Highly Vulnerable Aquifers</i> .
<b>Map 3a - Transit Priority Network</b>	Identifies the Whites Road as a <i>High Frequency Transit Network</i>
<b>Map 3b – Road Network</b>	Identifies Whites Road as a <i>Type A Arterial Road</i> .
<b>Map 3c - Strategic Goods Movement Network</b>	Identifies Whites Road an <i>Existing Arterial Road</i> .
<b>Map 3d - Active Transportation Network</b>	Identifies Whites Road as a <i>Future Primary Cycling Network Facility</i> .

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Map 2b, 2c, 2h, 4	N/A
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The following policy directions are especially relevant to the proposed development:

- **Policy 3.1.1** *“Develop and implement a housing and homelessness plan that supports the goals of ending homelessness, providing affordable rent for everyone, greater housing choice, and strong and vibrant neighbourhoods through the following actions:  
c) diversify housing options by type, size and tenure...”*
- **Policy 3.1.2** *“Provide a minimum of 15-year supply of land through residential intensification, redevelopment, on lands designated and available within Settlement Areas for residential development and through Urban Area Boundary expansions, in accordance with Section 5.7, if necessary.”*
- **Policy 3.1.3** *“Support opportunities to ensure that a wide range of affordable and market-based housing options are provided in Urban Areas. Outside of Urban Areas, housing options shall be locally appropriate and consistent with the character of the area.”*
- **Policy 3.1.4** *“Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.”*
- **Policy 3.1.10** *“Support the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas.”*
- **Policy 3.1.14** *“Require area municipalities to adopt policies and zoning by-law provisions that authorize additional residential units in new and existing residential development, redevelopment and intensification, including:  
c) allowing more opportunities for additional residential units by not applying minimum unit sizes and not requiring more than one parking space per unit; and...”*
- **Policy 3.1.15** *“Ensuring the adequacy of water and wastewater servicing capacity for all additional residential units in consultation with the Region, either by municipal or private servicing.”*
- **Policy 3.1.22** *“Encourage affordable housing, including additional residential units, microhomes, and medium and high-density apartments in areas that are well served by local amenities including transit, schools and parks.  
i. Plan for growth to create efficient, compact and complete communities within Urban Areas.  
ii. Ensure strategic locations within the Urban System are planned, developed and serviced as transit-oriented communities.”*
- **Policy 3.1.34** *“Regularly monitor and evaluate the housing supply and affordability as compared to housing need, including:  
a) the Region’s supply of residential units available on lands suitably zoned to facilitate intensification and redevelopment, through site plans, and land in draft approved and registered plans of subdivision and condominium;*

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- b) *the range of housing types produced on new residential lands and through the intensification of previously developed, serviced lands;*
  - c) *the availability of water and wastewater servicing capacity for additional residential units in new development, redevelopment and intensification;*
  - e) *the proportion of new residential units across the region that are affordable for low and moderate income households compared to the minimum target of 25%;...*
  - **Policy 3.3.1** *“Support the development of healthy, sustainable and complete communities that incorporate:*
    - a) *a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1;*
    - i) *vibrant places and spaces, including a public realm characterized by compact built form; and...*”
  - **Policy 3.3.3** *“Promote a high-quality public realm with regard for quality architectural and landscape urban design through the development review process with consideration for:*
    - a) *preserving and complementing the built and natural heritage and character of existing areas, fostering each community’s unique attributes, and enhancing visual amenities in the urban environment;*
    - d) *compatibility and integration with surrounding land uses and built form;*
    - e) *pedestrian, transit supportive, and transit-oriented development pattern that supports active transportation;...*”
  - **Policy 3.3.6** *“Require a noise study completed by an acoustical engineer where noise sensitive land uses are proposed in the vicinity of uses that create noise, or where uses that create noise are proposed near existing noise sensitive land uses, as specified in Table 1.”*
  - **Policy 3.3.7** *“Require a vibration study where a noise sensitive land use is proposed within 75 metres of a railway corridor, as specified in Table 1.”*
  - **Policy 5.1.6** *“Plan for a minimum of 50% of all new residential units across the region to be provided through intensification on an annual basis within the delineated built-up area. The boundaries of the delineated built-up area are shown on Map 1.”*
  - **Policy 5.1.7** *“Plan for intensification based on the forecasts and area municipal intensification targets contained in Figure 9.”* Figure 9 establishes that the City of Pickering is to experience total housing unit growth of 55, 150 units, of which 21, 790 are to occur through intensification.
  - **Policy 5.1.8** *“Strive to ensure development within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities, by prioritizing and promoting intensification, redevelopment and growth within:*
    - b) *Rural Regional Centres, Regional Corridors, Local Centres and Local Corridors;”*
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- **Policy 5.1.9** *“Require area municipal official plans to implement the growth management targets, designations and policies for lands within the Urban System in accordance with this Plan.”*
  - **Policy 5.1.10** *“Identify the delineated built-up area on Map 1.”*
  - **Policy 5.1.11** *“Achieve, on an annual basis, a minimum of 50% of all new residential units across the Region as intensification and be constructed within the delineated built-up area.”*
  - **Policy 5.1.12** *“Prioritize intensification within the delineated built-up area in accordance with the hierarchy of places, as outlined in Policy 5.1.8.”*
  - **Policy 5.1.14** *“Require area municipal official plans to provide intensification strategies in consultation with the Region, that would include the following:*
    - a) implementation of intensification targets, in accordance with Figure 8;*
    - e) addressing the availability of existing and/or planned transit services, municipal water and sanitary sewage capacity, public service facilities, and other community services and amenities to support intensification;*
    - f) updating area municipal official plans, secondary plans, and zoning by-laws that support the achievement of minimum density targets; and...”*
  - **Policy 5.1.15** *“Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles:*
    - a) the achievement of compact, urban and pedestrian oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;*
    - b) logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas. The development of larger sites shall occur through detailed planning processes, in accordance with Policies 5.4.9 to 5.4.16;*
    - c) a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public service facilities;*
    - d) built form that considers social equity, human health and improves overall quality of life by developing high-quality urban environments that are accessible to people of all ages, abilities and incomes, in accordance with Section 3.3;*
    - g) providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity, in accordance with Section 8.2;*
    - i) with consideration of sustainability and the effects of development on the environment in accordance with Section 3.2;*
    - k) the achievement of land use compatibility considerations by avoiding, or where avoidance is not possible, minimizing and mitigating any adverse effects between sensitive land uses and major facilities, Employment Area uses and other uses that*
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- may emit odour, dust, vibration, noise and/or other contaminants or emissions, in accordance with Policies 5.5.21 to 5.5.35;*
- m) appropriate stormwater management techniques and low impact development measures, as implemented by area municipalities...”*
- **Policy 5.3.6** *“Recognize Regional Corridors generally as appropriate locations for higher density, mixed-use development.”*
  - **Policy 5.3.7** *“Encourage built form along Regional Corridors to be multi-storey, compact, oriented to the street/transit locations, and apply the relevant transit-oriented development design principles, in accordance with Policy 8.1.4”*
  - **Policy 5.3.10** *“Encourage area municipalities to establish transit supportive density targets along Regional Corridors and where appropriate designate key development areas that represent prime opportunities for development, redevelopment and intensification.”*
  - **Policy 5.5.21** *“Permit, notwithstanding Policy 5.5.20, employment supportive uses that complement and serve the overall function of the Employment Area up to a maximum of 2,000 square metres by amendment to an area municipal plan and zoning by-law, subject to the following conditions being met:*
    - c) the use will not have an adverse effect on the stability of the broader Employment Area;*
    - d) the use does not introduce land use compatibility issues and meets the requirements of Policies 5.5.22 to 5.5.32;”*
  - **Policy 5.5.22** *“Ensure land use compatibility between Employment Areas and major facilities, and non-employment uses and sensitive land uses.”*
  - **Policy 5.5.24** *“Direct area municipalities to consider appropriate land use permissions and policies in their respective official plans to provide for transition and an appropriate interface between Employment Areas and the other designations of this Plan.”*
  - **Policy 5.5.25** *“Direct area municipalities to consider appropriate land use permissions and policies in their respective official plans to provide for transition and an appropriate interface between Employment Areas and the other designations of this Plan.”*
  - **Policy 5.5.26** *“Encourage all other sensitive lands uses to locate outside of Employment Areas. A sensitive land use, other than those described in Policy 5.5.25, may be permitted within an Employment Area by an amendment to an area municipal official plan or zoning by-law, where it has been demonstrated that land use compatibility can be achieved and any detrimental impact to the broader area and nearby employment uses and/or major facilities will be avoided, or where avoidance is not possible, minimized and mitigated. Area municipalities, when applying this policy, are encouraged to:*
    - a) limit sensitive land uses to locations at the edge of the broader Employment Area;...”*
  - **Policy 5.5.27** *“Require supporting studies that evaluate all provincial guidelines and standards, as described in Table 1, as part of a complete application where there is the potential for land use compatibility issues. This includes applications which would:*
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- a) *introduce a sensitive land use within proximity to Employment Areas and/or major facilities;...*
  - **Policy 8.1.2** *“Provide appropriate inter-regional and inter-municipal service through the Transit Priority Network, consisting of following elements:*
    - b) *High Frequency Transit Network: consists 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;...*
  - **Policy 8.1.4** *“Achieve transit-supportive development for existing and future transit services within Urban Areas outside of Strategic Growth Areas, particularly along Regional Corridors served by the High Frequency Transit Network, through the following principles:*
    - a) *create an urban grid system of street and walkway patterns, and active transportation connections, connecting bus stops to active transportation;*
    - b) *support active places and streetscapes, with a wide range and mix of medium and high-density uses, including orienting buildings towards the street to reduce walking distances to transit facilities;*
    - c) *limit surface parking, especially in front of buildings, and supporting the potential redevelopment of existing surface parking; and*
    - d) *provide facilities which support non-auto modes including: bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities.”*

