

PLANNING JUSTIFICATION REPORT

1066 Dunbarton Road
City of Pickering
Regional Municipality of Durham

Date:

December 2022

Prepared for:

Kindred Works

Prepared by:

MacNaughton Hermsen Britton Clarkson
Planning Limited (MHBC)

442 Brant Street, Suite 204
Burlington, ON L7R2G4
T: 905 639 8686
F: 905 761 5589

Our File: 20365R



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

Executive Summary

This Planning Justification Report ('PJR') has been prepared in support of proposed Official Plan and Zoning By-law Amendments to facilitate the redevelopment of the Dunbarton-Fairport United Church property located at 1066 Dunbarton Road, in the City of Pickering (the "Subject Lands"). The proposed redevelopment will include a mix of three-storey townhouses and three-storey walk-up apartments, all of rental tenure, as well as the retention of a portion of the existing church structure.

The Subject Lands are located at the northwest corner of Dunbarton Road and Cloudberry Court, and are located north of Kingston Road and Highway 401 in the City of Pickering. The Subject Lands are located on a corner lot, having a total area of 0.79 hectares. The area surrounding the Subject Lands consists of predominantly low-rise residential uses, including single detached and townhouse dwellings, transitioning to low-rise commercial uses along Kingston Road to the south. A number of parks and open spaces are located within the surrounding neighbourhood, and the Subject Lands are within walking distance of a number of community facilities, places of worship and shopping centres.

The proposed Official Plan and Zoning By-law Amendments facilitate the construction of a mix of three-storey townhouses and walk-up apartments, consisting of a total of 41 residential dwelling units. All of the proposed residential dwelling units are to be of rental tenure, with 30% targeted to be affordable units at 80% of the Median Market Rent per the CMHC National Housing Co-Investment Fund criteria. The original church structure is to be retained, with demolition of the later additions to the church, as further described in the Heritage Impact Assessment. The retained church will continue to provide for a community function by providing community centre and place of worship facilities, and support the continued day care use on the Subject Lands. This redevelopment provides an important contribution to the City's goals of supplying affordable rental housing and new community amenity areas.

The Subject Lands are currently designated as "Low Density Area – Urban Residential" in the City of Pickering Official Plan. The Subject Lands are zoned I(C)-DN Zone under the City of Pickering Zoning By-law 3036. A detailed planning analysis of the Provincial and municipal policy and regulatory framework, including applicable design guidelines, is provided in this report which supports and justifies the proposed redevelopment.

The proposed redevelopment is supported by a number of technical studies and reports to address servicing, transportation and design requirements. It is compatible with the surrounding built form and neighbourhood context, and introduces modest and sustainable intensification while respecting the existing character of the surrounding Dunbarton Neighbourhood.

Based on the physical context and planning policy and regulatory framework analysis, the proposed redevelopment is consistent with and conforms to Provincial policies, conforms to the Region's and City's Official Plans, represents good planning and is in the public interest.

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Kindred Works (the “Applicant”) to seek approvals to redevelop the property commonly known as Dunbarton-Fairport United Church. The property is located on the northwest corner of Dunbarton Road and Cloudberry Court, and municipally addressed as 1066 Dunbarton Road, in the City of Pickering (the “Subject Lands”), as shown on **Figure 1**.

This Planning Justification Report (“PJR”) has been prepared on behalf of the Applicant in support of the comprehensive redevelopment of the Subject Lands through proposed Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications. The OPA and ZBA applications proposes to redevelop the Subject Lands to include retention of a portion of the existing place of worship, and the introduction of a mix of three-storey townhouses and walk-up apartments, all with a rental tenure. A total of 41 new residential rental units are proposed, of which 30% are targeted to be affordable units at 80% of MMR as defined by CMHC.

This report provides a comprehensive assessment and justification for the proposed redevelopment and requested approvals, in relation to the physical context as well as within the current policy and regulatory framework. This report includes the following:

- A general description of the Subject Lands, surrounding land uses, and existing physical conditions;
- A description of the proposed redevelopment and design elements;
- A summary of the technical studies and plans prepared in support of the proposal;
- A description of the proposed Official Plan and Zoning By-law Amendments;
- A review of the exiting policy and regulatory framework in relation to the proposed plan and requested amendments and an assessment of their consistency and conformity with Provincial, Regional and City policies and regulations; and,
- A summary of key conclusions related to the proposed redevelopment.

1.1 Pre-Application Consultation

A Pre-Application Consultation meeting was held with the City of Pickering on November 29, 2021. At the meeting, the proposal was presented and confirmation was provided of the required submission materials. The Pre-Application checklist is provided in **Appendix A**. The Pre-Application Consultation identified the need for an Official Plan Amendment, Zoning By-law Amendment and Site Plan Control Application to facilitate the proposed redevelopment.

The following submission materials were identified as being required, and have been submitted in support of this proposal under separate cover.

PLAN/REPORT	CONSULTANT
Planning Justification Report	MHBC
Draft Official Plan Amendment	MHBC
Draft Zoning By-law Amendment	MHBC
Urban Design Brief	MHBC
Site Plan, Elevations, and Floor Plans	KPMB
Transportation Impact Study/Parking Justification	BA Group
Functional Servicing Report	WSP
Stormwater Management Report	WSP
Phase I ESA	Grounded
Noise & Vibration Study	JJ Acoustic Engineering
Construction Management Plan	Chandos
Landscaping Plans	JRS
Tree Preservation and Replanting Plan	Davey Resource Group
Geotechnical Report	Grounded
Hydrogeological Report	Grounded
Heritage Impact Assessment	ERA

The above noted documents are summarized in **Section 3.2** of this Report.

1.2 Public Consultation Strategy

In facilitating the proposed Official Plan and Zoning By-law Amendments, public engagement is an important component to ensure that the public and stakeholders have an understanding of the proposal and the process through which they can provide input. The proposed Public Consultation Strategy for the application is presented below. The Applicant is committed to working with the Town to ensure all interested stakeholders are engaged throughout the process.

Effective July 1, 2016, changes to the *Planning Act* O.Reg. 544/06, amended by O.Reg 178/16) require that applicants submit a proposed strategy for consultation with the public with respect to the application as part of the 'complete' application requirements.

The public consultation process for the proposed OPA and ZBA will follow the *Planning Act* statutory requirements and the City's practices as outlined in the Official Plan. Throughout the duration of this process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comment with respect to the applications.

Once the applications have been deemed complete, City staff will circulate the applications including all technical reports and supporting studies for comment to commenting agencies and will provide a notice of complete application in accordance with the *Planning Act* and a Development Application Notice sign will be posted on the Subject Lands and updated throughout the process to identify important dates (e.g. statutory meeting). Application materials will be publicly available for viewing on the City's website, and the Applicant's and consultants contact information, as well as the City staff contact information, will be available.

A public information meeting under the *Planning Act* will be held in accordance with the regulations of the *Planning Act*. At this meeting, staff will provide the Committee with a report summarizing all comments and feedback received from the public, agencies, and stakeholders. Additionally, members of the public will be provided with an opportunity to make oral comments at this meeting. MHBC and the Applicant will be available to meet with area residents and stakeholders informally, as needed, prior to the City's formal Public Information Meeting.

The consultation strategy described herein will ensure that members of the public are given an opportunity to review, understand, and meaningfully comment on the proposal at key times during the process and throughout the process.

2.0 Existing Site & Context

The consideration of an existing site's context is important in the planning analysis for the proposed redevelopment. Context must be evaluated, not only as it relates to the existing physical environment and surrounding area, but also to the specific and immediate urban setting and urban structure, which includes future land uses and infrastructure capacity.

2.1 Site Description

As shown in **Figure 1**, the Subject Lands are located at the northeast corner of Dunbarton Road and Cloudberry Court, and municipally addressed as 1066 Dunbarton Road, within the City of Pickering. The Subject Lands have a total area of approximately 0.79 hectares, with approximately 50 metres of frontage on Dunbarton Road to the south, and approximately 80 metres of frontage on Dunbarton Road to the east.

The Subject Lands are currently comprised of Dunbarton-Fairport United Church, a one-storey place of worship which occupies much of the central and southwest portions of the property. The remainder of the Subject Lands currently consist of primarily surface parking, with limited landscaped open space towards the intersection with Cloudberry Court. The original church structure, constructed in 1883, was destroyed by a fire in 1973. The original church structure was rehabilitated following the fire, and two subsequent additions were constructed in 1974 and 1986. A separate Heritage Impact Assessment report has been prepared by ERA Architects and is summarized in **Section 3.2** of this report.

2.2 Surrounding Area Context

As a compliment to **Figure 2**, which illustrates the surrounding area context of the Subject Lands, the following is a description of the physical context within which the redevelopment is proposed.

North: Low-density residential uses, consisting of two-storey single detached and townhouse dwellings.

East: Low-density residential uses are located along the east side of Dunbarton Road and along Cloudberry Court. Further east Kingston Road intersects with Dixie Road, and is predominantly comprised of commercial land uses, including the Brookdale Centre, and various retail and commercial uses.

South: Low-density residential uses are located along the south side of Dunbarton Road, with Kingston Road and commercial as well as light industrial uses located immediately north of Highway 401.

West: Low-density residential uses are located to the west along Dunbarton Road, including 2- and 3- storey single detached homes, along with small scale commercial uses. Low-density residential uses are the primary land use further to the west of the Subject Lands. The Subject Lands are located adjacent to a significant woodland, which is located along the southwestern boundary of the site.

The following images further illustrate the Subject Lands and the surrounding context.



Image 1: Looking southeast from the Subject Lands towards Kingston Road at the intersection of Dixie Road and Kingston Road.



Image 2: Looking northwest towards Dunbarton Fairport United Church from Dunbarton Road.



Image 3: Looking west towards the Subject Lands from the adjacent side of Dunbarton Road.



Image 4: Looking east from the Subject Lands towards Cloudberry Ct from the intersection of Dunbarton Road and Cloudberry Ct.



Image 5: Looking directly towards the main church entrance of Dunbarton Fairport United Church from Dunbarton Road.



Image 6: Existing 3-storey detached dwellings immediately west of the Subject Lands along Dunbarton Road.



Image 7: View from adjacent to the Subject Lands looking east on Dunbarton Road – Subject Lands to the left, low rise residential uses to the right in the image above.

2.3 Neighbourhood Context

The Subject Lands are located at the northwest corner of Dunbarton Road and Cloudberry Court, north of Kingston Road and Highway 401. The Subject Lands are located within the south east portion of the Dunbarton neighbourhood of the City of Pickering, which primarily consists of low density residential uses surrounding Dunbarton Creek. The Subject Lands are further located immediately north of the Kingston Road corridor, which includes planned transit and active transportation infrastructure in support of the ongoing intensification of the corridor through the South Pickering Intensification Study.

The Subject Lands, while located within the Dunbarton Neighbourhood, are not subject to the Council adopted Dunbarton Neighbourhood Development Guidelines. The former Village of Dunbarton comprises the lands to the south and west of the Subject Lands, with several properties constructed in the mid-1800s. The residential lands to the west of the Subject Lands were developed predominantly between 1900 and 1940, with the subdivision lands to the north and east of the Subject Lands developed in the 1980s. The lands to the east of Dixie Road consist of a mix of single-detached, semi-detached, townhouse forms on varying lot sizes.

The existing residential character of the surrounding neighbourhood is predominantly low-density residential. The predominant built form is single detached dwellings, however, two-storey townhouse dwellings are located to the east of the Subject Lands along Dixie Road. To the north of the Subject Lands is predominantly large, single-detached two-storey homes with large peaked roofs including individual driveways from the street, and small side yard setbacks averaging approximately 2 metres. Immediately to the west of the Subject Lands, the predominant built form along the north side of Dunbarton Road is large, single-detached three-storey homes with large peaked roofs and small side yard setbacks, averaging approximately 2.5 metres.

The Dunbarton Neighbourhood contains three places of worship, three cemeteries, and an abundance of natural areas surrounding Dunbarton Creek. Commercial and employment uses are located immediately south of the neighbourhood, along Kingston Road, including the Brookdale Centre commercial plaza which contains grocery, home improvement, pharmacy, clothing, and dining options for local residents. Pickering Town Centre is also located approximately 1.0 kilometer east of the Dunbarton Neighbourhood, providing a variety of commercial, office, and residential uses, as well as Pickering GO Station with transit connections to the Greater Toronto Area.

The Subject Lands are located in proximity to a number of community facilities, parks, and amenities. These destinations are listed below in **Table 1**.

Table 1: Location of Surrounding Community Facilities and Services

DESTINATION	DISTANCE	TRAVEL TIME		
		<i>Walking</i>	<i>Cycling</i>	<i>Car</i>
1. Dunbarton Creek	280m	3	1	1

2. Brookdale Centre (Shopping Plaza)	350 m	4	2	2
3. Vaughan Willard Public School	1.0 km	11	3	2
4. St. Pauls on-the-Hill Anglican Church	1.2 km	14	4	3
5. Pickering Town Centre	1.3 km	17	6	3
6. Bayfair Baptist Church	1.4 km	18	6	4
7. Forestbrook Park	1.4 km	16	4	2
8. William Dunbar Public School	1.5 km	17	4	2
9. Pickering GO Station	1.9 km	21	7	4
10. Dunbarton High School	1.9 km	24	8	4

Note: Distances and times above are approximate.

The proposed redevelopment has been designed to take into account the setbacks and height of the surrounding area, recognizing the differing surrounding context to the north, east south, and west, which all must be considered, and as further described in Section 3.1 of this report.

2.4 Transportation Context

Transportation and access are important considerations for the planning and development of new housing in existing neighbourhoods. These considerations are summarized below. A detailed analysis of the transportation context is provided in the Urban Transportation Considerations Study prepared in support of the application and provided under separate cover.

The Subject Lands currently provide three vehicular access points via Dunbarton Road. Pedestrian access is currently provided via sidewalk connections from the adjacent side of Dunbarton Road towards Falconcrest Drive and on the north side of Dunbarton Road towards Cloudberry Court.

The Subject Lands are located along the northwest side of Dunbarton Road, which is identified as a Collector Road within the City's Official Plan (see **Figure 12**). The Subject Lands are located immediately west of Dixie Road, identified as a Type C Arterial Road, and immediately north of Kingston Road, identified as a Type B Arterial Road. The City's Official Plan also identifies Kingston Road as a 'Transit Spine', intended for current and future transit service.

LOCAL PUBLIC TRANSIT

The Subject Lands are currently serviced by Durham Region Transit routes 900 and 920. Both routes stop at the intersection of Kingston Road and Dixie Road, approximately 350 metres from the Subject Lands. Route 900 provides service from Centennial College in the west, along Kingston Road, and to Trent University and Oshawa Transit Terminal in the east with a frequency of approximately 10 minutes. Route 920 provides service from McCowan Station in the west, along Sheppard Ave and Kingston Road, to Durham College in the east, with a frequency of approximately 10 minutes.

REGIONAL PUBLIC TRANSIT

The Pickering GO Station is located approximately 1.9 kilometers to the east of the Subject Lands, within a 30 minute walking distance, and accessible from Durham Region Transit Route 900. Pickering GO Station provides frequent commuter train service along the Lakeshore East Line to Oshawa in the east and Toronto in the west. GO Train service frequency varies, from approximately 10 minutes during peak hours to 30 minutes during off-peak and weekend hours. A number of GO Bus routes additionally operate from Pickering GO Station serving destinations such as Scarborough, Richmond Hill, York University, Union Station, Ajax, Whitby, and Oshawa.

2.5 Surrounding Development Applications

As part of the preparation of the planning assessment, a search of the City of Pickering's online development application database was undertaken to provide a broader context of the existing and proposed developments within the surrounding area.

Table 2: Surrounding Development Applications

#	Address	File Number	Application Type	Units	Description
1	North-West of Liverpool Road and Highway 401	A 08/21	ZBA	1,318	Three 40-storey mixed-use towers. Total of 1,318 residential units with commercial at grade.
2	760 and 770 Kingston Road	A 11/19	ZBA	88	Condominium development consisting of 88 stacked townhouse dwellings.
3	1854 and 1858 Liverpool Road	OPA 19-005 A 15/19	OPA ZBA	98	13-storey mixed use apartment building containing 98 dwelling units with approximately 460 sq.m. of commercial space at grade.
4	1294 Kingston Road	A 08/19	ZBA	391	Mixed-use development consisting of two buildings having heights of 25 and 13 storeys.
5	1300-1550 Kingston Road	A 08/20	ZBA		Nine buildings consisting of three 12-storey residential buildings, one 15-storey residential building, one 29-storey residential building, and 2 residential buildings with heights of 27 and 29 storeys with a shared 6-storey mixed use podium.

3.0 Proposal Description

3.1 The Redevelopment Proposal

The current redevelopment proposal is the result of careful planning and design undertaken by the project team, including consideration of the Provincial policy framework for managing and directing growth, the local policy context, the surrounding context of the Dunbarton Neighbourhood, and the broader area surrounding the Subject Lands.

The Subject Lands are located within the southeast portion of the Dunbarton Neighbourhood in the City of Pickering. The Subject Lands have a total area of approximately 0.79 hectares, and are currently occupied by Dunbarton-Fairport United Church. As part of the proposed redevelopment, a large portion of the existing church is to be demolished, with retention of only the 1877 (renovated 1973) chapel located at the southwest corner. The retained church structure is planned to remain on the Subject Lands to continue to serve as a local place of worship, as well as to serve as a community centre offering programming and community space to residents of both the proposed redevelopment and surrounding neighbourhood. The intent of the proposed redevelopment is to provide a much-needed mix of affordable and market rate rental housing on underutilized portions of the Subject Lands.

As illustrated in **Figure 4**, the proposed redevelopment provides for the introduction of a mix of three-storey townhouses and three-storey walkup apartments onto the Subject Lands, primarily placed along the perimeter, and fronting onto both Dunbarton Road and an internal drive aisle. The proposed drive aisle will provide access to the retained church, church and visitor parking, as well as access to several of the proposed residential units. Recognizing the importance of the surrounding streetscape, the proposed redevelopment will bring street-facing residential units to Dunbarton Road, with a high quality of landscaping to improve the pedestrian experience. The proposed redevelopment also respects the neighboring woodlot by incorporating a 10-metre setback to the residential units. The proposal has been designed to introduce modest intensification and density onto the site, which is compatible with the surrounding neighbourhood.

As described in Section 2 of this report, the surrounding neighbourhood consists of primarily two- and three-storey single detached and townhouses with peaked roofs. To ensure compatibility with the scale of the surrounding neighbourhood, the proposed three-storey townhouses and walk-up apartments will have a maximum height of 10.35 metres, and incorporate flat and peaked roofs to ensure the height of the structures is similar to the height of the surrounding residential properties. All of the proposed units will have a residential entrance at-grade with landscaping and parking located in front of the unit, consistent with the streetscape of the surrounding neighbourhood. A number of units are also proposed to front onto Dunbarton Road to extend the surrounding streetscape through the Subject Lands, which currently consist of a large amount of surface parking that is inconsistent with the surrounding properties. The intent of the

proposed site layout is to maximize the provision of affordable housing, while preserving the existing historic church structure and ensuring that the proposed residential units appropriately address and integrate into the surrounding context.

Consideration for environmental and community sustainability is an integral part in the design of the proposed redevelopment. Beyond affordability, the proposed redevelopment will incorporate family friendly amenities, timber construction, high-quality materials, and passive ventilation. Passive House Certification and Zero On-Site Carbon are also being pursued, with geothermal to be explored throughout the development process.

Altogether, 41 residential dwelling units are proposed within a combination of three-storey walk-up apartments and three-storey townhouses. The three-storey walk-up apartments proposed will provide for a total of 33 residential dwelling units. The walk-ups are proposed to consist of three storeys plus a basement, with access proposed via individual entrances at-grade. The inclusion of a unit at-grade provides for greater levels of accessibility, consistent with CMHC’s National Housing Strategy accessibility requirements. The three-storey townhouses consist of 17 residential dwelling units. The townhouses are proposed to be three storeys in height, and interspersed between the walk-up units to provide for a varied streetscape.