The proposed development proposes to efficiently use vacant lands within the *Urban Area* of the Region, and more particularly identified as *Community Area*, for a high-density residential development. This will contribute to the intensification targets for the City of Pickering through a net gain of 262 residential dwelling units. The proposed development will help the Region achieve its overall target for 213,400 residential units, of which 50% (over 106,000) are to be achieved through intensification, and the more specific rate of 21,790 housing units through intensification for the City of Pickering. The development will also diversify the types and availability of housing in the immediate neighbourhood whilst offering a range of housing size to accommodate people and family structures of all ages, and socioeconomic status, and which can also be considered more affordable and attainable than other forms of ground related housing.

The *High Frequency Transit Network* includes White Road South, and is to form key connections between *Strategic Growth Areas*, other nodes and corridors, and certain *Employment Areas*, acting as the arteries of the *Urban System*. *High Frequency Transit Network* will also support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density. The proposed development complies with the adopted ROP as the subject property will be intensified with a compact built form that is located in close proximity to a *High Frequency Transit Network* route. This



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development will assist the Region in achieving their intensification target of 50% and unit mix target of 29% high density units.

The Region is committed to maintaining vibrant neighbourhoods and building complete communities that are walkable, well-connected and have a mix of housing options that foster community safety and well-being, where individuals and families can feel safe, have a sense of belonging, and where their needs are met. Complete communities are built with the needs of residents in mind, including transit supportive high-quality public spaces that provide a sense of place, climate resiliency and an integrated and easily accessible transportation and open space network for residents to conveniently access most of the necessities for daily living, including a range of housing options, employment opportunities, transportation options, shopping and recreational facilities.

The development being contemplated will help maintain a vibrant streetscape and public realm and assist in building a complete community through the provision of greater housing variety and options which will allow residents to access housing within the community in a form that isn't presently well represented. The proposed design of the development features various amenities such as open field, play area, sitting areas, and terraces, and will also provide a POP space to expand the provision of open space options within the community. The featured amenities of the proposed development along with existing services within the neighbourhood such as religious places of worship and educational facilities to accommodate the need of residents. The proposed development is supported by existing transportation options, shopping and recreational facilities within the neighbourhood.

A Traffic Impact Study has been determined that there will be no adverse impact on the current traffic demand. Furthermore, the study also provides transportation demand managements measures to reduce dependency on single-occupancy vehicle trips.

A Land Use Compatibility Study has demonstrated that the surrounding Employment uses will have no adverse impacts on the proposed development, and an assessment of rail safety has determined that the proposal has sufficient protection measures considering the proposed setback and natural grade change between the rail line and the site.

The proposed development represents a high-density, compact residential development that is transit-supportive within an urban area, which is encouraged by the Region of Durham Official Plan within the designated *Community Area*. The proposed will also make efficient use of existing servicing facilities on the site, and contribute to the achievement of population and intensification targets, ensuring that a variety of housing options are available and attainable.

## 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 is located within the South Pickering Urban Area, which extends from lands between Lake Ontario and the C.P. (Belleville) rail line. Mapping and schedules to the POP provide the following as related to the subject property:

<b>Schedule 1 – Land Use Structure (Sheet 1)</b> <i>Figure 10</i>	Identifies the subject property as being within the <i>Mixed Use Areas – Local Node</i> designation
<b>Schedule 2 – Transportation System</b>	Identifies Whites Road as a <i>Type A Arterial Road</i> and <i>Transit Spine</i> to the intersection with Granite Court. Identifies Granite Court and Oklahoma Drive as a <i>Collector Road</i>
<b>Schedule 3D – Resource Management: Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas</b>	Identifies the subject property as being within an area of <i>Highly Vulnerable Aquifers</i> . Per Policy 10.13, a Hydrogeological Assessment and Water Balance Study have been prepared which demonstrate that the proposed development can appropriately maintain pre-to post-development water balance, and that the proposed development is anticipated to be constructed well above groundwater levels such that permanent dewatering is not required.
<b>Schedule 3A, 3B, 3C, 3E, 3F, 6, 7</b>	N/A

### Pickering’s Urban System

Urban systems involve people doing a variety of things (trading, communicating, learning, playing, raising families, or interacting in some other meaningful way). As a result, healthy and successful urban systems have a diversity of buildings, uses, facilities, experiences and opportunities. They also tend to be active, accessible and attractive places.

The POP describes that Urban Pickering is relatively young, much of it having been developed only over the last 30 years or so. As time goes on, additional elements and services will need to be added to urban Pickering if it is to evolve into a more “complete” and liveable community; a

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community that offers a wide variety of opportunities and activities to meet the evolving and increasingly diverse needs of its people.

On this basis, the POP provides the following directions for City Council:

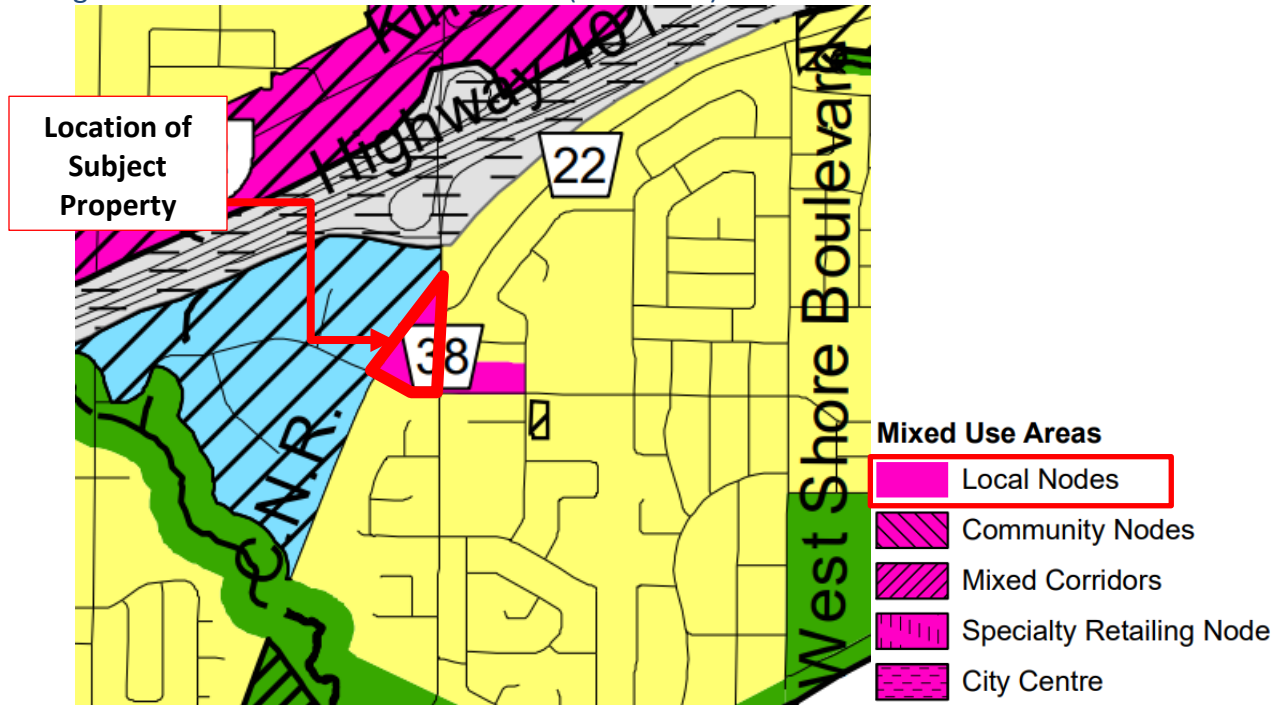
- **Policy 1.1** *“City Council shall, in making decisions and undertaking actions on land use planning, be consistent with the Provincial Policy Statement, as amended from time to time.”*
- **Policy 1.2** *“City Council, in respecting the two-tier planning system in the Region of Durham, shall:*
  - a) *ensure conformity with the purpose and intent of the Durham Regional Official Plan, as amended from time to time, in making decisions and undertaking actions;”*
- **Policy 1.3** *“City Council recognizes the following as its guiding principles in planning Pickering’s future growth and development,*
  - d) *to welcome diversity while respecting local context; and*
  - e) *to manage change while recognizing uncertainty.”*
- **Policy 2.7** *“City Council shall:*
  - 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, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area;*
  - d) *direct new residents, jobs and activities to areas where adequate amenities, services and facilities either exist or will be provided;*
  - e) *encourage the integration of people of varied backgrounds, cultures and lifestyles into the urban system;*
  - f) *encourage alternatives to the private automobile for moving around and through the urban area.”*
- **Policy 2.8** *“For planning purposes, City Council shall consider the following areas as Pickering’s urban system:*
  - a) *lands between Lake Ontario and the C.P. (Belleville) rail line generally known as the South Pickering Urban Area;”*
- **Policy 2.9** *“City Council:*
  - a) *recognizes neighbourhoods as the fundamental building blocks of its urban system;”*
- **Policy 2.10** *“City Council:*
  - a) *adopts a population target for the South Pickering Urban Area of 100,500 people for the year 2016; and*
  - b) *shall endeavour to accommodate this population over the time frame of the Plan generally as set out in Table 1;*

c) despite Sections 2.10(a) and (b), adopts a population target for the City Centre of 13,500 people for the year 2031.”

### **Mixed Use Areas**

As noted above, the subject property is located within the *Mixed Use Areas* designation of the POP, and more particularly located in the *Local Node* subcategory (Figure 10).

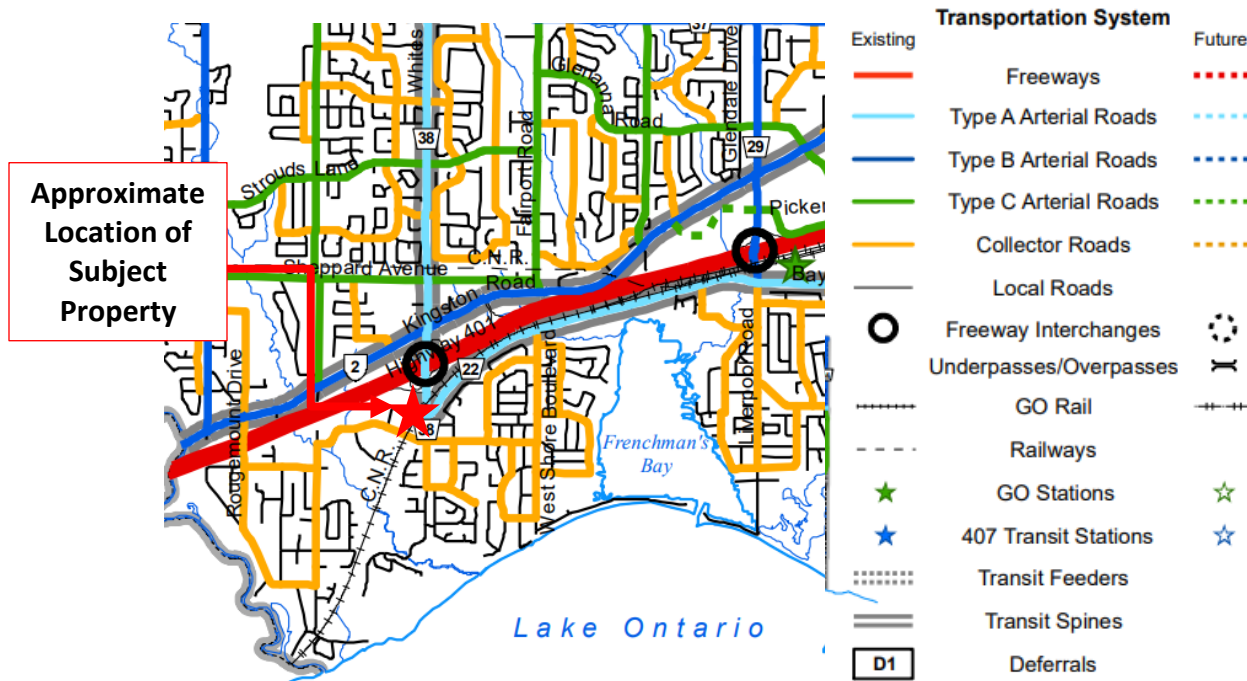
Figure 10: POP Land Use Structure Plan (Schedule I)



The POP provides that *Mixed Use Areas* are areas and corridors of development having the highest concentration of activity in the City, and the broadest diversity of community services and facilities. Mixed Use Areas permit a wide variety of uses for residents, business-people and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses.



Figure 11: POP Transportation System (Schedule II)



On this basis, the following policies are of relevance in the consideration of the proposed development:

- **Policy 3.2** “City Council shall:
  - d) promote a land use pattern in urban areas in support of compact urban form, active transportation, placemaking, public transit and energy conservation;
  - e) 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, and Employment Areas..”
- **Policy 3.6** “City Council:
  - a) shall recognize as Mixed Use Areas on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;
  - c) in establishing performance standards, restrictions and provisions for Mixed Use Areas, shall have particular regard to the following:
    - ii. encouraging intensification over time, up to the maximum net residential densities and maximum floorspace indices;
  - f) shall ensure Mixed Use Areas are designed 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 3 Neighbourhood Plan (Chapter 12).”

Table 6 of the POP identifies the minimum and maximum Net Residential Density as 30 – 80 dwellings per hectare for lands designated *Local Nodes* within the *Mixed Use Areas*.