The proposed redevelopment includes 2,978 square metres of greenspace, representing 45% of the site. In addition, 174 square metres of outdoor amenity area is proposed. The outdoor amenity space includes a playground, a community courtyard and a play area. The outdoor amenity spaces are connected via pedestrian pathways throughout the Subject Lands, as demonstrated in the Landscape Plan accompanying this submission.

A total of 50 surface parking spaces are proposed on the Subject Lands, with 34 spots dedicated to residential parking, 60 to visitor parking, and 10 spots dedicated to church parking. Surface parking is located to the southwest of the Subject Lands by the existing church, in the middle of the Subject Lands as well as to the south of the Subject Lands along Dunbarton Road. A total of 44 bicycle parking spaces are proposed on the Subject Lands, with 42 dedicated to the residential units and 2 dedicated to church parking. Due to the Subject Lands’ proximity to both local and regional public transit service and the proposed Transportation Demand Management measures within the proposed redevelopment, reduced parking rates are proposed.

Table 3: Summary of Proposed Redevelopment Statistics

CHARACTERISTIC	DESCRIPTION
Total Site Area	0.79 ha
Proposed Total Gross Floor Area	3,796 sq. m.
Proposed Residential Units	41
3-level townhouses	8
3-level walk-up apartments	33
Proposed Density	52 units / hectare
Residential Parking Spaces	34 spaces

CHARACTERISTIC	DESCRIPTION
Visitor Parking Spaces	6
Church Parking Spaces	10 spaces
Greenspace	2,978 sq. m.

3.2 Affordable Housing Brief

The proposed redevelopment will provide for a total gross floor area (GFA) of 3,796 square metres, with a total proposed density of 52 units per hectare. A total of 41 new residential dwelling units are proposed on the Subject Lands, with all of the proposed units to be rental in tenure. Of the 41 dwelling units proposed, 30% are targeted to be affordable rental units at 80% of Median Market Rent (“MMR”) per CMHC National Housing Co-Investment Fund Criteria. **Table 4** below provides a preliminary estimate and breakdown of the number and type of affordable units incorporated in the proposed redevelopment. Please note that the below information is preliminary and is subject to change through the Site Plan and subsequent approval processes.

Table 4: Affordable Housing Statistics

CHARACTERISTIC	DESCRIPTION
Total Number of Rental Units	41 (100%)
1-Bedroom	Total 11 (27%)
	Affordable 0
	Market 11
2-Bedroom	Total 22 (54%)
	Affordable 13
	Market 9
3-Bedroom	Total 8 (19%)
	Affordable 0
	Market 8
Estimated Monthly Rent (Affordable Units)	
	1-Bedroom \$751
	2-Bedroom \$1,067
	3-Bedroom \$1,178
Accessible Units	11 (27%)
CMHC Vacancy Rate (Associated Market Area)	The latest data for CMHC Vacancy Rates for the Associated Market Area is from 2020. This data shows that for Pickering, the Vacancy Rate for 3 Bedroom+ units in the City of Pickering was 1.1% with a total Vacancy Rate of 1.0%. In the Dunbarton Neighbourhood Profile completed in February 2021, only 3% of the Dwellings by Structural Type were Apartments and Stacked Townhouses less than 5 storeys. Over 88% of existing dwellings were Single Detached Houses.
Average Market Rents in the Primary Market	According to the 2016 Census Profile for the City of Pickering, the average monthly shelter costs for rented dwellings was \$1,359, compared to the province-wide average of \$1,109. CMHC reports that in October 2020, the

CHARACTERISTIC	DESCRIPTION							
Affordable Rents based on Renter Income Deciles	average market rent for a 3 bedroom+ row/apartment was \$1,537, with the Median Market Rent (MMR) at \$1,476 for the same unit type.							
	In 2016, Statistics Canada through the Census of Canada and National Household Survey reported the following Renters Income Ranges (Before Taxes) (%):							
		Less than \$20,000	\$20,000 to \$39,999	\$40,000 to \$59,999	\$60,000 to \$79,999	\$80,000 to \$99,999	\$100,000 and over	Total
	2016	13.2%	23.7%	20.3%	15.2%	12.0%	15.9%	100%
	According to CMHC housing is considered to be affordable when a household spends less than 30% of its pre-tax income on adequate shelter. Therefore, if the yearly rent for a 3 bedroom + row/apartment is \$17,712 (based on MMR), then this unit type would be considered unaffordable for close to 57.2% of Pickering’s renters, with the maximum before taxes income of \$59,000 required to be considered affordable. In addition, the affordable rent for this unit type based on 80% MMR for the City of Pickering is \$1,166.04.							

The Applicant (Kindred Works) does not have formal agreements with the Province of Ontario or the Region of Durham. However, they are seeking funding in terms of waivers or funding from the Region of Durham and the City of Pickering, and have an ongoing funding with CMHC through the CMHC Co-Investment program to support the proposed redevelopment.

3.3 Supporting Studies

In order to ensure the proposed redevelopment fully addresses all policy and technical requirements of the City, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the PJR. Many of these studies also identify how the proposed redevelopment and applications advance Provincial, Regional, and local policies.

3.3.1 Noise and Vibration Study

A Noise and Vibration Study has been prepared by JJ Acoustic Engineering Ltd. to determine the potential impact from road and rail traffic noise on the proposed redevelopment. The report identified potential environmental noise impact from road and rail traffic noise, and recommends a requirement for central air conditioning for all units, minimum Sound Transmission Classes (STCs) for exterior glazing and Type D noise warning clauses.

3.3.2 Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan has been prepared by Davey Resource Group (retained by Janet Rosenberg & Studio Inc. (JRS)) to inventory and document the current condition, size and location of trees

on the Subject Lands and evaluate the impacts of the proposed redevelopment. A total of 50 trees were inventoried on or around the Subject Lands: 15 on the property, 30 on neighbouring properties, 4 in the City right-of-way, and 1 in borderline with neighbouring properties. Through the redevelopment of the Subject Lands, 12 trees are recommended to be removed, 8 are expected to be injured but expected to survive, and 30 are recommended to be preserved. Of the trees to be preserved, the Report highlights that no digging or material storage shall take place within their Minimum Tree Protection Zones, and suggests the use of Tree Protection Fencing for a number of trees. The Applicant is planning to plant 40 replacement trees once construction is complete, and the Report provides a list of replacement tree species, which will be a minimum 50mm caliper, and planting locations.

3.3.3 Geotechnical Report

A Geotechnical Report has been prepared by Grounded Engineering Inc. in support of the proposed redevelopment. The purpose of the report is to provide preliminary geotechnical engineering design advice for the proposed redevelopment. Based on borehole findings, the Report provides specific recommendations related to fill, foundations and basements, footings, earthquake design parameters, earth pressure design parameters, slab on grade design parameters, long-term groundwater and seepage control, and site servicing. The Report also includes several considerations for site construction related to excavations, short-term groundwater control and site work.

3.3.4 Hydrogeological Report

A Hydrogeological Report has been prepared by Hydrogeological Review Report to provide hydrogeological engineering design advice for the proposed redevelopment. The Report provides data related to the Subject Lands' geology and physical hydrogeology, monitoring well, groundwater elevations, aquifer testing, and water quality. The report also provides an evaluation of impact on the Zone of Influence, land stability, the City's sewage works, the natural environment, local drinking water wells and potential contamination sources.

3.3.5 Functional Servicing Report

A Functional Servicing Report has been prepared by WSP to describe the existing services in the vicinity of the Subject Lands to determine how the proposed redevelopment will be serviced by storm, sanitary and water services, and reviews the site grading to determine drainage boundaries and grading constraints. Grading of the proposed redevelopment will direct all storm drainage to on-site catchbasins, and the spilt overland flow routes, existing grades along all property lines and retaining walls will be maintained. The on-site storm drainage system will capture and convey the 100-year storm event, and overland flows from storms greater than the 100-year storm will be directed to Dunbarton Road. Sanitary flows from the proposed redevelopment will be discharged through a new connection into the existing sanitary sewer on Dunbarton Road. For water, domestic and fire lines will be extended to provide water service, including a proposed hydrant. The report concludes that the proposed redevelopment can be serviced efficiently by existing water and sanitary services.

3.3.6 Stormwater Management Report

A Stormwater Management Report has been prepared by WSP to examine the potential water balance, erosion control, water quality and water quantity impacts of the proposed redevelopment. No additional erosion controls are recommended as the site is below the 2.0 ha erosion control guideline and the on-site minimum retention of the 5mm rainfall is achieved. The proposed redevelopment will be designed to capture and retain the runoff volume of a 5mm rainfall event for reuse on site, and a sump storage will be provided at the base of a storm tank system to ensure the water balance criteria are satisfied. Regarding water quality, a filtration unit is proposed upstream of the proposed storm tank and will capture and treat the runoff from the controlled at-grade areas, and no water quality controls are recommended in the uncontrolled areas. For water quantity, a storm tank is proposed on the northern portion of the site, and post-development flows have been controlled to below the allowable release rate for the proposed conditions of the development. The Report confirms that the proposed redevelopment meets the intent of the City of Pickering and Conservation Authority's guidelines.

3.3.7 Heritage Impact Assessment

A Heritage Impact Assessment has been prepared by ERA Architects Inc. to determine if any cultural heritage resources may be adversely impacted by the proposed redevelopment and to recommend an overall approach to conservation of the resources. While the church is neither listed nor designated under the Ontario Heritage Act, it is recognized as a built heritage resource on the City of Pickering's Inventory of Heritage Resources and considered to be important both in establishing the character of the Village of Dunbarton and exhibiting dominant landmark value. The Assessment justifies the demolition of the two 20th century additions as they have minimal design value; supports the replacement of the retaining wall at the south entrance with terraced landscaping as it reinstates the relationship between the church façade and Dunbarton Road; and supports the placement and design of the proposed residential units, as they retain the prominence and are compatible with the design of the original chapel.

3.3.8 Transportation Impact Study/Parking Justification

A Transportation Impact Study/Parking Justification has been prepared by BA Group, and includes a review of the functionality and appropriateness of the proposed vehicular facilities, Transportation Demand Management (TDM) measures and the multimodal trip forecasting consideration based on the proposed redevelopment. Through a review of parking standards across municipalities, the Study supports the reduced parking rates proposed, and outlines a number of TDM measures to reduce automobile use and ownership. The proposed internal road was designed to accommodate access route requirements for waste collection services as well as move-in vehicles for residential units. Regarding traffic considerations, the proposed redevelopment is expected to generate 17 and 22 two-way vehicle trips during the weekday morning and afternoon peak hours, which can acceptably be accommodated by the surrounding area road network.

3.3.9 Waste Management Brief

A Waste Management Brief has been prepared by KPMB Architects, which outlines the proposed waste storage area, collection area and access routes for municipal waste collection. Waste materials will be stored in planter boxes at the front of each unit, which will hold the garbage and recycling bins until garbage day. On garbage day, residents will take their bins to their designated collection pad in front of their unit, which are located along the internal access route. The access routes are 6.5 metres wide with a turning radii of 13 metres.

3.4 Proposed Official Plan Amendment

The proposed OPA seeks to amend the mapping and text of the City of Pickering Official Plan to facilitate the redevelopment of the Subject Lands as described in this report.

The Subject Lands are currently designated 'Urban Residential – Low Density Areas' within the City of Pickering Official Plan. As demonstrated in later sections of this report, the proposed redevelopment generally conforms to the City's Official Plan, and is permitted by the applicable designation, with the exception of the density proposed.

The Subject Lands are proposed to be re-designated from the existing 'Urban Residential – Low Density Areas' designation to the 'Urban Residential – Medium Density Areas' designation. The purpose of the Official Plan Amendment is to permit the proposed density of 52 units per net hectare, as the maximum permitted density within the 'Low Density Areas' designation is 30 dwellings per net hectare.

The proposed Draft Official Plan Amendment is included in this report as **Appendix B**.

3.5 Proposed Zoning By-Law Amendment

The Subject Lands are currently governed by the City of Pickering Zoning By-law 3036, and are zoned I(C)-DN (See **Figure 13**).

The I(C)-DN Zone only permits a church and day nursery use on the Subject Lands, and does not permit residential uses. The in-effect zoning that applies to the Subject Lands does not reflect the land use designations identified in the City of Pickering Official Plan, which permit residential development. As a result, a Zoning By-law Amendment is required to facilitate the proposed redevelopment.

The proposed ZBA seeks to amend the City of Pickering Zoning By-law 3036 to facilitate the development of the Subject Lands as described in this report. In order to implement the proposed redevelopment, a site-specific Single-Attached (SA-XX) Zone is being sought.

The proposed Zoning By-law Amendment seeks to permit the proposed Townhouse (Single Attached) and Walk-Up Apartment residential uses in addition to the already permitted church and day nursery uses, as

well as implement site-specific development standards for the proposal. The amendment includes the following:

- Addition of the Single Attached Dwelling use as a permitted building type;
- Addition of the Walk-Up Apartment Dwelling use as a permitted building type;
- Addition of maximum Residential Density provision;
- Addition of minimum Amenity Area provision;
- Addition of minimum Exterior Side Yard Setback provision;
- Addition of maximum building heights for the Church and Residential Dwellings; and
- Addition of parking requirements for each permitted use, including residential visitor parking.

A draft Zoning By-law Amendment has been prepared to facilitate this development proposal, and is included in **Appendix C** of this report.

4.0 Planning Policy Analysis

The following section of the PJR provides a review and assessment of the land use policy and regulatory framework applicable to the Subject Lands and the proposed redevelopment. Each subsection describes the applicable policies and regulations and identifies how the proposed Official Plan and Zoning By-law Amendments are consistent with and implement Provincial, Regional, and local policy. It should be noted that at the time of the completion of this report, Bill 23 was pending approval and some policies and provisions of the *Planning Act* may change following the submission.

4.1 Planning Act, R.S.O. 1990, C. P. 13

In Section 2 of the *Planning Act*, the Province of Ontario declares matters of interest as it pertains to land use and requires that municipal councils have regard to these in all decision making:

“(2) The Minister, the council of a municipality... in carrying out its responsibilities under this Act, shall have regard to... matters of provincial interest such as:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (p) the appropriate location of growth and development;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.”*

The proposed redevelopment has regard for and implements the above-noted matters of provincial interest as directed by the *Planning Act*. The proposed redevelopment will make efficient use of existing transportation, sewage, and water systems through appropriate intensification of the Subject Lands and will develop in an orderly manner to support a safe and healthy, barrier-free neighbourhood. The Subject Lands are located in close proximity to existing transit, active transportation infrastructure, and community amenities, which is the appropriate location for growth and development. The proposed redevelopment represents modest infill intensification of a currently underutilized site that will provide a mix of housing, including affordable housing, which

is well designed to transition to and integrate with the surrounding neighbourhood and maintains high-quality public spaces that are both safe and attractive.

4.2 Provincial Policy Statement (2020)

The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages the efficient use of land, resources, and public investment in infrastructure.

The PPS strongly encourages development that will provide long-term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendments, Zoning By-law Amendments must be consistent with the PPS.

An analysis of the Provincial policies contained in the 2020 PPS, and how the proposed OPA and ZBA are consistent with these policies is provided below.

Section 1.0 Building Strong Healthy Communities

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address them.

Policy	Evaluation
<p>a) <i>Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i></p>	<p>The proposed redevelopment will introduce residential intensification onto a currently underutilized site, and provide for new affordable housing within an existing residential neighbourhood of the City of Pickering. The proposed redevelopment is cost-effective as it will optimize the provision of new housing that is accessible by existing transit and servicing infrastructure.</p>
<p>b) <i>Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation,</i></p>	<p>The proposed redevelopment will provide for 41 new residential rental units, within a mix of 1, 2, and 3 bedroom units, of which 30% are targeted to be affordable rental units.</p>

park and open space, and other uses to meet long-term needs;

- c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;* The Subject Lands are not located in proximity to any areas of environmental protection or where public health or safety would be of issue.
- d) *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;* The Subject Lands are located within a settlement area as defined by the PPS. No expansion to the existing settlement area boundary is required to accommodate the proposed redevelopment.
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;* The proposed redevelopment will provide for modest intensification that supports Provincial growth management directions, support the continued transit investments along the Kingston Road corridor, and utilize existing servicing infrastructure. The proposed compact built form will minimize land consumption and servicing costs.
- f) *Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;* The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA and all required accessibility standards. The proposed redevelopment further provides for a range of affordable and market rate rental housing in close proximity to a number of community amenities as identified in **Table 1**. The proposed three-storey walk-ups additionally provide for at-grade residential units that support a greater level of accessibility.
- g) *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current or projected needs; and* The proposed redevelopment will take advantage of existing infrastructure available to the Subject Lands, reducing servicing costs. A Site Servicing Plan and Functional Servicing Report have been prepared in support of the proposed redevelopment, and further describe the adequacy of existing infrastructure to service the proposed redevelopment.
- h) *Preparing for the regional and local impacts of a changing climate.* The proposed redevelopment will facilitate the compact redevelopment of the Subject Lands,

improving residential housing supply in the area which will support alternative forms of transportation to reduce the environmental impact of the development. Additional measures proposed to address climate change are addressed in the reports accompanying this submission, including the Stormwater Management and Functional Servicing Report.

Additional policies in **Section 1.1** include:

"1.1.3.1 Settlement areas shall be the focus of growth and development."

As indicated above, the Subject Lands are located within the Settlement Area of the City of Pickering, and therefore the proposed redevelopment will provide for intensification of a currently underutilized site within a Settlement Area as supported by this policy objective.

"1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) prepare for the impacts of a changing climate;

e) support active transportation;

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

g) are freight-supportive."

The proposed redevelopment will provide for the efficient use of land and resources through the redevelopment of the site to facilitate modest residential intensification that makes use of existing water, wastewater, and stormwater infrastructure. The proposed density and compact built form is supportive of active transportation and existing and planned transit within the surrounding neighbourhood, especially along the Kingston Road corridor. The accompanying Functional Servicing and Stormwater Management Reports demonstrate how the proposed redevelopment can be adequately serviced by existing infrastructure. The proposed compact built form also serves to minimize impacts to climate change and promote energy efficiency by providing additional density in proximity to a number of community services and existing transit, reducing automobile reliance. Therefore, based on the above and the supporting technical studies, the proposed redevelopment is able to accommodate the proposed density and residential built form.

"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."

The proposal represents modest intensification within a compact built form. The proposed townhouses and walk-up apartments represent an efficient redevelopment of the Subject Lands that will not result in public health and safety issues. The proposed compact built form and site layout are intended to facilitate transit and active transportation use, which will improve public health, reduce emissions, and lead to a healthier lifestyle for future residents.

"1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities."

The proposed redevelopment is located within the existing built-up area of the City of Pickering, and provides for a compact form and mix of housing units that provide for the efficient use of land, infrastructure and public service facilities.

Section 1.4 – Housing

"1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- b) Permitting and facilitating:
 - i. All housing options required to meet the social, health and well-being required of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - ii. 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."*

The proposed redevelopment will facilitate residential intensification on the Subject Lands through a built-form that includes 41 new residential units within a mix of townhouses and walk-up apartments. Thirty percent (30%) of the residential units proposed are targeted to be affordable units at 80% of MMR. The introduction of this affordable housing to the community will further provide housing choice for current and future residents of the Dunbarton Neighbourhood and City

of Pickering within the housing continuum. The proposed redevelopment will additionally facilitate redevelopment on lands that are supported by existing infrastructure, including local transit along Kingston Road, and a variety of public service facilities all located within walking distance of the Subject Lands, as demonstrated in Table 1, which will help meet the social, health, and well-being needs of current and future residents.