**City Policy**

Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory

<b>Table 6</b>			
<b>Mixed Use Areas Subcategory</b>	<b>Maximum and Minimum Net Residential Density (in dwellings per hectare)</b>	<b>Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)</b>	<b>Maximum Floorspace Index (total building floorspace divided by total lot area)</b>
Local Nodes	over 30 and up to and including 80	up to and including 10,000	up to and including 2.0 FSI

- **Policy 4.2** *“City Council shall:*
  - b) use existing and future transportation infrastructure efficiently;”*
- **Policy 4.3** *“City Council shall:*
  - a) ensure transportation, land use and community design plans and actions complement each other.”*
- **Policy 4.6** *“City Council shall:*
  - a) provide and/or cooperate with others in providing an adequately high level of local transit service to the City Centre, Mixed Use Areas, Employment Areas, and other important public destinations, to meet existing and anticipated demand;*
  - c) recognize corridors for:*
    - i. transit spines where a higher level of transit service is to be encouraged within the City’s urban area;*
  - e) encourage the following:*
    - iii. appropriate regional transit connections with other parts of Durham Region, York Region, and Metropolitan Toronto, including a link with the Intermediate Capacity Transit system in Scarborough; and*
    - iv. the consideration of regular transit service within Pickering using Brock Road, Whites Road, Kingston Road and Bayly Street and/or Finch Avenue in the short-term, and extending to Taunton Road and Highway 7 in the longer term.”*
- **Policy 4.7** *“City Council shall endeavour to:*
  - a) maintain an interconnected system of sidewalks and walkways within the urban area;”*
- **Policy 4.10** *“City Council shall:*
  - b) recognize Type A, Type B and Type C Arterial Roads as described in the Durham Regional Official Plan, wherein:*
    - i. Type A Arterial Roads: are the highest order arterial road; are designed to carry large volumes of traffic at moderate to high speeds,*

*over relatively long distances; have access restrictions; and generally have a right-of-way width ranging from 36 to 50 metres;*

- c) *recognize the following municipal road categories, wherein:*
- i. *Collector Roads: generally provide access to individual properties, to local roads, to other collector roads and to Type C arterial roads; carry greater volumes of traffic than local roads, including automobiles, pedestrians, bicycles and transit; and generally have a right-of-way width ranging from 20 to 22 metres;"*

The proposed development consists of residential uses, providing for a net gain of 262 dwelling units on lands within the Urban Area of the City of Pickering, on lands which have been identified for higher intensity use. The proposed use is thus permitted. While the proposed residential density exceeds the provisions for the *Local Node* sub-category, the proposed building complies with the maximum permitted FSI of 2.0 established for the category. The proposed development is located at the intersection of an *Arterial* and *Collector Road*, and provides for appropriate setbacks and built form relationships to adjacent uses, as is described in this report, and in the accompanying Urban Design Brief provided under a separate cover.

Given the proposed built form complies with the FSI limit of the POP, and otherwise does not present a negative impact on surrounding infrastructure, it is reasonable to conclude that the proposed increase in density is appropriate.

### **Housing**

With respect to housing, the POP provides the following policies, which are of relevance to the proposed development:

- **Policy 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."*
- **Policy 6.2** *"City Council shall:*
  - a) *encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*
  - b) *ensure that a sufficient supply of designated and serviceable residential land is available to meet the existing and future housing needs of the City;*
  - c) *encourage the provision of an adequate range of housing and tenure types to be available and integrated within the City's neighbourhoods and villages to meet the needs of existing and future populations."*
- **Policy 6.3** *"City Council shall promote an adequate supply and mix of housing by:*
  - a) *maintaining a minimum 10 year supply of residentially designated lands to meet anticipated long-term housing demands;*

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- b) *maintaining a minimum 3 year supply of residential land in the form of draft approved plans and/or registered plans, to meet anticipated short-term housing demands;*
  - c) *encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location, as established in Appendix I - Quality of Life Indicators and Performance Targets; and*
  - d) *obtaining the following distribution of housing forms throughout the municipality during the timeframe of this Plan:*
    - iv. *12 percent apartments.”*
  - **Policy 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 under utilized blocks of land.”*
    - c) *methods for the provision of compact housing form, with regard to housing type, architectural design and cost-effective development standards, where technically feasible.”*
  - **Policy 7.2** *“City Council shall:*
    - a) *recognize the important role community services, programs, parks and other facilities play in meeting the evolving needs of the community;*
    - d) *optimize the use of infrastructure in meeting the evolving needs of the community, and encourage other community service providers to do the same;”*
  - **Policy 7.8** *“City Council shall:*
    - d) *encourage other community, cultural, athletic and recreational uses and facilities to locate in mixed use areas, in areas with a high degree of accessibility by public transit, and/or in locations conveniently located relative to the area they will serve;”*
  - **Policy 7.10** *“City Council shall:*
    - a) *encourage appropriate intensification and use of existing municipal infrastructure, including roads and storm sewers;*
    - b) *encourage appropriate intensification and use of existing regional infrastructure, including roads, piped water and sanitary sewers;”*

The proposed development seeks to establish a new residential building on lands that are presently vacant, thus contributing to the intensification and unit growth targets of the POP, will introduce a housing form which is naturally accessible, and more affordable/attainable than other forms of ground related housing. A proposed POPS space will further augment the existing provision of open spaces within the community, providing a landmark at this important intersection.

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### **Community and Detailed Design Considerations**

The POP provides a series of community and detailed design considerations in Chapters 9 and 14, respectively.

- **Policy 9.1** *“City Council shall promote developments at various scales which, through their adherence to principles of good, high quality community design, will produce built and natural environments in Pickering that offer enjoyment, comfort and safety for all users, and evoke a desirable image and sense of place for the City.”*
- **Policy 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 offer pedestrians and users a high level of comfort, enjoyment and personal protection;*
  - 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.”*
- **Policy 9.3** *“To implement Pickering’s community design strategy, City Council shall require development at all scales (community-wide, neighbourhood, street, block and lot) to be designed and built in accordance with the Part 4 Detailed Design Considerations (Chapter 14) of this Plan.”*
- **Policy 10.9** *“City Council recognizes that industrial and post-consumer waste is a resource to be managed; accordingly, Council shall:*



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- d) review development proposals to ensure waste management and waste reduction is accommodated.”*

With respect to the broad Community design considerations outlined above, the proposed development will provide a consistent streetscape along both Granite Court and Whites Road, with active uses including residential units and main Lobby entrances at grade, with a resulting form that is entirely pedestrian focused. High quality architecture and materials will be implemented, with massing that incorporates articulation and step backs to maintain visual interest and a pedestrian scale. The proposed building setbacks provide an appropriate interface with the public realm, providing opportunity for landscaping and amenity space, and maintaining a sufficient and safe setback from the adjacent rail corridor. Further, the main mass of the building has been oriented towards the intersection and along the Whites Road frontage to establish a landmark for the area and recognizing the prominence of the intersection. The provision of the proposed POPS space reacts to the natural curve of Granite Court, and further establishes an opportunity for a new community amenity and landmark.

The overall building height provides an appropriate scale and transition as it complies with a 45-degree angular plane projected from the opposite sides of the right-of-way along both Whites Road and Granite court, but for a minor encroachment of the mechanical penthouse. Accordingly, it is not anticipated that there would be any impacts from a privacy or overlook perspective. Similarly, a shadow study has demonstrated that the proposed building would not cast shadow over the lands to the south or south-east, with shadows only reaching the east side of Whites Road after 3pm in March/September, thus maintaining access to sunlight for those dwellings opposite the site for the majority of the day. In June conditions the situation is improved, with shadows reaching the opposite side of Whites Road at 4:18, but not extending into rear yards to a significant degree after this time.

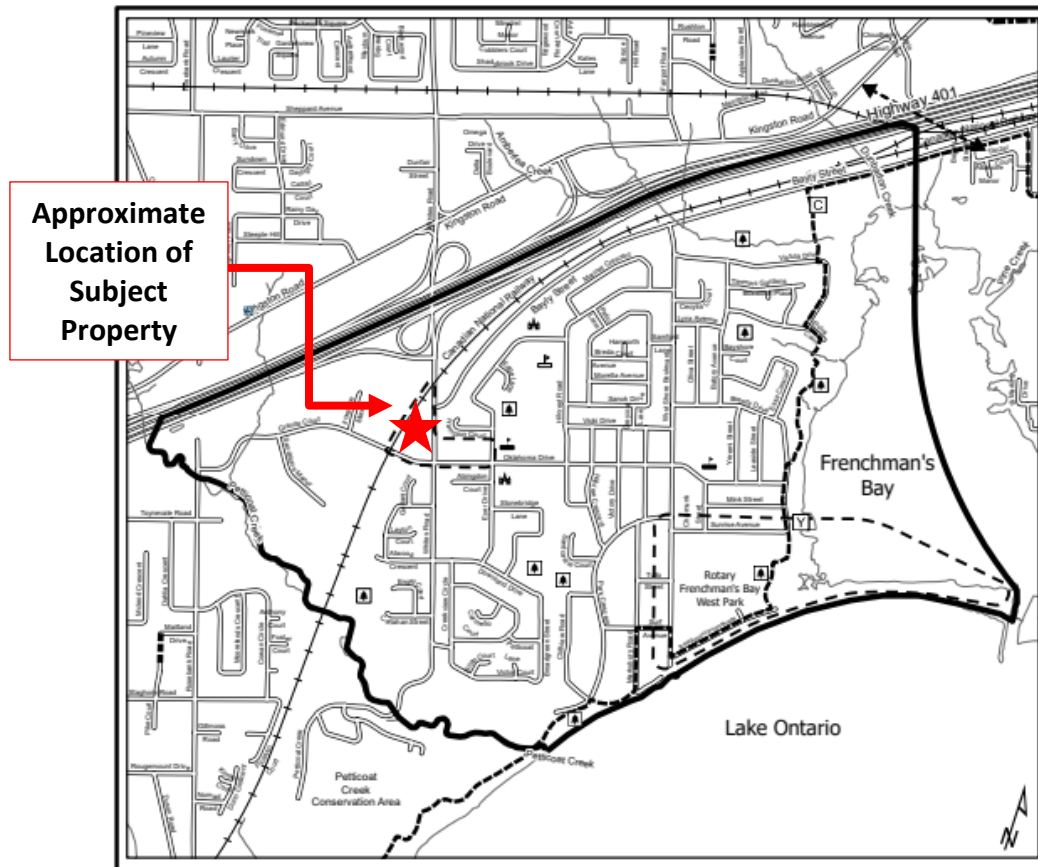
### **West Shore Neighbourhood Policies**

For planning purposes, the South Pickering Urban Area is divided into 15 neighbourhoods. Each neighbourhood is described in terms of its boundaries, overall characteristics, and land use mix. The subject property is located in the West Shore neighbourhood of the South Pickering Urban Area (Figure 13). The West Shore neighbourhood is bounded by Highway 401, Petticoat Creek, the mid-line of Frenchman’s Bay and Lake Ontario.

The neighbourhood includes the northern portion of the Petticoat Creek Conservation Area, and a conservation area south of Sunrise Avenue, Rotary Frenchman’s Bay West Park. The POP provides that while initial development occurred between 1900 and 1940, more recent subdivision activity began in 1960, consisting of a mix of ground related housing supported by three schools, four neighbourhood parks, two places of worship, a community centre, and a yacht club. The projected population growth within the Neighbourhood is minimal, being only 200

people between 1996 and 2016. It is noted that these figures do not appear to have been updated to reflect the changing policy framework at the Provincial and Regional levels, and thus may be indicative of historic activity, rather than reflective of a vision of the community during the planning horizon contemplated by the newer policy framework.

Figure 12: West Shore Neighbourhood Map (POP Map 12)



The community also has two Detailed Review Areas identified within its boundary, one being the lands on the north side of Granite Court and Oklahoma Drive, at Whites Road. Notwithstanding this, the specific policies for the West Shore Neighbourhood focus mainly on potential improvements to Frenchman's Bay West park and Yacht Club.

It is envisioned that a site-specific exception related to the proposed density would be incorporated into Policy 12.4 of the POP to implement the proposed site-specific exception to permit the anticipated density proposed herein.

The subject property is also within a 'detailed review area' of the West Shore Neighbourhood, for which the POP provides that:

- **Policy 12.2** *“City Council:*
  - a) *may adopt development guidelines for any Detailed Review Area, or part of an Area, identified on a neighbourhood map;*
  - b) *may, in undertaking a detailed review, examine the specific land use mix and arrangement, the scale and intensity of use, the transportation network, community design requirements, environmental considerations, servicing arrangements, stormwater management, and any other matter Council deems necessary;*
  - c) *shall, in undertaking a review, require appropriate public and agency participation considering the scale and location of the Detailed Review Area;*
  - d) *shall endeavour to complete detailed reviews for all or part of a Detailed Review Area prior to approving major development within the Area;*
  - e) *once development guidelines for a Detailed Review Area are adopted, shall ensure that any development proposal complies with the adopted guidelines (adopted guidelines are included in the Compendium Document to this Plan); and*
  - f) *following the adoption of the development guidelines for a Detailed Review Area, may incorporate necessary provisions in the Zoning By-law for that Area, and shall amend this Plan if necessary, to implement the development guidelines.”*

At present, Development Guidelines have not been prepared for the West Shore Neighbourhood. The necessary technical information required to support the proposed development in terms of analysis of transportation network, community design, servicing, stormwater management, etc., have been provided as part of these applications.

### **Community and Detailed Design Considerations**

The POP provides the following with respect to Community Design considerations:

- **Policy 14.2** *“City Council shall:*
  - a) *require that development at all scales creates, reinforces, and enhances distinctive neighbourhoods, nodes and corridors, and enhances the specific character of existing developments and neighbourhoods;*
  - f) *require all new public and private sector development at the Highway 401 and 407 interchanges to exhibit a high standard of architecture and urban design, in order to provide attractive gateways into and exits from the City and to take advantage of these locations with high visibility.”*
- **Policy 14.4** *“City Council shall:*
  - 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;”*
- **Policy 14.7** *“City Council shall:*
  - a) *promote the design, preservation, enhancement and creation of significant public open spaces in both the urban and rural areas that contribute to the City’s image;*

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- b) *encourage public open spaces that complement and support the uses and activities generated by surrounding buildings and uses;*
  - 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;*
  - e) *encourage within publicly-accessible open spaces, a high quality environment with adequate amenities such as appropriate paving, benches, bicycle racks, refuse containers, lighting and other elements that accommodate the intended users of the space;*
  - 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;”*
  - **Policy 14.8** *“City Council shall:*
    - a) *support the creation of specialty treatments including planted boulevards and median strips, theme lighting and street furniture, and other design features, on strategic streets in Pickering;*
    - b) *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;”*
  - **Policy 14.9** *“City Council shall:*
    - 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;”*
  - **Policy 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;*
    - h) *require the height, form, massing and articulation of the façade of new buildings to reflect its “position” or significance on the street;*
    - j) *require the incorporation of bicycle storage areas in high density residential, commercial and major industrial buildings and sites;*
    - o) *encourage the implementation of green development standards in the design of buildings, including but not limited to the following:*
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- ii. *installing green or white roofs to improve energy efficiency in buildings, stormwater absorption and quality, and to reduce urban heat island effects;”*
  - **Policy 14.11** *“City Council shall:*
    - d) *endeavour to ensure publicly-accessible spaces are located near public roads, transit stops and other high activity spaces to enable public surveillance;*
    - e) *endeavour to ensure landscaping plants and materials are used in a manner that does not obstruct views into lobbies, windows, parking facilities and pathways, or any other views needed to ensure clear surveillance and safety;*
    - i) *endeavour to ensure developments are designed to provide users a choice of routes between parking areas, public streets or walkway systems, and building entrances and exits;”*
  - **Policy 14.12** *“City Council shall:*
    - a) *endeavour to ensure barrier-free access is provided to all public buildings, areas and transportation facilities by using features such as level surfaces, ramps, elevators, automatic doors, curb depressions, railings and rest areas;*
    - b) *endeavour to ensure that the main travelled portions of pedestrian routes are kept free of obstructions such as street furniture, signs or building projections; and*
    - c) *endeavour to ensure that barrier-free features are well integrated with the functional and aesthetic design of developments to preclude the perception of segregation.”*

Analysis of the detailed design policies contained in Chapter 14 is provided in an Urban Design Brief provided under separate cover.

The Pickering Official plan encourages a variety of uses through a well-designed compact form within close proximity to one another. The subject property is located in close proximity to employment and other residential uses. The proposed development will make use of underutilised land and will facilitate local economic and social interactions between people due to its close proximity to other land uses. The development being proposed will increase the variety and intensity of land uses and activities in Mixed Use, Urban Areas. The proposed apartment building of 262 units will assist the City in accommodating and achieving its population target in the South Pickering Urban Area. The redevelopment of the subject property through intensification will provide an opportunity to both increase and diversify the housing stock in the City. The POP states that almost all intensification activity occurring in Pickering over the next twenty years will be on those lands designated as *Mixed Use Areas*, not low density residential areas. The subject property is located east of prestige employment area, adjacent to Highway 401, west of Whites Road and north of the C.N. rail line (along which GO Rail Transit service runs).