Section 1.5 – Public Spaces, Recreation, Parks, Trails, and Open Space

"1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed redevelopment, as identified in Table 1, is located in close proximity to a number of parks and community facilities to provide access to recreation, open space, trails and parks as promoted by the PPS.

Section 1.6 – Infrastructure and Public Service Facilities

"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."*

The proposed redevelopment will take full advantage of the existing infrastructure and public service facilities, as well as support the use and optimization of existing infrastructure. The Functional Servicing Report prepared in support of this application has identified that the existing infrastructure in the area is suitable to support the proposed redevelopment.

"1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. municipal sewage services and municipal water services; and,*
 - 2. private communal sewage services and private communal water services, where municipal water services are not available or feasible;*
- b) ensure that these systems can be provided in a manner that:*
 - 1. can be sustained by the water resources upon which services rely;*
 - 2. prepares for the impacts of a changing climate;*
 - 3. is feasible and financially viable over their lifecycle; and,*
 - 4. protects human health and safety, and the natural environment;*
- c) promote water conservation and water use efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process."*

Given that the Subject Lands are presently serviced and underutilized, the proposed redevelopment of the Subject Lands provides an opportunity to make more efficient use of the available municipal infrastructure and services. The accompanying Functional Servicing Report and Stormwater

Management Brief demonstrate that the proposed redevelopment can be adequately serviced by the existing municipal sewage and municipal water systems, while providing for protection of human health and safety, and the natural environment.

"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."

The proposed redevelopment intends to connect to the existing municipal water and sewer services along Dunbarton Road, and will not require the establishment of new, unplanned municipal services.

"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."

The existing and planned transportation infrastructure will be used and supported by the proposed redevelopment which will also incorporate transportation demand management strategies as recommended in the Urban Transportation Considerations Study.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation."

The proposed redevelopment incorporates an internal drive aisle with pedestrian connections to the surrounding street network to ensure easy access for future residents to surrounding transit and active transportation infrastructure. The proposed compact built form and TDM measures incorporated into the proposed redevelopment will support future use of transit, and will support the continued growth and development of the nearby Kingston Road Corridor, as planned through the South Pickering Intensification Study.

Section 4.0 – Implementation and Interpretation

"4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

As further described in Section 4.4 of this report, the City of Pickering's Official Plan outlines the land use designations and policies applicable to the Subject Lands. The proposed redevelopment has been designed and planned in accordance with the Urban Residential Areas – Medium Density Areas designation, while the proposed OPA and ZBA seek to facilitate the proposed residential intensification of the Subject Lands.

Summary/Conformity Statement

The above analysis demonstrates that the proposed redevelopment allows for development, at an appropriate density, in an area served by existing infrastructure and that supports the goals of the PPS. As such, the development proposal and corresponding OPA and ZBA are consistent with the policies of the PPS.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. The Growth Plan establishes a long-term framework for growth and development in the Greater Golden Horseshoe (“GGH”). The Growth Plan encourages the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing and employment opportunities. The Growth Plan utilizes a land use planning horizon to 2051.

The Growth Plan provides policy direction for where and how to grow, stating that population and employment growth is to be directed to urban areas and rural settlement areas. Within these areas, the Growth Plan distinguishes between two different areas of growth: the Built-Up Area, where growth is to be directed and accommodated through intensification; and, Designated Greenfield Areas, which are generally undeveloped, vacant land, where growth and development should achieve a compact urban form.

The Subject Lands are located within the built-up area of the City of Pickering in accordance with the Growth Plan, and the proposed redevelopment provides for residential intensification to meet growth needs as required by the Growth Plan.

Section 2.2 - Policies for Where and How to Grow

Section 2.2 sets out the policy framework for how forecasted growth can be managed to the horizon of the Growth Plan. As such, the vast majority of growth is to be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. As such, growth within settlement areas is further forecasted to occur in delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities. The following policies apply to redevelopment of the Subject Lands.

- “2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*
- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*

- iii. can support the achievement of complete communities;
- b) growth will be limited in settlement areas that:
 - i. are rural settlements;
 - ii. are not serviced by existing or planned municipal water and wastewater systems; or
 - iii. are in the Greenbelt area;
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - ii. strategic growth areas;
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public service facilities
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
- e) development will generally be directed away from hazardous lands;
- f) the establishment of new settlement areas is prohibited.”

In accordance with Section 2 of the Growth Plan, the proposed redevelopment focuses new growth and intensification to the existing Built-Up Area of the City of Pickering, within close proximity to an existing transit corridor along Kingston Road, 350 metres to the east and within a 4-minute walking distance. The proposed redevelopment optimizes growth in an area serviced by existing municipal water and wastewater systems. The proposed use will have access to existing public transit along the Kingston Road corridor. The proposed redevelopment will add to the range of housing choice available in Pickering, including a mix of affordable and market rental units.

“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) 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.”*

The Subject Lands are located 350 metres west of the Kingston Road transit corridor with transit stops for Durham Region Transit routes 900 and 920. As described in Section 2.4 of this Report, the proposed redevelopment is located within close proximity to a wide variety of transportation corridors, including significant public transit investments made by the City of Pickering and other levels of government to support intensification which optimizes existing and planned investments in transit and other infrastructure. The Subject Lands are 1.9 kilometres west of Pickering GO Station which is approximately a 30-minute walk from the site and accessible from Route 900.

“2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*

- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *ensure the development of high-quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.”*

The proposed redevelopment supports the achievement of complete communities by providing a range of residential housing options within a high-quality and compact built form directly proximate to existing transit and pedestrian facilities. A mix of 27% 1-bedroom, 54% 2-bedroom, and 19% 3-bedroom rental units are proposed, all to consist of rental tenure with 30% of units targeted to be affordable at 80% of MMR. The proposal provides a high-quality designed compact built form with amenity areas and sustainable features to address climate change and resilience as well as green building standards. The Subject Lands are located within walking distance to transit along Kingston Road, as well as within proximity to local services to provide for the day-to-day needs of future residents. The proposal will incorporate family friendly amenities, timber construction, high-quality materials, and passive ventilation in alignment with the green infrastructure goals of the Growth Plan, with Passive House Certification and Zero On-Site Carbon also being pursued.

Section 2.2.6 – Housing

Section 2.2.6 contains policies related to housing and the achievement of complete communities. To support the achievement of complete communities, municipalities are encouraged to consider the use of available tools to require minimum intensification and density targets be achieved, require that multi-unit residential developments incorporate a mixing of unit sizes to accommodate a diverse range of households and that sufficient servicing capacity be made available to accommodate the supply of residential units. The applicable policy directions are identified below.

“2.2.6.2 Notwithstanding Policy 1.4.1 of the PPS, 2020, 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."*

The proposal conforms to this policy by diversifying the range and mix of housing options in the Dunbarton neighbourhood through providing a range of built forms, unit types and sizes. Furthermore, the diversity of units proposed has been designed to include units capable of accommodating residents with diverse needs as well as families. The proposed density of 52 units per hectare supports the City of Pickering in achieving the minimum intensification and density targets of the Growth Plan while adding to the housing supply and protecting the existing character of the Dunbarton Neighbourhood.

"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."

The proposed redevelopment will provide for a total of 41 new residential dwelling units of varying sizes. Of these, 11 units will be one-bedroom units, 22 units will be two-bedroom units, and 8 units will be three-bedroom units, thereby contributing to the supply of housing to meet a range of needs.

Summary/Conformity Statement

The Growth Plan focuses on ensuring that growth and development is directed to appropriate areas with an emphasis on development in areas well served by transit and existing and planned infrastructure. The above analysis demonstrates that the proposed redevelopment conforms to the Growth Plan by providing for residential development, at an appropriate density, in an area served by existing transit and municipal infrastructure. The redevelopment proposes rental housing inclusive of affordable rental housing that is well-connected to existing community services, parks and local businesses. As such, the development proposal and corresponding OPA and ZBA conform with and serve to implement the applicable policies of the Growth Plan.

4.4 Durham Region Official Plan (May 26, 2020 Consolidation)

The Regional Official Plan ('ROP') defines the intent of Regional Council in the guidance of growth and development in the Regional Municipality of Durham. The purpose of the Regional Official Plan is to provide policies to ensure an improved quality of life, establish the future development pattern of the Region, provide guidelines for Regional Council and local Councils, and provide information of the Federal and Provincial governments to be considered in the preparation of plans and programs. The Regional Official Plan directs growth to occur in an orderly fashion so that healthy and complete, sustainable communities within livable urban environments can be achieved to live in harmony with the natural environment and meet the social and economic needs of current and future residents.

Within the ROP, the Subject Lands are designated as ‘Living Areas’, and within the ‘South Pickering Urban Area’. Kingston Road is also identified as a ‘Transit Spine’ on Schedule C of the Regional Official Plan (see **Figures 5-9**).

The “Living Areas” are intended to accommodate a full range of housing developed in a cost effective and efficient manner, while maintaining an attractive, safe living environment that is respectful of existing natural areas. **The proposal conforms to these objectives by proposing a compact built form within a built-up area, and through site design and layout.**

The following provides an evaluation of the proposed redevelopment in the context of the Regional Official Plan.

Section 2 – Environment

“2.2.3 Woodlands, wetlands and peat bogs shall be protected and managed to provide environmental, recreational and economic benefits to the Region.”

The Subject Lands are located adjacent to key natural heritage features, specifically a significant woodland, as identified in the Region of Durham and City of Pickering Official Plans. In consultation with City staff, a 10-metre setback has been provided from all new buildings to the western property line to provide a buffer from new development to existing key features.

“2.2.5 Development within the Region shall take into account the following:

- a) aesthetics;*
- b) sources of noxious or hazardous substances;*
- c) noise, odour, dust and light pollution;*
- d) reduction of energy consumption; and,*
- e) provision of social and cultural facilities.*

2.3.45 In the planning and development of the Region, consideration shall be given to supporting energy efficiency and improving air quality.”

The proposed redevelopment consists of a mix of townhouses and walk-up apartments designed at a compatible scale with the surrounding neighbourhood, and intended to make more efficient use of the Subject Lands, which are currently underutilized. The retained historic church will provide for continued community, place of worship, and day care uses on the Subject Lands, while the proposed residential units will provide for rental and affordable rental housing units. Beyond affordability, the proposed redevelopment will incorporate family friendly amenities, timber construction, high-quality materials, and passive ventilation. Passive House Certification and Zero On-Site Carbon are also being pursued, with geothermal to be explored throughout the development process.

Section 4 – Housing

Section 4 of Durham Region Official Plan outlines the goals of the Region pertaining to housing.

- "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.
- 4.2.4 Regional Council shall require at least 25% of all new residential units produced within each area municipality, to be affordable to low and moderate income households.
- 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."

The proposed redevelopment comprises 41 new residential dwelling units within a compact built form that includes three-storey townhouses and three-storey walk-up apartments. Consistent with the goals of the Regional Official Plan, all of the proposed units will be of rental tenure, with 30% of the proposed units targeted to be affordable at 80% of MMR per CMHC National Housing Co-Investment Fund criteria. The proposed redevelopment will provide for a diversity of dwelling types and sizes, and introduce new rental and affordable housing options within the City of Pickering in order to provide increased housing choices for current and future residents. The proposed redevelopment represents modest intensification of a currently underutilized site, and will assist the Region and City of Pickering in achieving residential intensification targets consistent with the Regional Official Plan.

- "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.
- 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."

The proposed redevelopment will introduce a mix of three-storey townhouses and walk-up apartments into an area of the City of Pickering that transitions from the Kingston Road transit corridor to the Dunbarton Neighbourhood. The proposal will ensure that a wide range of housing options are available to current and future residents, including rental and affordable housing as proposed. The Subject Lands are currently underutilized, and have the opportunity to provide for modest intensification that improves the surrounding streetscape, supports active transportation, and provides for increased housing choice within Pickering while ensuring compatibility and respect for the existing neighbourhood character.

Section 5 – Cultural, Health and Community Facilities, and Infrastructure

“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.

5.3.11 Urban Areas shall be developed in accordance with Section 8, based on the principles of sequential development, progressive extension, improvement, rehabilitation and economical utilization of the Regional water supply and sanitary sewerage systems, and minimization of financial impacts on the Region in accordance with Section 6.”

The Functional Servicing and Stormwater Management Report prepared in support of this applications confirms the suitability of existing municipal infrastructure to service the proposed redevelopment. The proposed redevelopment represents modest intensification of a currently underutilized site which will result in a compact built form that makes for the efficient use of land and infrastructure.

Section 7 – Regional Structure

“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.”

The Subject Lands are located within the Pickering/Ajax Urban Area as designated on Schedule ‘A’ – Map ‘A4’ Regional Structure.

Section 7.3.3 of the Regional Official Plan outlines the population and household projections for the City of Pickering to 2031. In the Urban Areas, the Regional Official Plan outlines the following population targets and housing statistics for the City of Pickering:

Table 3 – Region of Durham Official Plan Population Targets

City of Pickering – Population and Households				
	Year			
	2016	2021	2026	2031
Urban Population	136,865	173,635	199,980	221,340
Households	45,030	58,245	68,110	77,125

The proposed redevelopment consists of 41 residential units on the Subject Lands, at a proposed density of 52 units per net hectare. The proposal is in keeping with the Region’s population and household projections for 2021 and onward as it will assist the City in achieving these forecasted targets.

- “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';*
- 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.”*

The proposed redevelopment provides for an overall residential density of 52 units per net hectare, through modest intensification of a currently underutilized site within the built-up area. The proposed redevelopment is consistent with the Regional Official Plan, and will provide additional density within a built for appropriate for the surrounding context. The proposed density will contribute to the achievement of the Region’s density targets for residential development, and assist the Region and City in reducing the per-capita costs for municipal services through the more efficient use of currently underutilized lands.

Section 8 – Urban System

Section 8.1 of the Regional Official Plan provides the Region’s goals for the urban system.

- “8.1.1 To establish an Urban System of distinct Urban Areas that are adaptable and able to evolve into healthy and complete sustainable communities that balance growth in population, with growth in employment.*
- 8.1.3 To provide diverse Urban Areas to meet the various needs of present and future residents of the Region.*
- 8.1.4 To develop people-oriented Urban Areas that create a sense of community, promote social interaction and are aesthetically pleasing.*
- 8.1.5 To provide compact, efficient and accessible Urban Areas comprised of mixed uses.*
- 8.1.8 To provide convenient access to fresh locally grown produce and other healthy food from sources such as farm markets, community gardens and grocery stores.*

Living Areas

- 8.1.15 To establish suitable areas for the provision of a full range of housing which will be developed in a cost-effective and efficient manner.*
- 8.1.16 To create and maintain an attractive living environment that is safe, energy efficient and in harmony with nature.”*

In alignment with the Regional goals for the Urban System, the proposed redevelopment will provide for a mix of uses on site, including place of worship, day care, and residential uses, as well as a diversity of housing forms, sizes, and levels of affordability. A total of 41 residential dwelling units are proposed within three-storey townhomes and three-storey walkup triplexes, with 30% of

the proposed rental units targeted to be affordable at 80% of MMR per CMHC National Housing Co-Investment Fund criteria. The proposed site layout has been designed to create a sense of community and encourage social interaction within the site, while also ensuring that the proposed built forms front onto the public street and promote a vibrant and pedestrian friendly streetscape. A compact built form is proposed that will encourage active transportation and provide for the efficient use of a currently underutilized site. The Subject Lands are located within walking distance to service and retail uses along Kingston Road.

Section 8.2 of the Regional Official Plan also provides specific policies for the Urban Areas within the Region.

“8.2.1 Urban Areas shall be planned and developed with regard for the principles of adaptability over time, sustainable development, harmony with nature and diversity and integration of structures and functions. In addition, the planning and development of Urban Areas shall be based on the following principles:

- a) a more compact urban form which promotes transit-supportive Urban Areas and accommodates the population and employment forecasts in Policy 7.3.3;*
- b) a mixture of uses in appropriate locations, with particular consideration given to Centres and Corridors;*
- c) intensification, with particular regard to Policies 4.3.2, 7.3.9 and 8B.2.4 d);*
- d) good urban design principles;*
- e) increased public transit usage;*
- f) linkages for pedestrians and cyclists which link communities internally and externally and to the public transit system;*
- g) a grid system of arterial roads, and collector roads, where necessary, to provide for a transit-supportive road pattern while recognizing environmental constraints; and*
- h) Greenlands System that complements and enhances the Urban System.*

8.2.2 Urban Areas shall be developed on the basis of full municipal services unless otherwise specified in this Plan.”

The proposed redevelopment, and associated OPA and ZBA, provide for a compact built form within the existing Urban Area of the City of Pickering, at a density that serves to assist the City and Region in achieving the population and density targets of the Regional Official Plan. The proposed redevelopment represents modest residential intensification within proximity to Kingston Road, and provides for a well-designed and compact built form that includes proposed rental and affordable residential units. Consistent with the surrounding built form, the proposed residential units along Dunbarton Road are proposed to front the street with appropriate landscaping to create an improved pedestrian environment. The proposed internal drive aisle and pedestrian connections will promote continuous pedestrian circulation and access, and promote active transportation and transit usage. The proposed redevelopment is to be serviced by existing municipal services, as required by the Regional Official Plan. The Functional Servicing Report prepared in support of this application confirms the suitability of the proposed redevelopment for existing municipal services.

Section 8B – Living Areas

- 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 socio-economic factors.*
- 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.*
- 8B.1.3 Living Areas shall be developed with particular consideration for supporting and providing access to public transit.”*

Through the redevelopment of the Subject Lands, a compact built form consisting of three-storey townhomes and walk-up apartments is proposed in order to intensify the existing site and allow for the introduction of affordable rental housing units. The Subject Lands are located within close proximity to existing transit along Kingston Road, within 5-minute walking distance.

Policy 8B.2.3 of the Regional Official Plan outlines that for lands designated as Living Areas, regard shall be had for the following:

Policy	Evaluation
<i>a) The intent of the Plan is 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.</i>	The proposed redevelopment consists of 41 residential units, representing a compact urban form of residential dwelling, and will be located adjacent to Dunbarton Road a collector road as identified in the Pickering Official Plan. Existing transit service is provided along Kingston Road, within an approximate 3-minute walking distance of the Subject Lands.
<i>b) the use of good urban design principles including, but not limited to, the following: i) the concentration of commercial uses into Centres and Corridors, with particular emphasis on common internal traffic circulation and restricted access to arterial roads by means of service or collector roads, wherever possible; ii) the attenuation of noise through measures other than fences, such as innovative designs, berms and the orientation of higher density developments; and iii) the orientation and design of buildings to maximize the exposure to direct sunlight;</i>	Analysis and consideration for sunlight exposure was essential in the development of the proposed site layout. The proposed residential uses are situated around the perimeter of the site, along Dunbarton Road and the internal drive aisle in order to provide a pleasant pedestrian environment consistent with the surrounding neighbourhood and allowing for the retention of a portion of the existing church structure.

- | | |
|---|---|
| <p>c) <i>Regard shall be had for the provision of convenient pedestrian access to public transit, educational facilities and parks;</i></p> | <p>The proposed redevelopment is located within walking distance of Kingston Road, an arterial road serviced by existing Durham Region Transit Services. As demonstrated in Table 1, the Subject Lands are located within close proximity and walking distance of a number of community amenities, including parks, educational facilities, transit, and shopping.</p> |
| <p>d) <i>The types and capacities of the existing municipal services, infrastructure and the feasibility of expansion."</i></p> | <p>The accompanying Functional Servicing and Stormwater Management Reports demonstrate how the proposed redevelopment can be adequately serviced by existing infrastructure.</p> |

Summary / Conformity Statement

The above analysis demonstrates how the proposed redevelopment conforms to the objectives and policies of the Regional Official Plan by providing for the compact redevelopment of a currently underutilized property, located within close proximity to existing transit. The proposal will provide for a compact built form at an appropriate density which accommodates new affordable rental housing. As described above, the proposed redevelopment and OPA and ZBA are in conformity with the applicable policies of the Durham Region Official Plan.