The subject property is designated *Local Node* within the *Mixed Use Area* of the City of Pickering. *Mixed Use Areas* promote compact urban form, public transit and placemaking within



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developments such as the proposed. Mixed Use Areas are encouraged to intensify through a compact form over time similar to the development being proposed. The subject property is located along a municipal bus route along Whites Road South. Public transportation within such close proximity of the development provides residents with alternative means of transportation. It also provides access to Regional transit connections within Durham region, York region and Metropolitan Toronto. Traffic demand management measures such as The proposed development aims to produce a built form that features various amenities that offer enjoyment and comfort for all users as promoted by POP. Facilities often associated with community services within close proximity of the proposed include parks, places of religious assembly and schools. The neighbourhood also support residents' daily needs through the neighbourhood shopping located on Oklahoma Drive near Whites Road. Similar amenities can be found on Bayly Street at West Shore, and on Marksbury Road.

The proposed development is consistent with the vision and intent of the City Pickering Official Plan as its objectives include to promote a compact urban form, placemaking and public transit of land uses in urban areas. Major intensification of vacant land through infill development, such as the proposed development, is encouraged by the Pickering Official Plan.

## 2.7 City of Pickering Zoning By-Law 2511

The subject property is located within the jurisdiction of the City of Pickering Zoning By-law 2511, being the 'Urban Employment areas Zoning By-law'. This By-law was initially passed by Council in 1965. The subject property was previously zoned *One-Family Detached Dwelling – Third Density (R3)*. By-law 2511 was amendment by By-law 6358/04 to permit retail food store and other commercial uses on the subject property, zoning it *Local Centre Area ((H)LCA-11)* currently. 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.

Detached dwellings are permitted on the subject property by By-law 2511. As per By-law 6358/04 the following uses are also permitted on the subject property:

- Business Office
- Commercial-Recreational Establishment
- Daycare Facility
- Dry Cleaning Depot
- Financial Institution
- Food Store
- Personal Service Shop
- Professional Office
- Retail Store

The proposed development does not reflect the development standards of the (H)LAC-11 Zone per By-law 6358/04. A Zoning By-law Amendment will be required to reflect the appropriate Zone category to permit apartment dwelling uses. A Draft Zoning By-law has been provided which would permit the apartment dwelling use, and also includes site specific development standards pertaining to height, density, parking rates and setbacks reflecting the proposed development.

## 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.

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## 3.0 Supporting Studies

Per the application requirements checklist provided by the City of Pickering, a suite of reports and studies 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 Archaeological Assessment was undertaken by Earthworks Archaeological Services Inc. in February 2022. Based on the results of the Stage 1 background investigation, the study area contains archaeological potential, and thus a Stage 2 archaeological assessment was recommended.

A Stage 2 Archaeological Assessment was conducted on the subject property, which did not yield any evidence of archaeological material. As a result, no additional archaeological assessments are required. Based on the results of the Stage 2 test pit survey, the surveyed area is considered to be free of archaeological material. Therefore, no additional archaeological assessments are recommended.

Both Reports have been entered into the Ontario Public Register of Archaeological Reports as of February 2022.

### 3.2 Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was undertaken by Soil Engineers Ltd. in December 2021 to determine the potential for environmental concerns on the basis of the historic and proposed use of the property. Based on the context of the property, with a gas station and car-wash located southeast of the property, and a railway corridor located west of the property, it was recommended that a Phase Two ESA be prepared.

A subsequent Phase Two ESA was prepared in February 2022 to further assess the condition of the property. The purpose of the Phase Two Environmental Site Assessment (Phase Two ESA) was to determine the soil and groundwater quality at the subject site, as related to Areas of Potential Environmental Concern (APECs) identified in the Phase One ESA.

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The field investigation for the Phase Two ESA consisted of advancing four (4) boreholes to depths ranging from 9.1 to 12.2 metres below grade. Monitoring wells were installed in all four (4) boreholes.

Soil and groundwater samples were taken and submitted for laboratory testing, with the results indicating that the tested parameters meet the Table 2 Standards for residential property use. Consequently, there are no contaminants identified at the test locations above the applicable site condition standards (Table 2 Standards) during the Phase Two ESA. Based on the findings of the Phase Two ESA, no further environmental investigation is recommended.

### 3.3 Geotechnical Investigation

A Geotechnical Investigation was undertaken by Soil Engineers Ltd. in January 2022, and revised in March 2023. The investigation included the installation of four (4) boreholes, extending to a depth of 12.3 metres below grade.

Soil conditions on the property can be described as consisting of a topsoil layer of between 20 to 25 centimetres thick, underlain by a layer of native sandy silt till extending to the maximum depth in all boreholes.

Free groundwater was recorded in the boreholes 1 and 2, at a depth of 8.1 to 10.4 m below grade, upon the completion of drilling and the remaining boreholes remained dry. Subsequent measurements taken 3 weeks after drilling, indicated groundwater depths ranging from 5.5 metres to 6.8 metres below grade. It is provided that the groundwater encountered is likely representative of perched water trapped in sand seams and is subject to seasonal fluctuation. As a result, continuous groundwater is not anticipated within the depth of investigation.

The Investigation provides recommendations for the design of foundations, underground structures and services, walkways, excavation, backfilling, and pavement design.

### 3.4 Hydrogeological Assessment

A Hydrogeological Assessment was prepared by Soil Engineers in March 2022. The Assessment provides a description of the physiographic context of the property, confirming that the nearest hydrologic feature, Petticoat Creek, is located approximately 550 meters south of the subject property.

Measured groundwater levels indicate a depth ranging from 3.61 metres to 8.24 metres below grade, with an interpreted flow to the south and west. It is provided that the groundwater levels are below the assumed elevations for the proposed underground parking structure. As such,

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there will be no need for construction dewatering for underground control, other than the management for any accumulated runoff within the excavation footprint areas following heavy rainfall events. As a result, it is not anticipated that there would be a need to register with the Ministry for an Environmental Activity and Sector Registry (EASR) or for a Permit to Take Water.

The conceptual zone of influence for any dewatering well or dewatering array used during services installation is approximately 1.5 metres away from the conceptual dewatering wells or array around the servicing trenches. There are no natural features, such as; watercourses, bodies of water, wetlands or any groundwater receptors, including water supply wells on site, or within anticipated zones of influence for any temporary construction dewatering.

### 3.5 Water Balance Report

A Water Balance Report was prepared by Soil Engineers Ltd. in May 2023, which reviewed the pre- and post-development water balance requirements, indicating that without mitigation there is reduction in infiltration and an increase in runoff from pre- to post-development conditions as a result of the establishment of impervious surfaces such as driveways, sidewalks, and the building footprint itself. The Report outlines a variety of low impact development (LID) measures that could be used to mitigate the changes given the soil structure and measured groundwater levels on the property.

The Report concludes that the proposed stormwater management plan, to capture rainwater and reuse it for irrigation purposes, will be sufficient to meet water balance targets. It is also recommended that increased topsoil depth be provided in landscape areas to promote shallow infiltration as a passive measure.

### 3.6 Groundwater Quality Assessment

A Groundwater Quality Assessment was undertaken by Soil Engineers Ltd. in June 2023 to evaluate the options available to dispose of short terms dewatering and long term foundation drainage. The assessment provides additional groundwater level measurements from two discrete events in May, showing a maximum elevation of 6.82 metres below grade. Analytical results of unfiltered groundwater samples indicate three exceedances when compared to the Region of Durham storm sewer requirements, but otherwise complied with the requirements for discharge to the sanitary sewer.

A comparison of filtered samples indicated that all parameters for discharge to both the storm and sanitary sewers were met, suggesting that pre-treatment to remove total suspended solids would be required. On this basis, recommendations with respect to pre-treatment requirements for construction dewatering and long-term foundation drainage are provided.



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### 3.7 Arborist Report & Tree Protection Plan

An Arborist Report was prepared by Cohen and Master in November 2021 to assess trees growing on the subject property which may conflict with proposed construction.

Due to the proposed construction at 720 Granite Court, Pickering, permission to remove eleven (11) trees, some of which are invasive species, dead, or are in fair-poor condition, is required. An application to remove these trees shall be submitted to the City of Pickering. Replanting with more desirable species is recommended.

As a condition of approval, compensation is required for the removal of all existing life trees with 15 cm DBH and greater, to be removed as part of the proposed development. Compensation shall be made in the form of replacement plantings or cash-in-lieu, to be paid to the City of Pickering.

### 3.8 Traffic Impact Study

A Traffic Impact Study was prepared by GHD Limited in April 2023 in order to review the various traffic and transportation related impacts of the proposed development on area roads and intersections.

The study provides that the development is expected to generate a total of 76 new two-way trips during weekday a.m. peak hour and 91 new two-way trips during the weekday p.m. peak hour. Under existing, future background, and future total conditions, all study intersections are expected to operate within capacity.

While a reduction is sought to the prevailing parking rate for the proposed development, the proposed rates for the subject site are in line with the City's Draft Comprehensive Zoning By-law, and also consistent with rates found in adjacent municipalities, such as Ajax and Whitby, for the proposed use.

A series of Transportation Demand Management (TDM) measures are proposed for the site to reduce dependency on single-occupancy vehicle trips by encouraging residents to explore alternative modes of transportation, including:

- Improved pedestrian and cycling connectivity to the municipal networks, to make it easy and safe for people to walk or bike to their destination.
- Bicycle parking for both residents and visitors
- Unbundled vehicle parking
- Transit Incentives through Presto Passes
- Communication strategy and information packages

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These measures will not only help reduce traffic congestion and air pollution, but also promote a healthier and more active lifestyle for the residents.

Analysis of the proposed site plan has been undertaken to demonstrate that waste collection and emergency vehicles can safely maneuver through the property. Further, a sightline assessment has confirmed that sufficient sightlines are provided for the proposed site access along Granite Court.

As a result, the report concludes that the proposed development can be accommodated by the existing and planned transportation network.

### 3.9 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Masongsong Associates Engineering Limited in May 2023. The Report provides that there are existing watermains and sanitary sewers available to the property within Granite Court and along Whites Road.

A connection to the existing 300mm watermain on the north side of Granite Court is proposed, with the result of a hydrant flow test undertaken in November 2022 indicating that sufficient pressure and flow exists to satisfy anticipated demand.

A connection is proposed to the existing sanitary sewer at the intersection of Granite Court and Whites Road. Peak flows have been calculated, and the report indicates that while detailed analysis is to be undertaken by the Region as part of the review of the applications associated with this development, capacity appears to be available.

Storm Drainage will be collected on-site and discharged into the existing 450mm sewer southwest of the site within Granite Court. The required volumes for the major storm events will be achieved in the proposed underground storage tanks, while quality control will be provided through the use of an oil-grit separator. Water Balance will be achieved by collecting the entire rooftop areas and storing it in the proposed cistern for irrigation of landscaped areas.

### 3.10 Derailment Protection Study

A Derailment Protection Report was prepared by JSW+ Associates in May 2023. The Report is intended to review the proposed development in the context of applicable Guidelines and best practices to ensure that necessary protection measures are implemented at the property to adequately protect residents in the event of a derailment.

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The report provides that the site is presently, and will be, protected by a principal protection feature in the form of a natural earth berm. The earth berm is situated within the subject rail corridor and is 6.45 metres in height from the closest existing track to the grade at the property line. The railway track is approximately 6.45 meters below the property line. Therefore, the natural earth berm provides adequate protection, and no further derailment protection measures are required.

To further enhance security, it is recommended that a 2.43m high chain link fence be provided along the western property line of the subject site. The subject site also adheres to the applicable total setback criteria of 30- meters by providing a minimum total setback of 43.17 meters to the nearest 'high occupancy' portion of the development. A 'low-occupancy' area has been integrated within the 30-meter setback region, which only consists of parking, roadways, and an outdoor amenity feature, which are generally permitted.

### 3.11 Land Use Compatibility Study

A Land Use Compatibility Study, including both Noise/Vibration, and Air Quality (Dust Odour) Assessments was prepared by GHD Limited in April 2023. The Study included an assessment with nearby industrial uses, as well as noise impacts from traffic and stationary noise sources, vibration impacts from the adjacent rail corridor and industrial uses. The Study reviewed existing industrial/commercial uses in the vicinity of the subject property on the basis of the Provincial D-6 Guidelines, which identified that there are six (6) industries for which the associated 'area of influence' overlapped with the subject property, however the subject property is also outside of the 'recommended minimum separation distance' from all identified industries, and that the need for further assessment of each related to noise and air quality is discretionary. Notwithstanding this, the subsequent air quality and noise assessments were undertaken to address potential impacts.

The Study provides that while mitigation is required as a result of road and rail traffic, this is common given the context of the property in relation to both Highway 401 and a rail corridor. Further, it is provided that stationary noise emissions from nearby commercial and industrial uses do not require mitigation. The report concludes that the development is feasible and will not be restricted by the surrounding noise and vibration impact exposures, provided that the development implements noise mitigation measures, including warning clauses, upgraded building envelope construction requirements, construction of an acoustic barrier, and installation of central air conditioning are recommended, while no vibration mitigation is deemed to be warranted.

Additionally, no air quality issues are anticipated for air quality, dust, and odour as a result of the proximity to adjacent industrial/commercial uses, given the lack of complaints from existing

residents in the area. While one facility within the study area has minor potential for air quality impacts given the height of the development, it is provided that further air quality assessment could be completed to confirm if any mitigation is required for this specific use. The Study also recommends that the development incorporate mitigation measures to avoid the potential for traffic related air pollution (TRAP), including orienting air intakes to face the southwest direction, an air quality warning clause, and the installation of carbon/dust filters and positive pressurization maintained on all HVAC units, heat recovery units, and make-up air units.

The Study concludes that the proposed development adheres to the PPS and that all conclusions and recommendations presented in the report support proper land use planning procedure.

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## 4.0 Planning Analysis

### 4.1 Intensification Targets and Strategies

Provincial, Regional and Municipal policy all encourage intensification of underutilized sites within built-up areas. 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. The in effect Regional Official Plan identifies that the City is to accommodate growth of 14,354 units through intensification, equivalent to a 40% intensification rate for the City. It is notable that almost 1/3<sup>rd</sup>, or 31%, of the Region's total anticipated growth through intensification is to occur in the City of Pickering to 2031. Within the recently adopted Regional Official Plan provides that the City of Pickering is to experience total housing unit growth of 55, 150 units, of which 21, 790 are to occur through intensification, equivalent to a rate of 50%. The proposed development will contribute to the achievement of the relevant intensification targets for the Region of Durham and City of Pickering by providing 262 new dwelling units on lands which are presently vacant but are within Pickering's built-up area.

The proposed development is also located Whites Road South, which is a Regional *Arterial Road*, and Granite Court, a *Collector Road*. 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 a compact urban development at transit supportive densities, with a mix of unit types and sizes. An intense form of development is being proposed along Whites Road South.

The development proposes a residential density of approximately 221 units per hectare and a Floor Space Index of 1.70. The Pickering Official Plan identifies a limit of 30-80 units per hectare and 2.0 FSI for the subject property, thus an amendment is necessary to permit an increased residential density, but not for the proposed gross floor area which is well below the maximum provisions of the Official Plan. Further, as the technical materials provided have demonstrated that there are no negative impacts on the surrounding community from a traffic or shadow perspectives, that the building maintains appropriate rail safety setbacks, is compatible with surrounding uses from a noise, air quality, and vibration perspective, can be serviced by existing municipal infrastructure, and maintains appropriate setbacks and transition to the adjacent community, it is our opinion that the proposed amendment represents good planning.

### 4.2 Efficiently Using Infrastructure and Community Services

The proposed development will make efficient use of land and resources by introducing a new supply of residential dwellings in a form that is not presently available within the local



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community, and by making use of existing infrastructure. As identified in previous sections of this report, the subject property is in proximity to a variety of community and retail amenities, which can be accessed by future residents without the need to utilize private automobiles.