4.5 City of Pickering Official Plan (October 2018 Consolidation)

The City of Pickering’s Official Plan sets out the foundation for building a good community, and provides a vision for the City. All development in the City of Pickering must conform to the Council approved Official Plan, as well as the Region of Durham’s Regional Official Plan.

Within the City of Pickering Official Plan, the Subject Lands are designated ‘Urban Residential – Low Density Areas’, and further located within the South Pickering Urban Area, within the Dunbarton Neighbourhood. Dunbarton Road is identified as a ‘Collector Road’ (see **Figures 10-12**).

In addition, the Subject Lands are located adjacent to the Dunbarton Neighbourhood Established Precinct on the west, east and south sides of the property. Accordingly, in accordance with Map 17 of the Official Plan, the Dunbarton Neighbourhood Development Guidelines do not apply to the Subject Lands.

The following provides an evaluation of the proposed redevelopment in the context of the City of Pickering Official Plan.

Chapter 2 - The Planning Framework

Chapter 2 of the City of Pickering Official Plan provides policies related to the three interrelated systems that make up the City of Pickering. The Subject Lands are located within Pickering’s urban system.

"2.6 City Council adopts the following as its goals for its urban system:

- (a) to establish and encourage a "complete" urban area with a wide mix and diversity of uses, activities, experiences and opportunities;*
- (b) to recognize and nurture important interrelationships between local culture, local identity and the local economy;*
- (c) to provide an adaptable, durable, safe and accessible urban environment; and*
- (d) to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the urban system."*

The proposed redevelopment supports the achievement of a complete urban area by optimizing a range of residential housing options with a high-quality built form in close proximity to existing community services and facilities as identified in Table 1. The proposed redevelopment consists of 41 rental dwelling units, of which 30% are targeted to be affordable at 80% of MMR per CMHC National Housing Co-Investment Fund criteria. In addition to affordable housing, the existing historic church is to be retained, and continue to function as a place of worship, community hub, and day care to serve the surrounding community and future residents. The public consultation strategy proposed is described further in Section 1.2 of this report.

"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; and*
- (g) improve the physical design of neighbourhoods, streets and the public realm, making them safer, more attractive, more comfortable, more human in scale, and more respectful of cultural and natural heritage. "*

The proposed redevelopment provides for a well-designed compact, urban built form making efficient use of existing infrastructure and providing a range of affordable housing options. By provide a much-needed mix of affordable and market rate rental housing on underutilized portions of the Subject Lands, the proposed redevelopment will provide residential housing to people at all stages of the housing continuum. The Subject Lands are located in close proximity to regional transportation services including the Kingston Road transit corridor and the Pickering GO Station. The Subject Lands are also located in close proximity to a number of community facilities and

services as shown in Table 1. The proposed redevelopment is supported by quality built and natural environments, including proximity to Forestbrook and David Farr Park and other recreational amenities in the surrounding community. Environmental sustainability was critical in the design of the proposed redevelopment, which will include timber construction, passive ventilation, family-friendly amenities, and will pursue Passive House Certification and Zero On-Site Carbon. For the above reasons, the proposed redevelopment will assist the City of Pickering in creating strong communities which are complete, healthy, diverse, and vibrant.

“2.9 City Council:

- (a) recognizes neighbourhoods as the fundamental building blocks of its urban system; and*
- (b) shall endeavour to maintain the different identities and characters of its neighbourhoods as they evolve over time.”*

The proposed redevelopment has been designed to acknowledge the character of the surrounding Dunbarton Neighbourhood, and to introduce modest intensification and density onto a currently underutilized site throughout the Subject Lands. The introduction of residential units of various types and sizes, including affordable housing, will diversify the range of housing options within the Dunbarton Neighbourhood while maintaining compatibility with the surrounding neighbourhood through the proposed 3-storey building heights, introduction of units fronting onto Dunbarton Road with private driveways and landscaping, and enhancement of the existing streetscape.

Section 2.10 of the Official Plan outlines the general policies for the ‘South Pickering Urban Area’ and the projected population targets for the neighbourhoods within the Urban Area to 2031.

“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.”*

As per Table 3 above, the proposed redevelopment will assist the City of Pickering in achieving the minimum population and housing unit targets by contributing an additional 41 residential dwelling units within the existing Built-Up Area. These housing options will meet the social and physical well-being requirements of both current and future residents of the City of Pickering.

Chapter 3 – Land Use

Chapter 3 of the Pickering Official Plan sets out the land use strategy and the applicable designations throughout the City of Pickering. The Subject Lands are designated ‘Urban Residential’ in accordance with Schedule I – Land Use Structure.

“3.2 City Council shall:

- (a) establish appropriate land use designations and policies for all lands in the City;*
- (b) promote Kingston Road as the City’s “mainstreet”;*

- (c) *promote the City Centre as the City's main focus for business, employment, entertainment, shopping, major community and cultural uses, major indoor recreational facilities, high density residential accommodation, and as an Anchor Mobility Hub for integrated transit service;*
- (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;*
- (f) *while maintaining rural character and preserving agricultural land, increase the variety and intensity of land uses and activities in the rural area, particularly in Rural Hamlets;*
- (g) *protect the significant and sensitive natural resources within and outside the City's Natural Heritage System from inappropriate land uses and activities; and*
- (h) *involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in land use decisions affecting the City."*

The proposed redevelopment has been designed in accordance with the Urban Residential designation of the Official Plan, and introduces modest residential intensification which responds to planned transit and intensification along the Kingston Road corridor while maintaining the character of the surrounding Dunbarton Neighbourhood. A compact, urban built form is proposed that is supportive of active transportation and transit use, as well as reduced energy consumption and efficient land use. In accordance with Policy 3.2 of the Official Plan, the proposed residential uses and proposed scale of development will maintain the character of the surrounding stable residential neighbourhood while increasing the variety and intensity of land uses, including the introduction of affordable housing and retention of the existing historic church for community and day care uses, on the Subject Lands.

The proposed redevelopment will introduce modest intensification and density that responds to the City of Pickering's need for delivering more lifecycle housing options, including affordable and accessible units to support changing demographic conditions, as identified in the City-initiated Housing Strategy Study in close proximity to the Kingston Road transit corridor. All proposed residential units are to be of rental tenure, with 30% targeted to be affordable units at 80% of Median Market Rent ('MMR') per CMHC National Housing Co-Investment Fund criteria.

"3.9 City Council:

- (a) *shall recognize as Urban Residential Areas on Schedule I, those areas in the City intended primarily for housing and related uses and activities, including group homes and home occupations;*
- (b) *may zone lands designated Urban Residential Areas for one or more purposes as set out in Table 8, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 9;*
- (c) *in establishing performance standards, restrictions and provisions for Urban Residential Areas, shall have particular regard to the following:*
 - i. *protecting and enhancing the character of established neighbourhoods, considering such matters as building height, massing and scale, yard setback, lot*

- coverage, access to sunlight, overlook, privacy, parking provisions and traffic implications;*
- ii. acknowledge that certain areas within the City may be more susceptible to the construction of Infill and Replacement Dwellings and may identify these areas as Established Neighbourhood Precincts on the Neighbourhood Maps in Chapter 12 – Urban Neighbourhoods, and establish zoning provisions to appropriately address matters such as building height, massing and scale, privacy, overlook and shadowing as they relate to the impact of the construction of Infill and Replacement Dwellings on the character of the streetscape and the existing neighbourhood;*
 - iii. restricting net residential densities to less than the maximums set out in Table 9 in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12), or where neighbourhood character and/or environmental constraints warrant; and*
 - iv. restricting the size, height and/or floorspace of non-residential developments in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12), to prevent excessive commercial development, or where neighbourhood character and/or environmental constraints warrant;”*

In accordance with Schedule I of the Official Plan, the Subject Lands are located within the Urban Residential Area designation. Accordingly, the proposed redevelopment provides for modest residential intensification within a low-rise, medium density residential use that is compatible with and respects the existing built form and character of the surrounding Dunbarton Neighbourhood. The proposed redevelopment contemplates a maximum three-storey height (10m), with appropriate massing and scale, and consistent with the surrounding building heights of two storeys with large peaked roofs. The reduced parking provisions and strategic location of parking areas on the interior of the site also protect and enhance the character of the established neighbourhood through a pedestrianized design. The proposed OPA seeks to permit a density of 52 units per hectare on the Subject Lands, which exceeds the currently applicable ‘Low Density Areas’ designation in order to optimize the provision of affordable housing on the Subject Lands.

“3.9 (cont.d) City Council:

- (f) When considering applications for the development of Infill or Replacement Dwellings within an Established Neighbourhood Precinct, as identified on Maps 11, 12, 13, 15, 16, 17, 20 and 22 of this Plan, shall require that such development complements and is compatible with the character of the Established Neighbourhood Precinct with respect to:

 - (i) Minimizing the impacts associated with building height, massing and scale, privacy, overlook and shadowing on neighbouring properties, and promoting development of a compatible scale as observed from neighbouring properties and the street;*
 - (ii) Reinforcing the established pattern of existing side yard setbacks and separation distances between dwellings as observed from the street;*
 - (iii) Reinforcing the established pattern of existing lot widths and lot coverage in the Established Neighbourhood Precinct;*
 - (iv) Reinforcing the established pattern of front yard setbacks on the street;*
 - (v) Promoting garages to be located flush with or behind the front main walls of dwellings, such that they do not dominate the façade of the dwelling;*
 - (vi) Maximizing the front yard landscaping to the greatest extent possible;**

- (vii) Encouraging the preservation of existing mature trees to the greatest extent possible; and
- (viii) Being consistent with the intent of the Urban Design Guidelines for Infill & Replacement Housing in Established Neighbourhood Precincts, which will prevail in the event of a conflict with any Development Guideline within the Compendium Document.”

The surrounding neighbourhood, as described in Section 2 of this report, consists of single detached and townhouse dwellings, with primarily two and three-storey building heights, large peaked roofs, and small side yard setbacks. Accordingly, the proposed redevelopment provides for a mix of three-storey townhouses and walk-up apartments, which reinforce the established street pattern by introducing individual at-grade unit entrances, driveways, and landscaping along Dunbarton Road, with appropriate massing and scale to address privacy and overlook concerns of the surrounding neighbourhood. Front yard landscaping is to be maximized to create a vibrant landscaping through planter boxes and an appropriate green frame. The proposed redevelopment acknowledges the stable nature of the City of Pickering’s neighbourhoods and introduces compatible residential uses that supply affordable housing for current and future residents at all stages of the housing continuum.

Table 8 of Chapter 3 of the Official Plan provides the permissible uses within the Urban Residential Areas. The following uses are permitted within the Urban Residential Areas:

Table 8: Urban Residential Areas Permissible Uses	
Designation	Permissible Uses
Urban Residential Areas	Residential uses, home occupations, limited offices serving the area, and limited retailing of goods and services serving the area; Community, cultural and recreational uses; Community gardens; Farmers’ markets; Compatible employment uses, and compatible special purpose commercial uses serving the area.

In accordance with Table 8 of Chapter 3 of the Official Plan, the proposed redevelopment contemplates residential uses in the form of three-storey townhouses and three-storey walk-up apartments which are permitted.

Table 9 of Chapter 3 of the Official Plan outlines the permitted densities within the ‘Low Density Area’ and ‘Medium Density Area’ designation of the Official Plan. The Low Density Area designation permits a density of up to and including 30 dwellings per net hectare. The Medium Density Area designation permits a density of over 30 and up to and including 80 dwellings per net hectare.

The proposed density of 52 units per hectare requires an Official Plan Amendment to re-designate the Subject Lands to 'Medium Density Area'. The proposed increase in density will accommodate modest residential intensification of the Subject Lands and facilitate the provision of affordable housing. In addition, the proposed density of 52 units per hectare will also significantly contribute to the City of Pickering's supply of much needed affordable housing as identified in the City-initiated Housing Strategy Study. Specifically, the proposed redevelopment will contribute 11 one-bedroom and 22 two-bedroom units, which were identified as limited supply in the Research and Gap Analysis of the Housing Strategy Study completed at the City of Pickering.

Chapter 4 – Transportation

The City of Pickering Official Plan recognizes that the transportation network has an impact on the quality of life and economic development potential of the City. It acknowledges that Kingston Road is the City's main street. It also acknowledges that an improved and efficient transportation network is a key component of delivering goods, services, and people throughout the City. The following goals and objectives are set forth for the transportation network in Pickering:

"4.1 City Council shall establish and promote a transportation system for people and goods movement, that offers a range of travel choices, and comprises an integrated and accessible network of transportation corridors."

The proposal provides for modest residential intensification within a compact built form, supportive of active transportation and transit usage, in close proximity to the Kingston Road transit corridor. The proposal also incorporates a variety of Transportation Demand Management measures, further described in the accompanying Urban Transportation Considerations Study, which are intended to reduce automobile dependency and facilitate an increase in active transportation and transit usage.

"4.10 City Council shall:

- (c) recognize Type A, Type B and Type C Arterial Roads as described in the Durham Regional Official Plan, wherein
 - (i) Type C Arterial Roads: are designed to carry lower volumes of traffic, at slower speeds; provide access to properties; and generally have a right-of-way width ranging from 26 to 30 metres;**
- (d) 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 Subject Lands are located along Dunbarton Road, a designated Collector Road on Schedule II – Transportation System to the City of Pickering Official Plan, and further to the east it intersects with Dixie Road, a Type C Arterial Road.

Chapter 6 – Housing

The City of Pickering's housing strategy is set out in Chapter 6 of the City of Pickering Official Plan. The City's housing strategy promotes opportunities for a wide variety of housing forms, tenure and types to meet the evolving needs of Pickering's residents.

"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."

The proposed redevelopment supports a broad diversity of housing by providing a range of residential housing options of varying sizes within a high-quality and compact built form near transit facilities on the Kingston Road transit corridor. A mix of 27% one-bedroom, 54% two-bedroom, and 19% three-bedroom rental units are proposed, all to consist of rental tenure with 30% of units targeted to be affordable at 80% of MMR per CMHC National Housing Co-Investment Fund criteria.

"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; and*
- (d) encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing."*

The redevelopment of the Subject Lands represents modest intensification of a currently underutilized site that will provide a mix of affordable and market rental housing while respecting the existing character and built form of the Dunbarton Neighbourhood as an Established Neighbourhood Precinct. The proposed redevelopment will deliver 41 total residential units of various unit types and sizes that will expand the range of housing options across the housing continuum. Furthermore, the diversity of units proposed has been designed to include units capable of accommodating residents with diverse needs as well as families. The three-storey building height allows for fully accessible ground floor units consistent with CMHC National Housing Co-Investment Fund criteria for affordable units.

"6.4 City Council shall:

- (a) require that a minimum 25 percent of new residential construction, on a City-wide basis, be of forms that would be affordable to households of low or moderate income, reflecting affordable housing forms identified in Appendix I – Quality of Life Indicators and Performance Targets;*

- (b) *encourage the affordable component of new residential construction to be in the early phases of a development;*
- (c) *encourage the provision of housing for people with special needs, including assisted housing for low income people, seniors, emergency accommodation, and other forms of supportive housing”*

All proposed residential units are to be of rental tenure, with 30% targeted to be affordable units at 80% of MMR per CMHC National Housing Co-Investment Fund Criteria. The proposed 30% affordable units exceed the 25% minimum set for the City of Pickering. In addition, the proposed at-grade residential units are to be fully accessible, and all of the proposed units have been designed to be family-friendly. Accordingly, the proposed redevelopment represents a significant contribution to the City of Pickering’s affordable housing stock.

Chapter 8 – Cultural Heritage

“8.2 City Council shall:

- (a) *identify important cultural heritage resources from all time periods, so that they can be appropriate conserved and integrated into the community fabric, including:

 - i. *significant heritage structures, features and sites;*
 - ii. *buildings, sites, and artifacts of historical, archaeological and architectural significance including modern or recent architecture;*
 - iii. *significant landscape features and characteristics, including vistas and ridge lines; and*
 - iv. *other locally important cultural heritage resources;**
- (b) *foster public awareness and appreciation of the City’s cultural heritage;*
- (c) *prevent the demolition, destruction or inappropriate alteration of important cultural heritage resources to the extent possible;*
- (d) *where possible, restore, rehabilitate, maintain and enhance important cultural heritage resources owned by the City, and encourage the same for those owned by others;*
- (e) *where possible, ensure development, infrastructure, capital works and other private and public projects conserve, protect and enhance important cultural heritage resources; and*
- (f) *involve the public, business-people, landowners, local heritage experts, heritage committees, relevant public agencies, and other interested groups and individuals in cultural heritage decisions affecting the City.”*

The Dunbarton Fairport United Church is listed on the City of Pickering’s Inventory of Historic Resources. The original church will be retained and incorporated into the proposed redevelopment. A Heritage Impact Assessment has been prepared in support of the proposed redevelopment and is provided under separate cover.

Chapter 9 – Community Design

“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.”

- 9.2 To achieve the community design goal, City Council shall:
- (a) encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians;
 - (b) encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection;
 - (c) encourage private and public developments that provide an integrated mix of uses, activities and experiences;
 - (d) encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy for both pedestrians and vehicles to move about in a variety of directions;
 - (e) encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings;
 - i. developments that are design to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings; and
 - ii. the development of compatible Infill and Replacement Dwellings within Established Neighbourhood Precincts as identified on Maps 11, 12, 13, 15, 16, 17, 20 and 22 of this Plan, to ensure that new development minimizes impacts related to building height, massing and scale, privacy, overlook, shadowing and loss of open space, particularly with respect to the matters identified in Policy 3.9 (f).
 - (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; and
 - (j) encourage developments that establish appropriate relationships between built and natural environments, that ensure sensitive natural systems are protected and where possible enhanced, and celebrate significant aspects of the natural and cultural landscape."

An Urban Design Brief has been prepared to accompany the proposed redevelopment, and describes in detail the compatibility of the proposed built form with the City's Community Design goal and policies, including the Urban Design Guidelines for Infill & Replacement Housing in Established Neighbourhood Precincts. The proposal intends to re-imagine the use of the Subject Lands to continue to serve the community and enhance community pride through a high quality of design in addition to the provision of affordable housing. As described throughout this report, the proposed modest residential intensification is supported by the Urban Residential Area designation of the City of Pickering Official Plan, and represents an appropriate use of the Subject Lands which is compatible with the surrounding community and facilitates the provision of affordable housing.

Chapter 10 – Resource Management

- "10.1 City Council shall, in partnership with other agencies and individuals, ensure the protection, conservation and enhancement of the City's natural heritage features and functions, water, air, energy and other resources, as well as ensure the protection of people and property from environmental hazards.*
- 10.2 City Council shall:*
- (a) identify key natural heritage and key hydrologic features and areas to be protected and enhanced, and risk areas requiring special attention;*
 - (b) protect and enhance important key natural heritage and key hydrologic features and areas as part of the Natural Heritage System;*
- 10.12 City Council recognizes the significance and sensitivity of key natural heritage and key hydrologic features and their inter-related systems of water resources, biotic habitat, natural and cultural heritage, and landform; accordingly, Council shall:*
- (a) identify key natural heritage and key hydrologic features outside the Oak Ridges Moraine in cooperation with appropriate agencies (see Schedules IIIB and IIIC);*
 - (c) ensure the protection of these areas from development*
 - (e) require, where appropriate, the recommendations of an Environmental Report to be implemented."*

The Subject Lands are located adjacent to an identified Significant Woodland in accordance with Schedule III B of the Official Plan. In accordance with the requirements set out by the City at the pre-consultation meeting, an environmental report is not required to permit the proposed redevelopment, and new buildings are located 10 metres from the westerly property line.

- "10.11 City Council recognizes the importance of water and energy conservation; accordingly, Council shall:*
- (a) encourage the construction of water conserving and energy efficient buildings;*
 - (b) encourage the maintenance or establishment of tree cover which provides winter shelter and summer shading, reduces the heat island effect, and reduces stormwater run-off;*
 - (c) encourage the placement of buildings to optimize passive solar energy gain to the building site and adjacent lands;"*

Determination of the proposed site layout and built form was, in large part, driven by the goal of optimizing passive solar energy gain on the Subject Lands. A number of sustainable design elements, including timber construction, Passive House Certification, and Zero On-Site Carbon are also being pursued as part of the proposed redevelopment.

Chapter 12 – Urban Neighbourhoods

Neighbourhood 7: Dunbarton

- "12.9 City Council shall:*

- (a) *in the established residential areas between Spruce Hill Road and Applevue Road, including Fairport Road and Dunbarton Road, encourage and where possible require new development to be compatible with the character of existing development; and*
- (b) *encourage opportunities to rejuvenate the historic Village of Dunbarton, including considering permitting the introduction of small-scale commercial enterprises on suitable sites, provided the historic character of the area and the interests of neighbouring residents are respected, and considering undertaking a Community Improvement Plan or Project in accordance with Section 16.33 of this Plan;”*

In accordance with Map 17 of the Official Plan, the Subject Lands are not located within the Established Neighbourhood Precinct or Dunbarton Neighbourhood Development Guidelines area, but are adjacent to the Precinct on the west, east and south sides of the property. The proposed redevelopment is compatible with the surrounding neighbourhood while also providing for modest intensification on an underutilized site. The proposed redevelopment implements appropriate heights, massing, and setbacks compatible with surrounding existing residential uses and neighbourhood fabric, as further described in the Urban Design Brief.

Summary/Conformity Statement

The above analysis demonstrates that the proposed redevelopment and associated OPA and ZBA serve to implement the objectives of the City of Pickering’s Official Plan by providing for a compact and urban residential built form on a currently underutilized site within the existing built boundary, where the majority of growth is to occur. The proposed redevelopment responds to the affordable housing needs of the community by providing for 41 residential dwelling units with a range of unit types, sizes, and affordability levels. The proposed redevelopment has been carefully designed to respect the surrounding neighbourhood, and provide for a compatible development that integrates with the surrounding area without undue adverse impacts. As set out above and throughout this report, the proposed redevelopment addresses and conforms to the policies of the City of Pickering Official Plan, as proposed to be amended by the OPA to permit the proposed residential density.

4.6 City of Pickering Zoning By-law 3036

The Subject Lands are zoned **I(C)-DN** within City of Pickering Zoning By-law 3036 (see **Figure 13**), and in accordance with By-law 2285/86.

The I(C)-DN Zone permits churches and day nurseries, and does not permit any residential uses as proposed.

The Zoning By-law includes a range of standards for development, set out in **Table 4** below:

Regulation	Standard
Minimum Lot Area	0.5 hectares
Minimum Lot Frontage	50 metres
Minimum Front Yard Depth	4.8 – 6.0 metres (Schedule “I”)

Minimum Interior Side Yard Width	1.2 metres
Minimum Rear Yard Depth	7.5 metres
Maximum Lot Coverage	33%
Minimum Parking	1 parking space per 4 persons church capacity
Maximum number of children enrolled in all day nurseries:	60

In September 2021, the City of Pickering adopted a By-law (7874/21) to amend Zoning By-law 3036 to create ‘Established Neighbourhood Precinct Overlay Zones’, and implement the recommendations of the Infill and Replacement Housing in Established Neighbourhoods Study. The Subject Lands are not located within an Established Neighbourhood Precinct Overlay Zone.

The proposed redevelopment has been assessed in accordance with the currently applicable zoning. In order to facilitate the redevelopment of the Subject Lands and implement the land use designations of the City of Pickering Official Plan, a ZBA is required to permit the proposed redevelopment, including the proposed residential uses.

The proposed ZBA better aligns the development with the current policies of the City of Pickering Official Plan and Provincial policies by incorporating provisions related to residential density, amenity area, and maximum building height. The proposed ZBA also introduces parking standards for the residential units and visitor parking, and revised parking standards for the church use based on floor area rather than building occupancy. The proposed redevelopment maintains key standards in the By-law, and the requested exceptions are to facilitate appropriate and compatible development without adverse impact.

Full details of the proposed ZBA are provided in Section 3.5 of this report. The proposed draft ZBA is included in this report as Appendix C.

4.7 Draft City of Pickering Comprehensive Zoning By-law (June 2022)

In 2020, the City of Pickering initiated a review of the six existing Zoning By-laws in order to create one consolidated Zoning By-law that reflects current Official Plan policies and development guidelines. The first draft of the Comprehensive Zoning By-Law was released to the public for review in June 2022.

Under the draft Comprehensive Zoning By-law, the Subject Lands are zoned I1 – Institutional General. Permitted uses in the I1 zone include:

- Active Recreational Use
- Cemetery
- Community Centre
- Day Care Centre
- Elementary or Secondary School
- Emergency Service Facility
- Library
- Long Term Care Facility
- Park
- Passive Recreational Use

- Place of Worship
- Post Office
- Private School
- Retirement Home

The most appropriate zone for the proposed redevelopment would be MU-1 – Mixed-Use General, which, of relevance to this proposal, includes Townhouse Dwellings, Stacked Townhouse Dwellings and a Place of Worship as permitted uses. However, until the Comprehensive Zoning By-law is adopted, the proposed redevelopment is subject to the provisions of the City of Pickering Zoning By-law 3036.

4.8 City of Pickering Sustainable Development Guidelines

In 2009, the City of Pickering approved a resolution requiring that all new development meet a minimum rating of Level 1 within the City's Sustainable Development Guidelines, originally introduced in 2007. The guidelines identify required and optional sustainability elements for neighbourhoods as well as draft plans, site plans, rezoning applications and building permits.

Each guideline includes a combination of required and optional design criteria. The Required criteria are mandatory and must be met. No points are assigned for the required criteria. For Guideline #2, the required point target for Level 1 is 19 points. For Guideline #2, the intent is to meet Level 1 through a series of approvals. The (R) and (O) signifiers beside the guidelines indicate whether the guidelines is 'required' or 'optional', respectively.

A Sustainable Development Report has been prepared in support of this application, and is included in this report as Appendix D.

5.0 Summary and Conclusions

As outlined in this report, together with the supporting technical reports, the proposed redevelopment and associated OPA and ZBA represent an appropriate development of the Subject Lands, in keeping with the Provincial and municipal policies and regulations. This development marks a significant contribution to the City's goals of providing new rental and affordable housing and new community amenities.

Based on a review of the existing physical context and surrounding area, a technical assessment of the proposed redevelopment concept, and an analysis of the proposal within the Provincial and municipal policy and regulatory frameworks, this report concludes the following:

1. The proposed redevelopment represent an appropriate redevelopment of the Subject Lands given the existing use of the site and surrounding context;
2. The proposed redevelopment provides for appropriately designed and compatible development for the Dunbarton area that will contribute to the provision of new rental and affordable residential units, protection of the natural environment, and the achievement of a complete community;
3. The proposed OPA and ZBA are consistent with and conform to the relevant Provincial policies and legislation including the *Planning Act*, Provincial Policy Statement (2020) and Growth Plan for the Greater Golden Horseshoe (2020);
4. The proposed redevelopment and associated OPA and ZBA conform to both the Region of Durham and City of Pickering Official Plans;
5. The proposed redevelopment can be adequately serviced and does not create any undue adverse impacts to the existing site and surrounding area; and,
6. The proposal is appropriate, represents good planning, and is in the public interest.

Respectfully submitted,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner



Andrew Hannaford, BES, MCIP, RPP
Associate

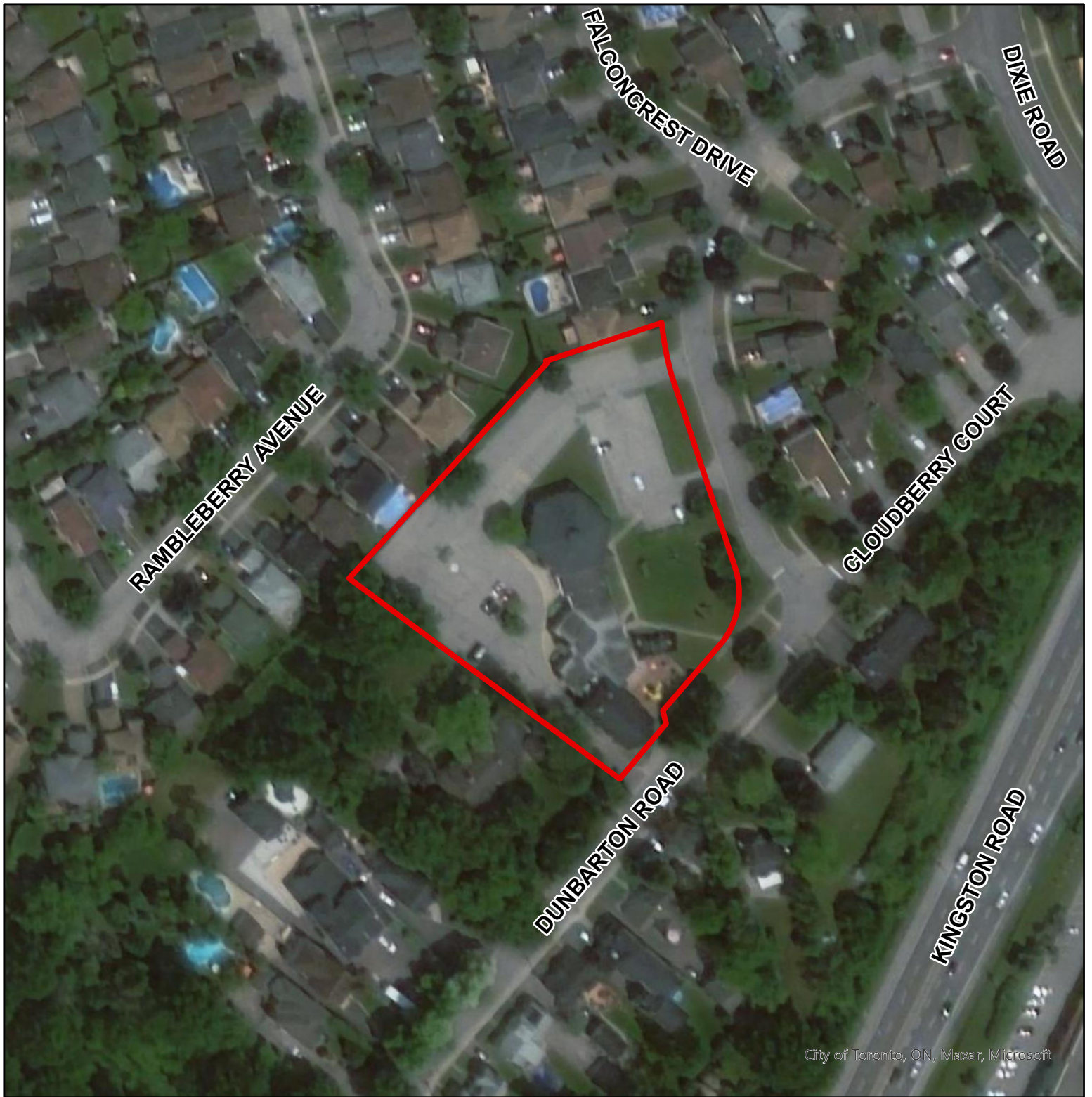



Figure 1

LOCATION MAP

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

 Subject Lands

Date: May 16, 2022

Drawn By: R.M.

File: 20365 - R

Scale: 1:1,500



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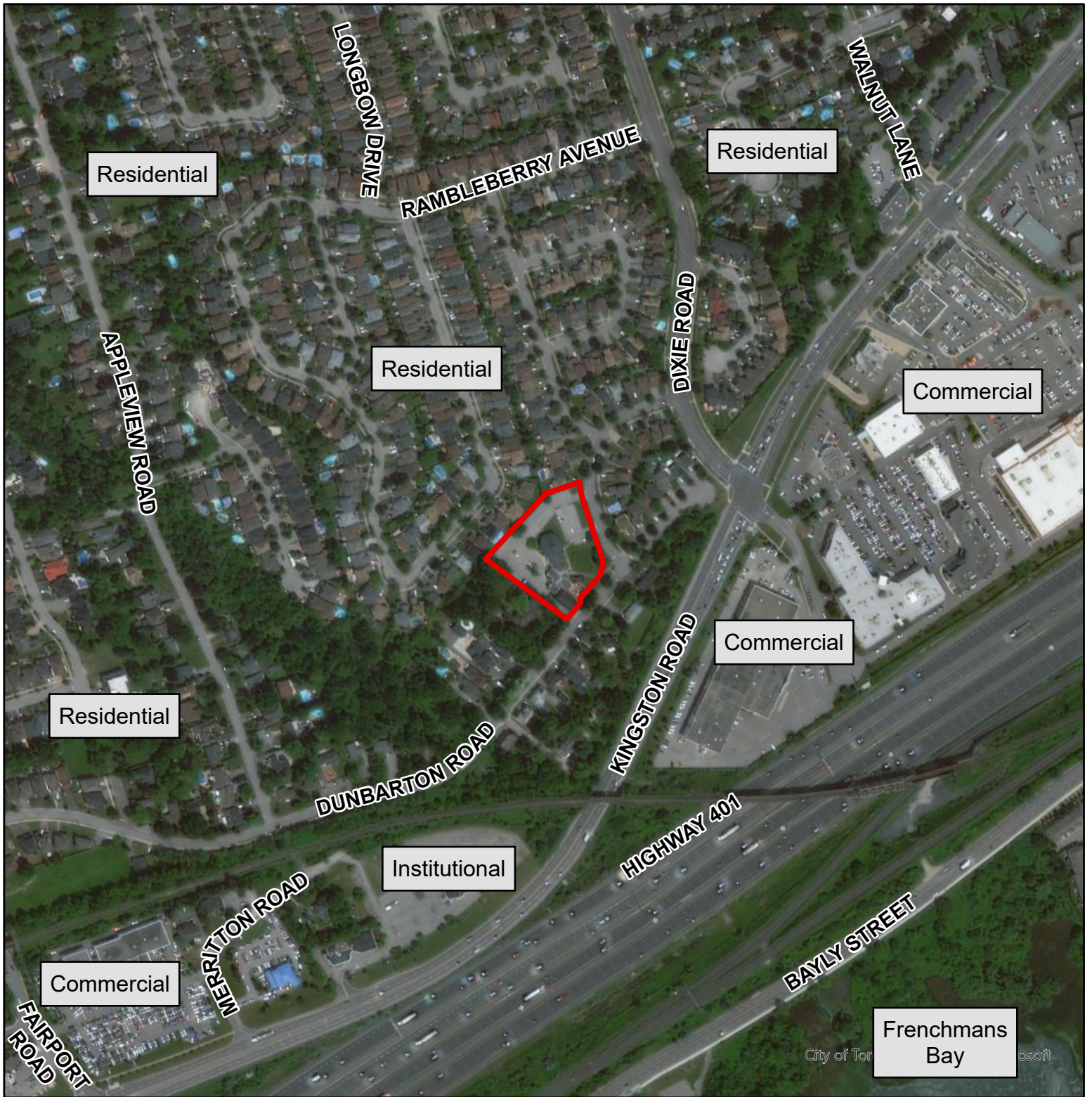


Figure 2

SITE CONTEXT & SURROUNDING LAND USE

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

Subject Lands

Date: May 25, 2022

Drawn By: R.M.

File: 20365 - R

Scale: 1:5,000

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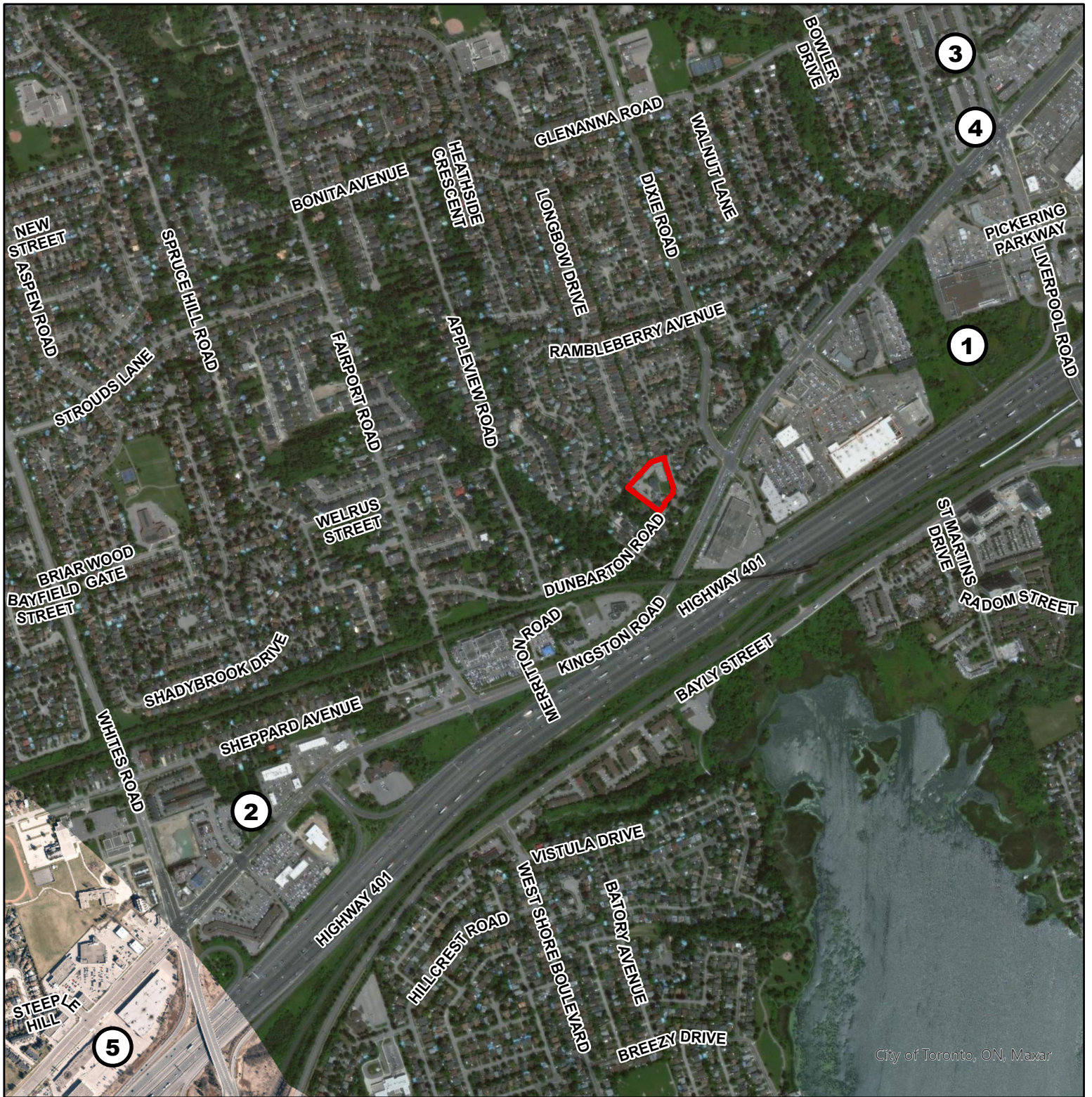



Figure 3

SURROUNDING DEVELOPMENT APPLICATIONS

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

 Subject Lands

Address

- 1 Northwest corner of Highway 401 and Liverpool Road
- 2 760 and 770 Kingston Rd
- 3 1854 and 1858 Liverpool Rd
- 4 1294 Kingston Rd
- 5 603-643, 645 and 699 Kingston Rd

Date: May 25, 2022

Drawn By: R.M.