Municipal servicing infrastructure is available to the property which has the capacity to support the proposed development. Further, it has been demonstrated that the existing road network can support the proposed development without impact.

An ample supply of amenity space is to be provided on the property to meet the needs of future residents, establishing a hierarchy of open space which provides for a variety of sizes, and passive and active uses. Further, it is also contemplated that a POPS space will be provided along Granite Court serving to establish a landmark destination in the community and further supplementing the availability of open space serve new and existing residents.

An existing Durham Region Transit route operates past the subject property along Whites Road and Oklahoma Drive, with further transit routes located within a 10-minute walk of the subject property along the Kingston Road corridor. These options provide connections to Pickering Parkway Terminal and GO Station, which provides inter and intra connections. Thus the proposed development will encourage residents to make use of the existing transit infrastructure, which is clearly encouraged by all levels of Policy.

### 4.3 Land Use, Built Form and Compatibility

The density proposed on the subject property exceeds the current provisions of the City of Pickering Official Plan and will require an Official Plan Amendment to permit the proposal. Notwithstanding this, the proposal does comply with the maximum FSI limit of 2.0 also applicable to the property. As has been described in this Report, and is also outlined in the accompanying Urban Design Brief, the proposed development is not anticipated to present any negative impacts on the adjacent community in terms of noise, shadow, traffic, or civil servicing, and provides a compact, transit supportive built form which appropriately transitions to the adjacent community, maintains appropriate setbacks, step-backs and building articulation to maintain a pedestrian scale along the public realm, does not present any rail safety concerns, and is compatible with the employment uses located west of the rail corridor. Accordingly, it can be concluded that the increased density is appropriate as it would otherwise maintain a built form within a gross floor area and FSI already envisioned for the property.

A Zoning By-law Amendment is required in order to realize the vision of the POP through the implementation of site-specific development standards, which are to be further refined through a subsequent Site Plan Control Application.

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In terms of built form, the proposed apartment building provides a consistent streetscape along both Whites Road and Granite Court, with the main mass of the building oriented towards the intersection of the streets, accentuating of the focal point this creates. Step-backs are implemented along both frontages to maintain a pedestrian scale, which is encouraged within the POP and provides for a consistent street edge. There will be no visibility between the at grade parking spaces and the public realm, thus further establishing these areas as a focus for pedestrian activity. The proposed POPS space at the intersection of Granite Court and Whites Road South will 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 at grade and also within a 2-level underground parking structure. Parking at grade is located away from the public realm, establishing a complementary transition to the neighbouring uses that is entirely pedestrian focussed. The proposed site configuration is consistent with Design Policies within the City of Pickering Official Plan, which is described in greater details in the accompanying Urban Design Brief provided under a separate cover.

Vehicular access to the development will be provided off of Granite Court and is appropriately sited to ensure sufficient sightlines and minimize traffic impacts. Sidewalks will be extended across the frontage of both roads to encourage pedestrian activity and further aid in minimizing potential for conflict.

The building generally complies with a 45-degree angular plane projected from the opposite side of each right-of-way, with the exception of a minor encroachment of the mechanical penthouse above the 12<sup>th</sup> storey. This does not consist of habitable space, and is likely to be removed as the detailed design of the building progresses. As a result, it is our opinion that a reasonable transition has been provided to the adjacent community, which is further substantiated by the shadow study which demonstrates that only the residential uses east of Whites Road will experience any shadow encroachment, although this does not occur until after 3pm in March, with only minor encroachments after 4pm in June.

A compatibility study has been completed and has determined that there proposed sensitive use (residential) is not expected to experience any air quality or vibration impacts as a result of proximity to the adjacent rail corridor and Employment uses. Noise mitigation measures are recommended; however, these are related to road traffic noise from Whites Road and Highway 401 rather than the Employment Area, and are described as being standard for developments of this sort. Furthermore, a derailment protection report has been completed and provides that there are no rail safety concerns based on the proposed site layout and design.

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#### 4.4 Proposed Zoning Category and Development Standards

It is proposed that the subject property be placed within the Multiple Family Dwelling Second Density (RM2) Zone, and subject to an exception providing site specific development standards. The RM2 Zone is appropriate as it would permit the proposed Apartment House Dwelling use. In keeping with City of Pickering standards, a building envelope and 'build-to' zone are to be established to govern setbacks and to ensure a consistent built form along Granite Court and Whites Road. A maximum height, number of dwelling units, and gross floor area are provided which reflect the details of the proposal. A parking rate is provided as justified in the Traffic Impact Study reviewed in Section 3.8 of this Report, and which is consistent with the rate proposed in the latest draft of the Citywide comprehensive Zoning By-law.

Beyond this, further definitions are provided to clarify the front lot line and other definitions not presently contained in the Zoning By-law, and to reflect permitted encroachments, amenity space, and bicycle parking requirements.

#### 4.5 Onsite Operations

##### Parking

The subject property is located within the boundaries of Pickering Zoning By-law 2511 and is also subjected to amending By-law 6358/04. The provisions of this By-law are not reflective of the vision or permissions associated with the *Mixed Use Area* land use designation, nor of current trends in planning or development related to reducing parking supply in favour of promoting non-automobile related means of transportation.

An reduce parking rate is sought for the proposed development which is more reflective of an urban form as contemplated within the *Mixed Use Area* designation. Recommendations are provided for alternative parking rates based on a review of approved parking standards for nearby municipalities, as well as the proposed rates for apartment dwellings contemplated in the latest draft of the proposed Citywide Comprehensive Zoning By-law. As a result, it is provided that the proposed rate is acceptable to accommodate the anticipated demand for the proposal.

##### Amenity Space

The development provides a variety of programmed outdoor space at grade and at the 9<sup>th</sup> storey rooftop, as well as interior space connected to the rooftop. The overall provision of amenity space is approximately 1,508 square metres, equivalent to 5.75 square metres per unit. This does not include the areas at grade left in an open field or landscaped condition, nor any private balconies or terraces connected to individual units.

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Further, a privately owned public space (POPS) is proposed within the building setback and right-of-way boulevard along Granite Court. This space is contemplated to consist of both soft and hardscape elements and will help serve as a landmark in the community, while contributing to the expansion of the existing open space network.

Combined with the existing public parkland in the community, the proposal will form a hierarchy of amenity spaces with a wide variety of passive and active recreational opportunities.

#### Waste Collection and Emergency Access

It is understood that Waste Management Services within the City of Pickering are provided by the Region Durham. The proposed entrance driveway has been designed to meet the access route standards, including a minimum width of 6.5m, sufficient turning radii, and clear straight approach distances. 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. Collection will take place at grade where a loading space is provided.

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## 5.0 Conclusions

1334281 Ontario Limited intends to redevelop the subject property with a 12-storey apartment building containing 262 apartment dwelling units.

An Official Plan Amendment is required to permit an increased unit density on the subject property, while a Zoning By-law Amendment is required to enact an appropriate zone category to permit the intended use, and establish site specific development standards to support the proposed development.

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, the adopted update to the Regional Official Plan, the City of Pickering Official Plan, and City of Pickering Zoning By-law 2511.

The development will intensify underutilized lands within the Urban Area of the City of Pickering, which are proximate to existing community and transit infrastructure, and which can connect to municipal services, in order to create a residential building. The proposal is appropriately located to accommodate the intended development and will contribute to the diversification of housing options and affordability within the community, which is consistent with the policies of the PPS and Growth Plan for the Greater Golden Horseshoe. The proposal also complies with the policies of the Region of Durham Official Plan and adopted update to the Regional Official Plan for the subject property. The development will allow future residents to efficiently utilize municipal services, community amenities, and will contribute to the expansion of 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 community.

To support the submission of the requisite development applications, a Traffic Impact Study, Shadow Study, Archaeological Assessment, Functional Servicing and Stormwater Management Report, Hydrogeological Evaluation, Water Balance Assessment, Groundwater Quality Assessment, Geotechnical Report, Phase 1 and 2 ESA, Urban Design Brief, Railway Corridor Safety Study, and Land Use Compatibility 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, contributing to the diversification of housing options, and expanding the open space network. The proposed development will provide an additional housing supply in a form which will be compatible with the evolving neighbourhood fabric and the vision contained within the City's Official Plan.