File: 20365 - R

Scale: 1:12,742

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Figure 4
**CONCEPTUAL
 SITE PLAN**

**1066 Dunbarton Rd,
 Pickering, Ontario**



Date: November 2, 2022

Scale: NTS

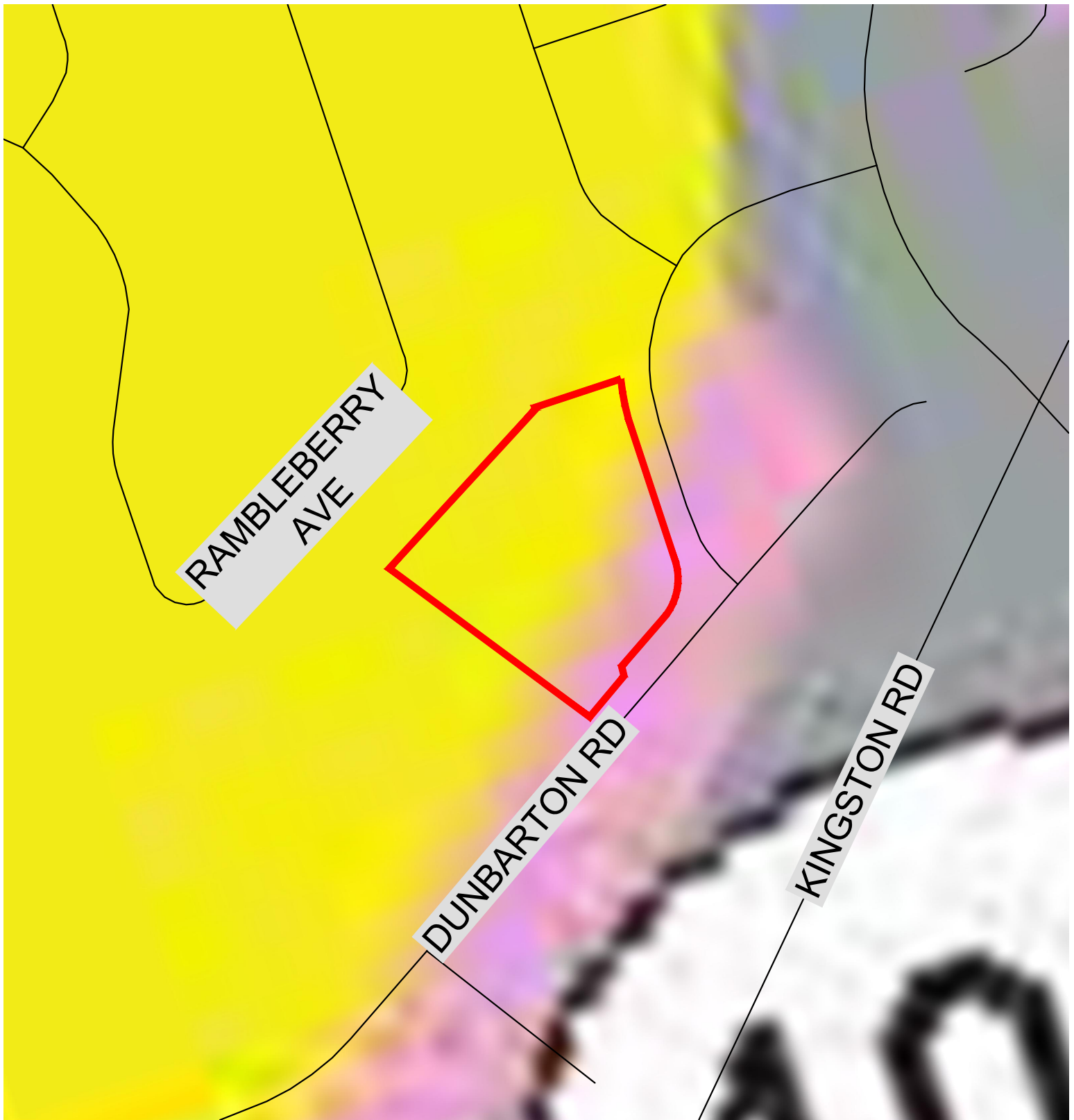


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Date Source: KPMB Architects

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Data Source: Region of Durham; City of Pickering;

Figure 5

DURHAM REGION OFFICIAL PLAN

Schedule A - Map A4 Regional Structure

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

- Subject Lands
- Living Areas
- Regional Centre

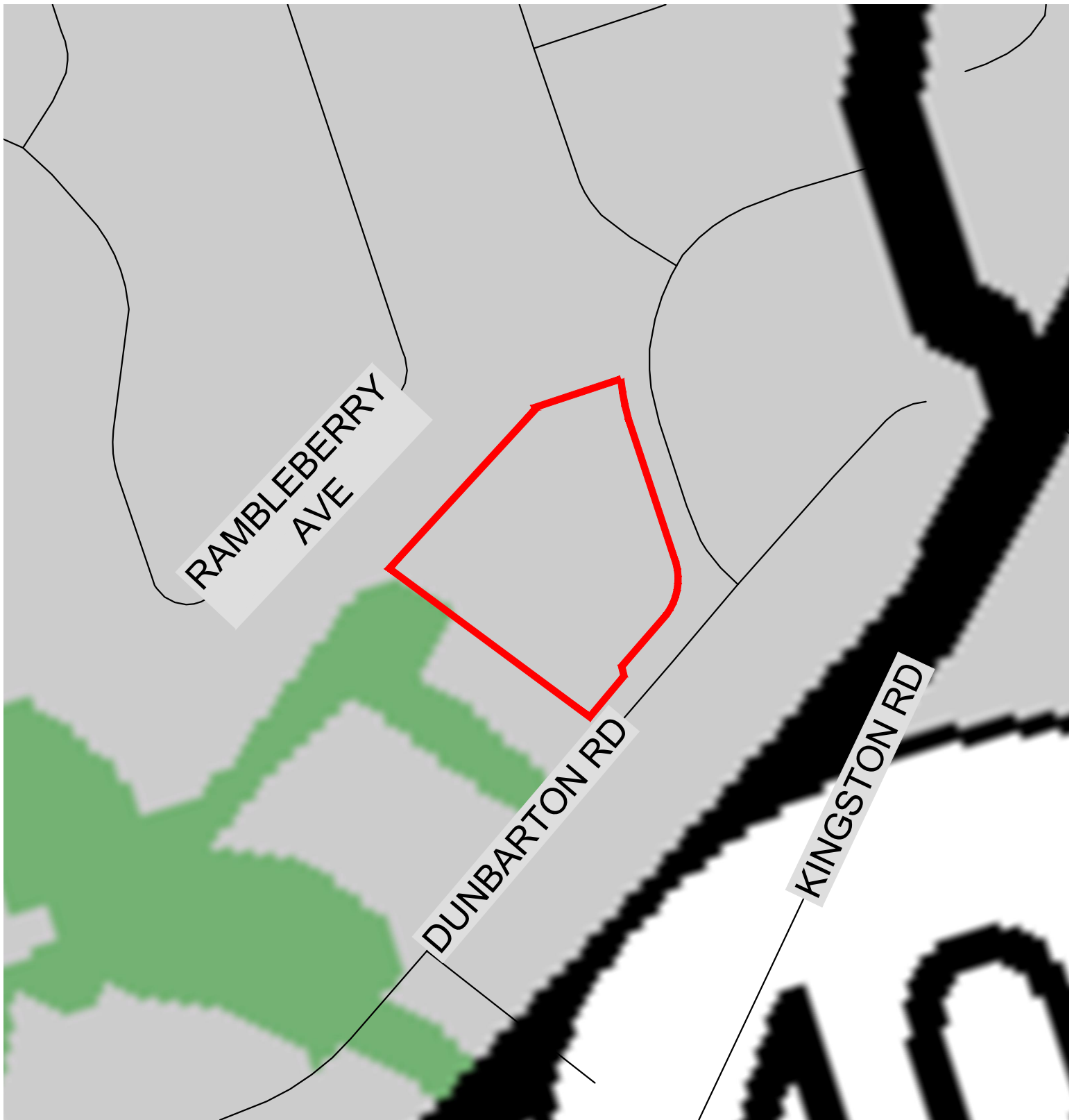
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Scale: 1:2000



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Data Source: Region of Durham; City of Pickering;

Figure 6

DURHAM REGION OFFICIAL PLAN

Schedule B - Map B1d:
Greenbelt NHS & Key
Natural Heritage and
Hydrologic Features

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

-  Subject Lands
-  Key Natural Heritage and Hydrologic Features
-  Urban Area

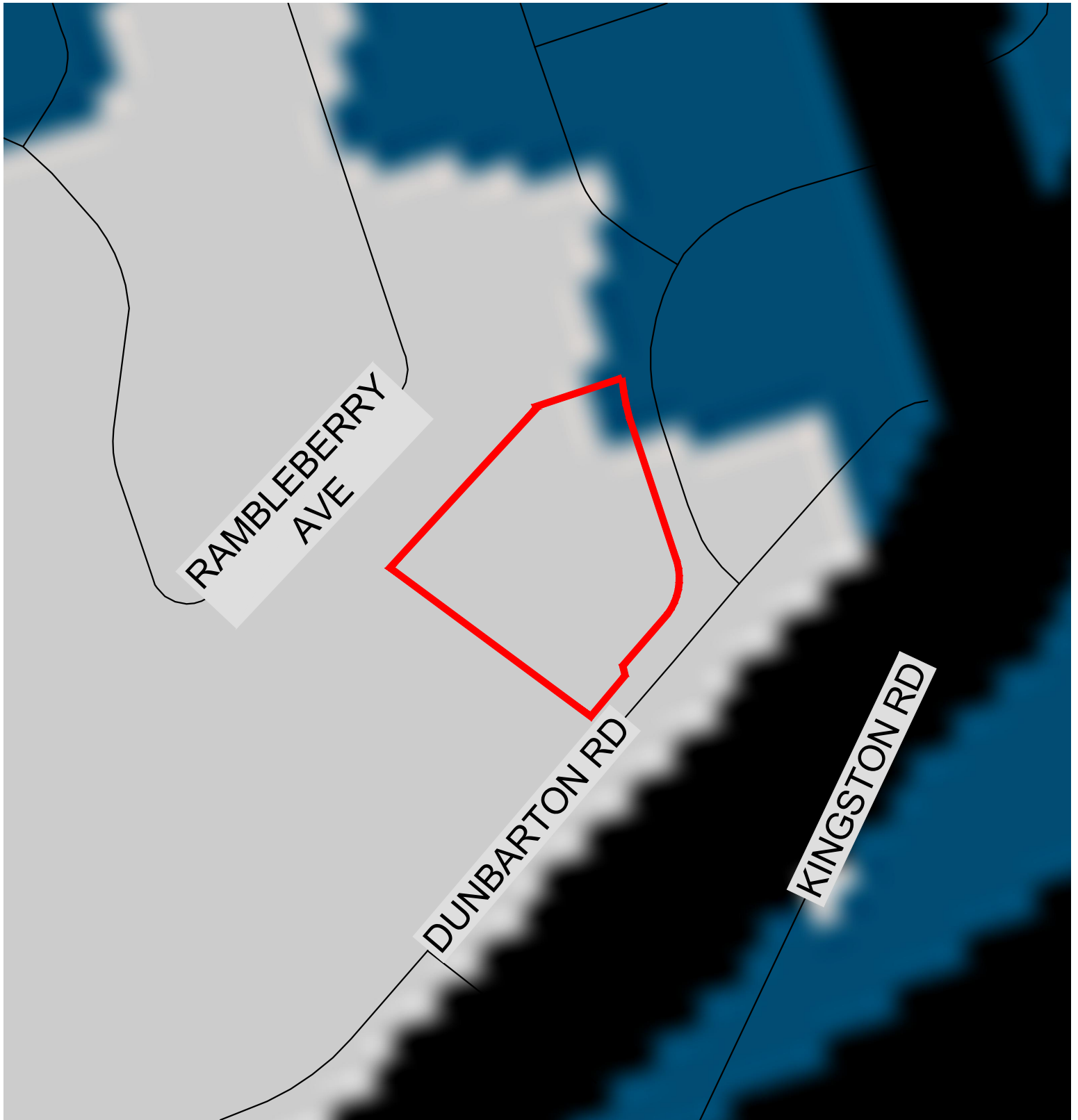
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Data Source: Region of Durham; City of Pickering;




Figure 7

**DURHAM REGION
OFFICIAL PLAN**

Schedule B - Map B2:
High Aquifer
Vulnerability & Wellhead
Protection Areas

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

-  Subject Lands
-  High Aquifer Vulnerability Areas
-  Urban Area

Date: May 25, 2022

Scale: 1:2000

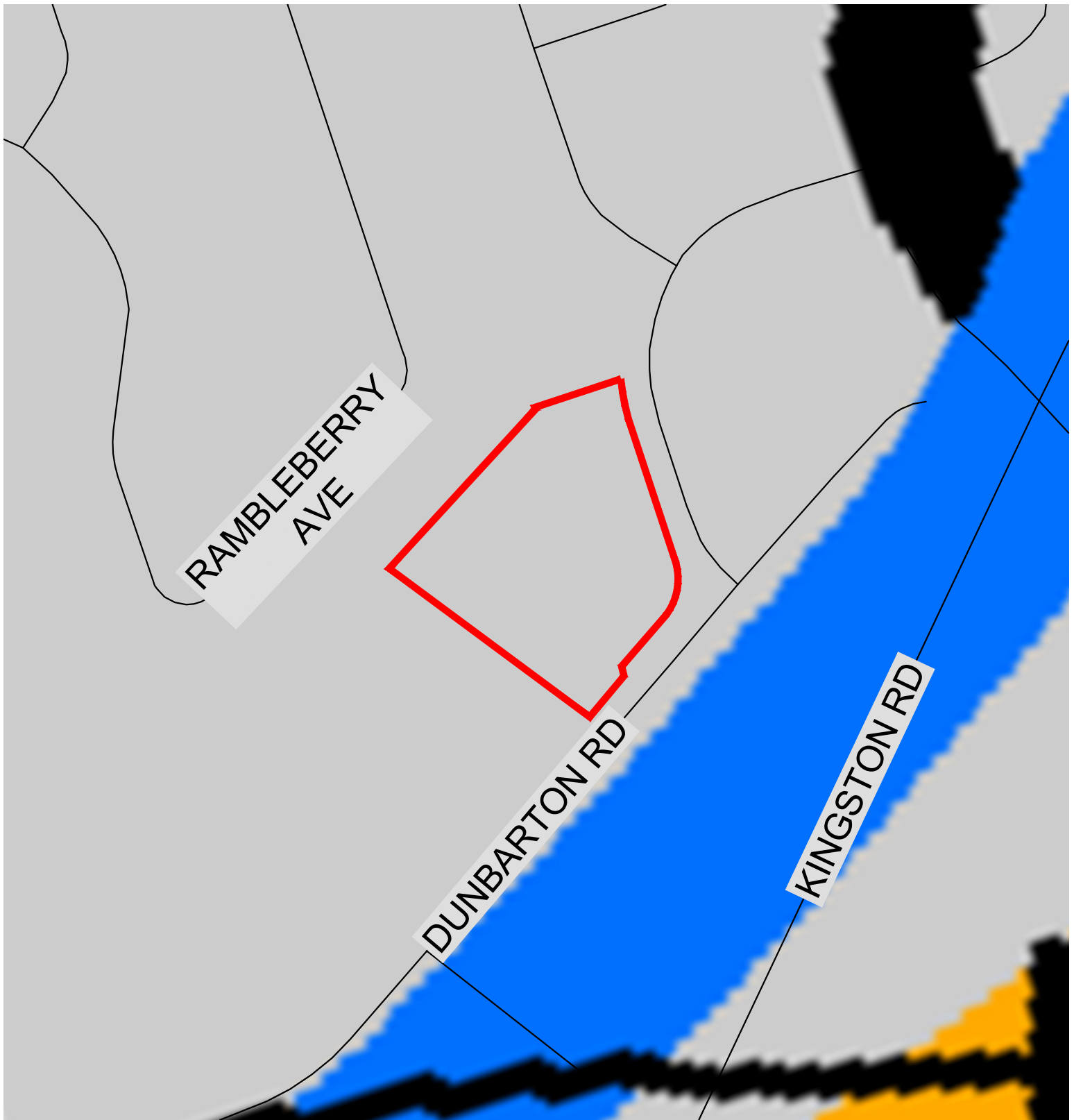


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Data Source: Region of Durham; City of Pickering;

Figure 8

DURHAM REGION OFFICIAL PLAN

Schedule C - Map C2 Road Network

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

- Subject Lands
- Freeway
- Type B Arterial
- Urban Area
- Type C Arterial

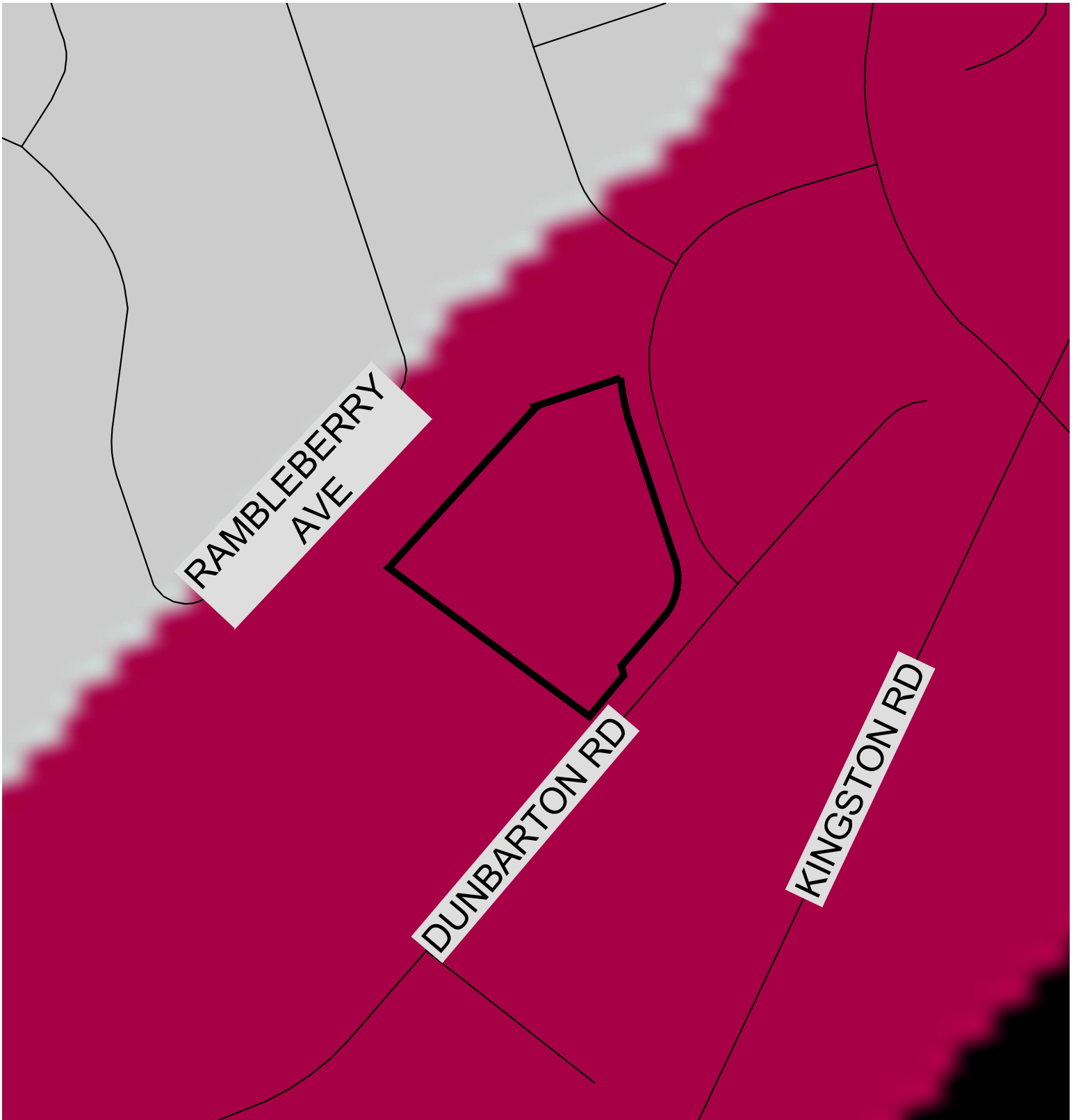
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Data Source: Region of Durham; City of Pickering;





Figure 9

DURHAM REGION OFFICIAL PLAN

Schedule C - Map C3 Transit Priority Network

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

-  Subject Lands
-  Commuter Rail
-  Rapid Transit Spine
-  Urban Area

Date: May 16, 2022

Scale: 1:2000

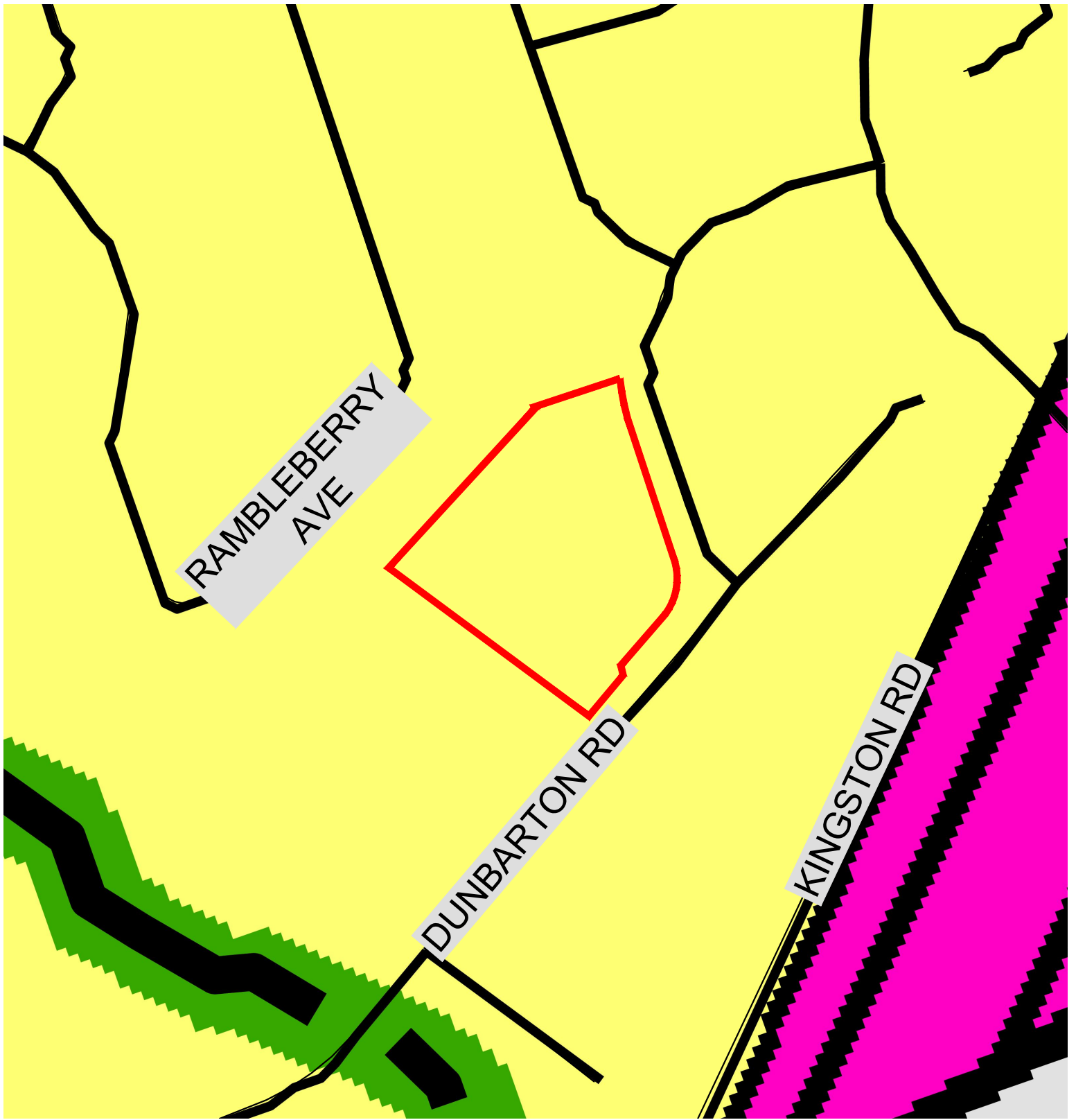


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Data Source: Region of Durham; City of Pickering;





Figure 10

CITY OF PICKERING OFFICIAL PLAN

Schedule 1 - Land Use Structure

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

-  Subject Lands
-  Low Density Areas
-  Community Nodes
-  Natural Areas

Date: May 16, 2022

Scale: 1:2000



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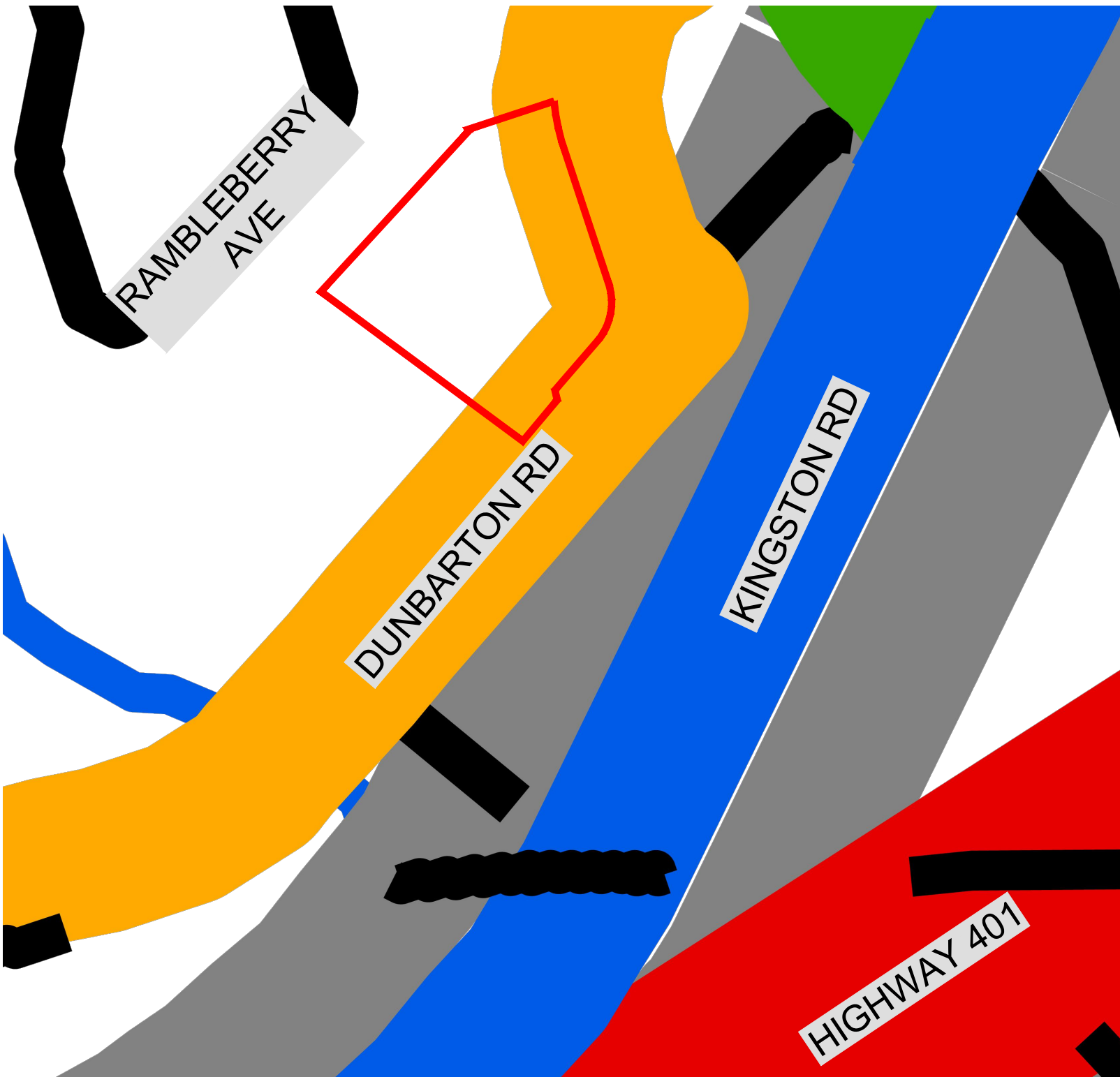


Figure 12

CITY OF PICKERING OFFICIAL PLAN

Schedule 2 - Transportation System

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

	Subject Lands	
Existing		Future
	Freeways	
	Type A Arterial Roads	
	Type B Arterial Roads	
	Type C Arterial Roads	
	Collector Roads	
	Local Roads	
	Freeway Interchanges	
	Underpasses/Overpasses	
	GO Rail	
	Railways	
	GO Stations	
	407 Transit Stations	
	Transit Feeders	
	Transit Spines	
	Deferrals	

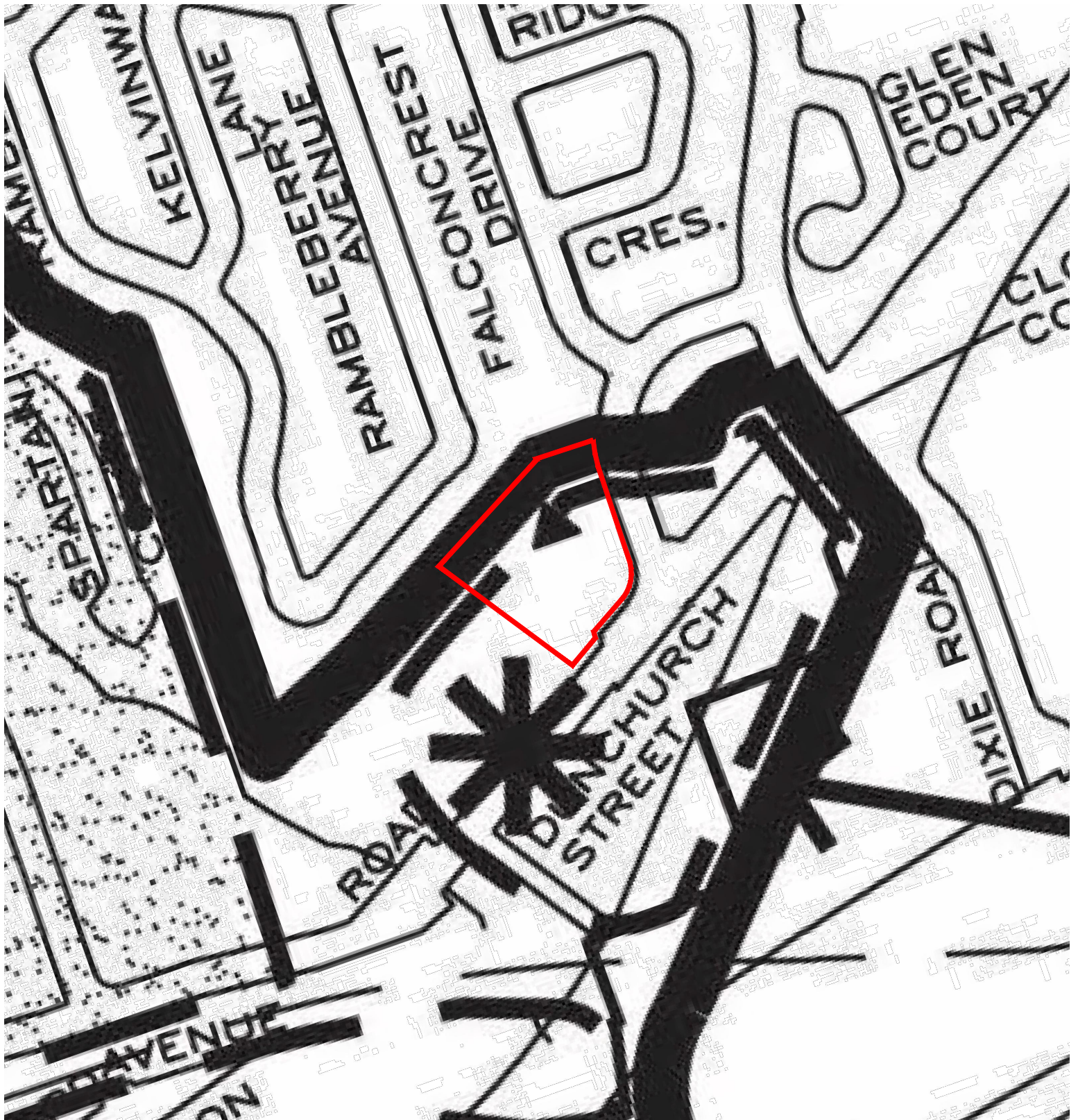
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Data Source:



Data Source: Region of Durham; City of Pickering;





Figure 12

CITY OF PICKERING OFFICIAL PLAN

Map 17: Neighbourhood 7

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

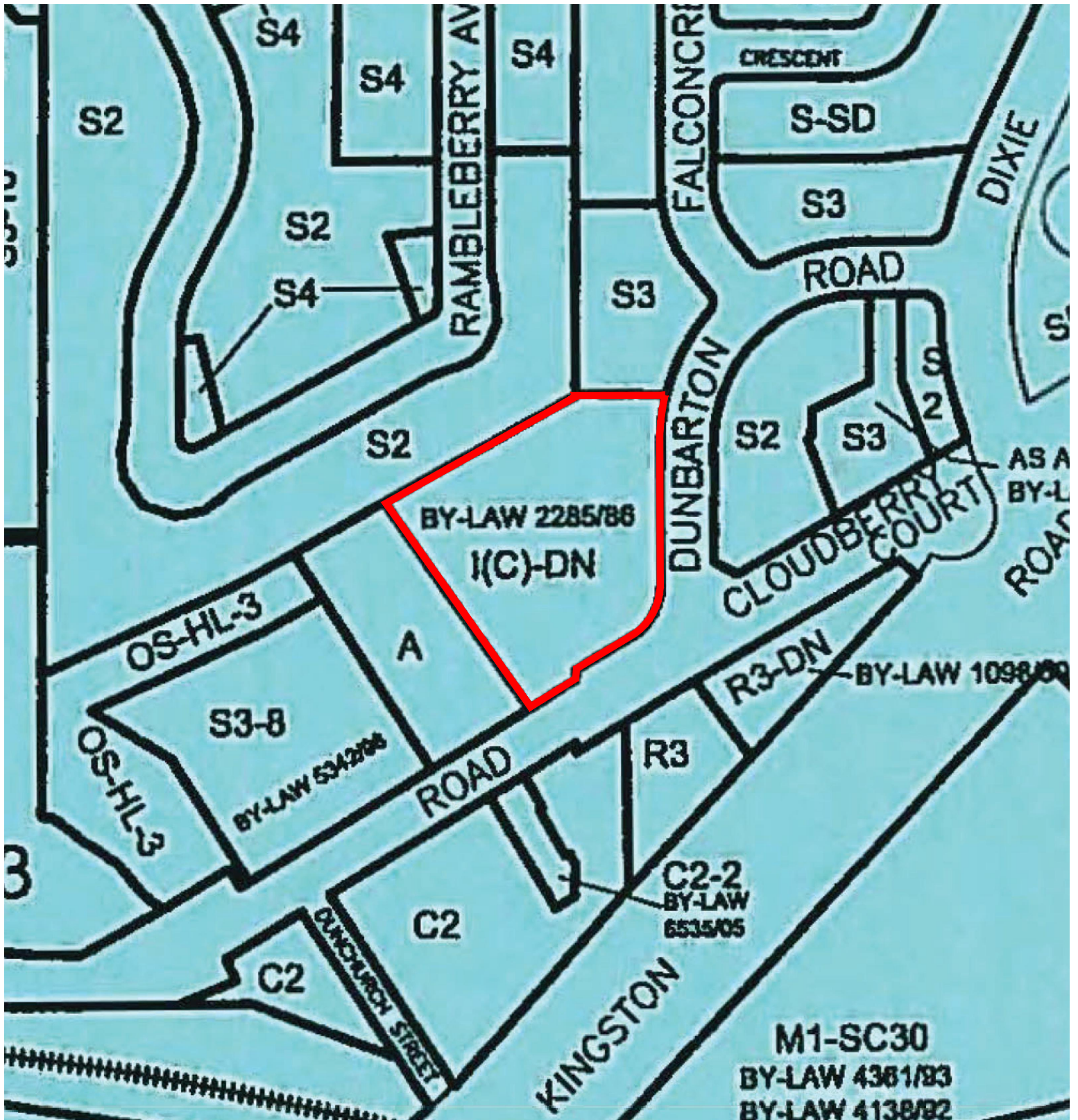
-  Subject Lands
-  Pedestrian Bike connection
-  Community Nodes
-  Lands for which council has adopted development guidelines

Date: May 16, 2022

Scale: 1:3000



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Data Source: Region of Durham; City of Pickering;

Figure 13

**CITY OF PICKERING
ZONING BY-LAW 3036
Map S.34**

1066 Dunbarton Rd,
Pickering, Ontario

LEGEND

 Subject Lands

Date: November 2, 2022

Scale: 1:2000



Appendix A

Pre-Consultation Form

Subject: 1066 Dunbarton Road (Pre-Consultation File PRE 025/21)

Applicant: United Property Resource Corporation (UPRC)

Attendees: Carly Forrester, UPRC
 Dana Anderson, MHBC Planning
 Lucas Mollame, MHBC Planning
 David Constable, KPMB Architects
 Myriam Tawadros, KPMB Architects

 Valerie Hendry, Region of Durham Planning Department
 Peter Furnell, Supervisor, Buildings Services
 Laura Calvelli, Project Manager, Development Approvals
 Cody Morrison, Principal Planner, Development Review
 Waqas Ahmad, Planner I, Policy

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)
1.	Proposal
	<ul style="list-style-type: none"> • The subject lands have a total area of approximately 0.78 hectares with approximately 118 metres of frontage along Dunbarton Road. • The lands currently support a place of worship and a daycare facility. • The subject lands are currently zoned, “I(C)-DN” which permits a church and a day nursery. • The lands are currently designated “Urban Residential Areas- Low Density Areas” under the Pickering Official Plan, which permits residential uses at a density of up to and including 30 units per net hectare. • The applicant is proposing to redevelop the subject lands for a residential condominium consisting of 41 units, comprised of townhouse and apartment dwellings. • The original portion of the existing church, located on the south-west corner of the lands is proposed to be retained. • A total of 51 parking spaces are proposed to support the proposed residential dwellings and the church. • A private road having access from two points on Dunbarton Road is proposed. • The proposed density is 52 units per hectare, which exceeds the permissible density of the lands current designation under Official Plan.
2.	Type of Application
	<ul style="list-style-type: none"> • Official Plan Amendment (Major)

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)
	<ul style="list-style-type: none"> • Zoning By-law Amendment • Site Plan Approval (a separate pre-consultation meeting will be required)
3.	Discussion
<p>Carly Forrester, UPRC</p> <p>Dana Anderson & Lucas Mollame MHBC Planning</p> <p>David Constable & Myriam Tawadros, KPMB Architects</p>	<ul style="list-style-type: none"> • The proposed development consists of a partial demolition of existing church structure. • The proposal will consist of 17 three-storey townhouse dwelling units and 24 walk up apartment units (flats) accessed from grade, contained in 8 three-storey buildings. • The proposal is intended to provide a sensitive increase in density on the site and be compatible with the character of the surrounding neighbourhood. • Residential GFA totals 3,538 square metres. The existing church has a total GFA of 437.32 square metres. • The retained church building is intended to accommodate a place of worship and daycare facility, used at offsetting times. • A total of 51 parking spaces are proposed which consist of 41 residential parking spaces and 10 parking spaces to support the church/daycare. • All residential units are to be of rental in tenure, with 30% to be affordable rental & 70% will be market rental units, per CMHC's National Co-Investment Fund Criteria. The United Church of Canada would retain ownership of all residential units. • Pedestrian connectivity will be provided to the building from the surface asphalt parking which is situated immediately in front of the property. • Rooftop amenity spaces are not proposed for any units at this time.
<p>Valerie Hendry, Region of Durham Planning Department</p>	<p>The Region of Durham Official Plan (ROP) designates the subject lands as "Living Areas" in the Urban System. Living Areas shall be used predominantly for housing purposes and accommodate a full range of housing options at higher densities by intensifying and redeveloping existing areas, particularly along arterial roads. The proposed residential densities shall be appropriate for the area as determined by the municipality.</p> <p>Dunbarton Road is a local road and in close proximity to Kingston Road which is a Type "B" Arterial Road and Rapid Transit Spine. The development proposed a total of 41 dwelling units with a proposed density of 52 units per gross hectare which will contribute to the Municipality's and Region's intensification targets as per Schedule E – Table "E9", Minimum Intensification Allocations, 2015-2031 in the ROP. It appears the proposal conforms to the ROP.</p> <p>The Region of Durham will require the following reports and studies:</p> <ul style="list-style-type: none"> • Planning Justification Report

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	<ul style="list-style-type: none"> • Site Screening Questionnaire (SSQ): signed by both the Owner/Authorized Officer and the Qualified Person (QP) or a Phase One Environmental Site Assessment (ESA) that is Record of Site Condition (RSC) Compliant supported with a Regional Reliance Letter and Certificate of Insurance. Upon review of either the SSQ or a Phase One ESA, in accordance with the Region's Site Contamination Protocol, additional supporting documentation may be required (i.e. Phase Two ESA, RSC); • Noise Impact Study and a Vibration Study, prepared by an acoustical consultant to support the proposed residential development will be required to be submitted with any development application. The study also needs to be reviewed and commented on by the railway, as the Region is not certified in vibration evaluation. • The Region requires one paper copy of all the submission materials along with a digital submission. The ROP encourages the re-use, revitalization, redevelopment and rehabilitation of Urban Areas, based on local needs and priorities. The proposed development appears to conform with the policies of the ROP. <p>Development of the site may be premature until such time as the required technical studies to support this development have been completed, reviewed and approved by the Region.</p>
Region of Durham Works Department	<p>Regional Municipal Services</p> <p>Sanitary sewer and water supply are available to service this development. The applicant shall be advised that there is an existing sanitary sewer in a 9.0m easement that crosses the northeast corner of the property. No permanent structures are permitted within the easement.</p> <p>We will require submission of a detailed engineering plan for this development proposal. The applicant will be required to enter a Regional servicing agreement for authorization to connect to the Regional sanitary sewer and water supply system.</p> <p>Waste Management</p> <p>The Region of Durham will provide recycling and waste collection service to residential units on private property in the Town of Ajax, City of Pickering, Townships of Scugog, Brock and Uxbridge and the Municipal of Clarington if the site meets the Region's Technical and Risk Management Guidelines for Waste Collection Services on Private Property. Only Blue Box recycling collection may be provided by the Region in the City of Oshawa and Town of Whitby in cases where Oshawa or Whitby have decided to provide municipal waste collection services.</p> <p>On June 3, 2021, Ontario filed O.Reg. 391/21 under the Resource Recovery and Circular Economy Act that will make product producers responsible for the Blue Box program including collection. Once the transition occurs, The Regional Municipality of Durham will no longer be the service provider for the Blue Box program.</p>

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	<p>The transition of responsibility of the Blue Box program to product producers in Durham Region is expected to occur in 2024. Please see ON Reg. 391/21 for full details.</p> <p>In all cases, the lands must be designed in accordance with the Guidelines for municipal waste collection service on Private Property which are outlined in Schedule “P” of the Regional Waste Bylaw 46-2011.</p> <p>A Waste Management Plan must be submitted to the Region with the Site Plan application if the proponent wishes to receive Municipal collection. The plan must present in detail how the site meets Regional guidelines.</p>
<p>Rob Watson City of Pickering, Fire Services (via email)</p>	<p>Provide a fire hydrant within 90m of each principal entrance.</p>
<p>Peter Furnell, City of Pickering, Building Services</p>	<p>Please confirm the building classification code and whether they are Part 9 or Part 3 buildings.</p>
<p>Nadeem Zahoor, City of Pickering, Transportation Engineering (via email)</p>	<p>A Transportation Impact Study (TIS) is required. The TIS shall be prepared as per the City of Pickering TIS Guidelines. The study is required to look at the impact of the proposed development to the adjacent road network.</p> <p>It seems that the north access is connecting at an angle. Ensure the proposed access connecting angle is as per the TIS Guidelines.</p> <p>Show all the dimensions including access widths, private road widths and radiuses on the site plan.</p>
<p>Bob Trajceski, City of Pickering, Water Resources Engineer (via email)</p>	<p>A Stormwater Management Report is required.</p> <p>The following SWM criteria applies for the subject development:</p> <ul style="list-style-type: none"> • Site’s drainage split between Dunbarton Creek and Pine Creek subcatchments. • Existing drainage patterns must be maintained. • Allowable release rates shall be based on the pre-development tributary area to existing storm sewer • In addition, the following SWM criteria must be addressed: <ul style="list-style-type: none"> ○ Quantity – control post-development flows to pre-development levels. ○ Quality – Enhanced level of protection (80% TSS removal) ○ Erosion – 5mm min. on site-retention • Design must be in accordance with City’s SWM Design Guidelines.
<p>Laura Calvelli, City of Pickering,</p>	<p>The following is required to be submitted:</p> <ol style="list-style-type: none"> 1. Functional Servicing Report which includes:

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Development Services	<p>a. Preliminary Site Grading Plan b. Preliminary Site Servicing Plan as per Water Resources Criteria c. Preliminary Erosion & Sediment Control and Construction Management details</p> <p>2. The Site Plan must clearly show exterior site components and driveway access design with appropriate dimensions.</p> <p>3. Geotechnical report</p>
Jill McMullen, City of Pickering, Supervisor, Geomatics (via email)	<p>At the time of preparing the recommendation report, the City requires the proponent to submit drawings (in relation to the by-law to be passed and the site plan), in a format that is compatible with or the same as the following:</p> <ul style="list-style-type: none"> • ArcGIS Desktop 10.7.1 • ArcGIS Pro 2.6.1 • AutoCAD Map 3D 2018 • Also, the AutoCAD or GIS files submitted by the proponent at such time must be georeferenced and define a geographic coordinate system of: NAD83 UTM Zone 17N. <p>Addressing As this is all one site, 1066 Dunbarton Road will remain the site address, however, each building will be identified by a number starting with the church and proceeding clockwise around the site, each residential unit will be identified with a unit number which will utilize the building number in which it resides.</p>
Kristy Kilbourne City of Pickering, Sustainability (via email)	<ul style="list-style-type: none"> • A Sustainable Development Report (SDR) is required to be submitted, however, it can be included as part of the Planning Rationale Report. • The proponent must submit the Sustainable Development Guidelines checklist showing how the proposed development will satisfy the mandatory sustainability elements and at minimum attain Level 1. For a Zoning By-law Amendment application, the proponent may claim sustainability element points by committing to incorporate at a later phase of development, however details and specifications of those sustainability elements must be submitted at the site plan or subdivision plan approval phase. • To assist the applicants in preparing the SDB and following an integrated planning approach, the Sustainable Development Guideline Reports are available on the City's website at the following link: https://www.pickering.ca/en/living/sustainabledevelopment.aspx • Implementation of green development features in the design of buildings is strongly encouraged, including but not limited to the following: <ul style="list-style-type: none"> ○ incorporating energy efficiency and alternative or renewable energy resources to reduce energy demand;

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	<ul style="list-style-type: none"> ○ installing green or white roofs to improve energy efficiency in buildings, stormwater absorption and quality, and to reduce urban heat island effects (it would appear from the renderings that green roofs might be contemplated); ○ electric vehicle charging infrastructure; ○ using non-toxic and recycled content building products; and ○ orienting buildings to maximize the use of natural sunlight. <ul style="list-style-type: none"> ● Development is encouraged to be designed to and seek third party certification such as through LEED® Silver, Gold or Platinum standards, Energy Star, or an alternative equivalent for sustainability elements proposed beyond the Ontario Building Code. ● There are many incentives, programs and technological examples that the applicant may find beneficial to investigate such as: <ul style="list-style-type: none"> ○ Enbridge’s Savings by Design program www.savingsbydesign.ca ○ Passive House https://www.passivehousecanada.com/about-passive-house-canada/ ○ Residential grey water recycling systems ○ Energy Star - https://www.energystar.gov/ ○ Green Infrastructure including green roofs https://greeninfrastructureontario.org/green-roof/ ● There have been a number of sustainable small-scale residential developments in Pickering (e.g. Icon Homes, Geranium Homes, Marshall Homes) that could be beneficial for the applicant to take a look at. Sustainability Staff would be happy to discuss these in further detail with the applicant. <p>Additionally, the City is currently updating our sustainability guidelines for new development. For more information or to get involved in the update, please visit www.pickering.ca/standards. Depending on the timing of submission of a future application, the new Integrated Sustainable Design Standard may apply.</p>
<p>Arnold Mostert, City of Pickering, Manager, Landscape & Parks Development (via email)</p>	<p>We appreciate that the applicant is recognizing the existing trees on the site and proposed new complimentary trees on the plans as well as the proposal for a generous internal green/amenity space.</p> <p>Requested clarification on the proposed playground shown on the plan located close to the church and if it is a dedicated play space for the daycare or church use or future residents.</p> <p>Requested the applicant clarify if the internal green space will be a common space for all the residents as well as for church functions (assuming that the church building will still be used as a place of worship).</p> <p>A tree inventory, preservation/protection plan as well as compensation (if existing trees are being removed) is required. Also, a conceptual landscape plan of the site and indication of how the amenity space will be programmed through a facility fit plan is required.</p>

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<p>Elizabeth Martelluzzi, Senior Planner, Development Review & Heritage (via email)</p>	<p>Dunbarton Fairport United Church is not listed or designated under the <i>Ontario Heritage Act</i>. It is listed on the City's Inventory of Historic Resources (pages attached).</p> <p>We are pleased to see the retention and incorporation of the original church within the development since the City of Pickering Official Plan notes the area as a Historic Village.</p> <p>The following study is required:</p> <ol style="list-style-type: none"> 1. Heritage Impact Assessment prepared by a qualified heritage professional (such as Canadian Association of Heritage Professionals) <ul style="list-style-type: none"> • For Terms of Reference, please, see the Info Sheet #5 provided in the Province of Ontario's Heritage Toolkit. • Heritage Pickering is currently working on a draft of Terms of Reference for Heritage Impact Assessments – Please consult the heritage planner to determine a scope of study. • Address Section 8.9 of the City of Pickering Official Plan <p>Please note:</p> <ul style="list-style-type: none"> • Heritage Pickering Advisory Committee meets monthly. The applicant will be asked to present the planning application(s), and possibly subsequent submissions and other studies to the Committee. • Committee members and/or staff may request a site visit. • The HIA will be peer reviewed by the City's Heritage Consultant, at cost to the applicant.
<p>Margaret Kish, Principal Planner, Policy (via email)</p>	<p>Pickering Official Plan (Edition 8)</p> <p><u>Permitted Use and Density</u></p> <p>The subject property is designated Urban Residential Areas – Low Density Areas in Schedule I: Land Use Structure to the Pickering Official Plan (POP) which permits residential uses to a maximum Net Residential Density of up to and including 30 dwellings per net hectare (POP 3.9, Tables 8 and 9). Net Residential Density and Net Residential Site Area are defined in the Pickering Official Plan Sections 3.4 (a) and (b), respectively.</p> <p>The Pickering Official Plan permits the proposed townhouse and apartment dwellings as a use at this location. However, the applicant is proposing a Net Residential Density of approximately 53 units per hectare which conflicts with the maximum permitted Net Residential Density of up to and including 30 dwellings per net hectare established in the Pickering Official Plan.</p> <p><u>Transportation System</u></p> <p>The subject site proposes two access points from Dunbarton Road to one internal street. Dunbarton Road is identified as a Collector Road on Schedule II -Transportation System to the POP, and further to the east it intersects with Dixie Road, a Type C Arterial Road.</p>

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	<p>There is pedestrian access to public transit along Kingston Road (Regular Route #900 and #920) within 250 metres of the site.</p> <p><u>Natural Heritage System – Significant Woodlands</u></p> <p>It is an important goal of the City of Pickering to protect, conserve and enhance the City’s natural heritage features and functions, as well as ensure the protection of people and property from environmental hazards.</p> <p>The property is within approximately 10 metres of the boundary of an area within the “Natural Heritage System” overlay (Schedule III A) of the Pickering Official Plan. Lands with the highest concentration of the most sensitive and/or key natural heritage and key hydrologic features and functions, are identified on Schedules IIIB, III C and III D. In particular, Schedule III C Resource Management: Key Natural Heritage Features, identifies “Significant Woodlands” as being within the Natural Heritage System, that is in close proximity to the property.</p> <p>Through consultation with the Toronto and Region Conservation Authority (TRCA), an Environmental Report is not required as part of the development application POP 10.12 and 16.8). However, a minimum setback of 10.0 metre is requested to be maintained for all new buildings from the west property line.</p> <p><u>Highly Vulnerable Aquifers</u></p> <p>A majority of the property is within an area identified as Highly Vulnerable Aquifers (HVA) (see Schedule III D to the POP). Where the application of road salt would be a moderate or low drinking water threat, the submission of a salt management plan as part of a complete development application is required to address the:</p> <ul style="list-style-type: none"> (i) design of roads, sidewalks and parking lots in order to minimize the need for repeat applications of road salt, while maintaining public safety; and (ii) location of snow storage so that contaminants and salt loads from snowmelt are not carried into Highly Vulnerable Aquifers. (POP10.13 (g)(i)). <p>The Risk Management Official (Regional Municipality of Durham) should determine if the application of road salt would be a moderate or low drinking water threat, and accordingly, whether or not a salt management plan is required as part of a complete application.</p> <p><u>Neighbourhood Character and Building Design</u></p> <p>Sections 2.9, 3.2 and 3.9 of the Pickering Official Plan address the protection, maintenance and enhancement of neighbourhood character as it evolves over time through the consideration of matters such as building height, yard setback, lot coverage, access to sunlight, parking provisions and traffic implications.</p> <p>In addition, Section 9.2 states that City Council shall 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.</p>

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	<p>In establishing performance standards, particular regard shall be had for massing, scale, building height, yard setback, lot coverage, access to sunlight, parking provisions, traffic implications and architectural style and details of the existing, adjacent buildings.</p> <p>Section 14.10(c) states that where new development is proposed within an existing neighbourhood, building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and to site area ratios, should be encouraged.</p> <p><u>Dunbarton Neighbourhood Policies</u></p> <p>The Dunbarton Neighbourhood policies recognize the historic character of the area, and encourage opportunities to rejuvenate the historic Village of Dunbarton (POP 12.9 (b)). Section 3.6 below elaborates upon the potential for identifying, recognizing and appropriately preserving cultural heritage resources within the area.</p> <p><u>Cultural Heritage Resources</u></p> <p>Since the subject property is within the former Village of Dunbarton, established in the mid-1800s, there may be cultural heritage resources not yet identified, either on, or within proximity to, the subject site. This warrants further investigation, especially as it relates to the existing place of worship located on the property.</p> <p><u>Established Neighbourhood Precincts</u></p> <p>On October 25, 2021, Council approved official plan and zoning by-law amendments that identified certain lands as Established Neighbourhood Precincts, and added policies and provisions associated with those Precincts, that require that new infill and replacement dwellings within those Precincts, complement and are compatible with the existing character of the neighbourhood. At that meeting, Council also adopted the Urban Design Guidelines for Infill and Replacement Housing in Established Neighbourhood Precincts, August 2021. The official plan and zoning by-law amendments have been appealed to the Ontario Land Tribunal.</p> <p>In addition, in accordance with Council direction, staff has undertaken the Planning Act process to reduce the maximum permitted dwelling height within Precincts from 10.0 to 9.0 metres.</p> <p>It is worthwhile noting that the subject property, although not within the Established Neighbourhood Precinct for the Dunbarton Neighbourhood, is adjacent to the Precinct on the west, east and south sides of the property. It may not fall within an Established Neighbourhood Precinct, but the compatibility of the proposed development with the scale and character of the neighbourhood should be considered in accordance with POP policies 2.9, 3.2 and 3.9.</p> <p><u>Affordable Housing</u></p> <p>It would be helpful, for the purpose of the City's goal in monitoring affordable housing, and in particular, affordable rental housing, that the proponent provide information in the Planning Rationale Report on the following:</p>

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	<ol style="list-style-type: none"> 1. Total number of rental units; 2. Breakdown in type of rental units (i.e. 1-bedroom, 2-bedroom, 3-bedroom units, etc.); 3. Estimated proposed monthly rent per type of unit; 4. Total number and type of accessible units; 5. Estimated proposed monthly rent for accessible units; 6. Current CMHC vacancy rate for the associated market area; 7. Average Market Rents in the Primary Market Compared to Affordable Rents Based on Renter Income Deciles (most recent year available); and 8. Information on any grants or funding agreements entered into with the Province and/or Region of Durham. <p>Summary of Comments</p> <p>The following points identify the key comments and associated Pickering Official Plan policies relevant to the proposal:</p> <ol style="list-style-type: none"> 1. The Pickering Official Plan permits the proposed residential use at the subject site (POP 3.9, Table 8); 2. The proposed Net Residential Density of approximately 53 units per hectare conflicts with the maximum Net Residential Density of up to and including 30 dwellings per net hectare established in the Pickering Official Plan (POP 3.9, Tables 8 and 9), which necessitates a site-specific Official Plan Amendment application; 3. In establishing performance standards, particular regard shall be had for massing, scale, building height, yard setback, lot coverage, access to sunlight, parking provisions, traffic implications and architectural style and details of the existing, adjacent buildings (POP 3.9 (c) (i)); 4. Building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and to site area ratios, should be encouraged (POP 2.9, 3.2, 3.9, 9.2 and 14.10 (c)); 5. Since Natural Heritage Features exist within close proximity to the property (specifically Significant Woodlands), the City, in consultation with the TRCA, requests that a minimum setback of 10.0 metres is provided for all new buildings from the west property line; 6. Risk Management Official (Regional Municipality of Durham) should determine if the application of road salt would be a moderate or low drinking water threat, and accordingly, whether or not a salt management plan is required as part of a complete application; 7. A Cultural Heritage Evaluation Report should be undertaken to identify any potential important cultural heritage resources on, or adjacent to, the property (POP 8.2). <p>Supporting Studies</p> <ul style="list-style-type: none"> • Planning Rational Report; • Transportation Study;

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	<ul style="list-style-type: none"> • Site Servicing Study; • Drainage and Stormwater Management Study, including preliminary grading; • Urban Design Brief; • Sustainability Report; and • Cultural Heritage Report.
<p>Cody Morrison, Principal Planner, Development Review</p>	<p>Building Design and Site Layout</p> <p>Street-oriented units will continue the pattern of the built form established along Dunbarton Road.</p> <p>The subject lands are located in an established residential neighbourhood, which consists namely of 2-storey detached dwellings. The subject lands are also adjacent to the Established Neighbourhood Precinct for the Dunbarton Neighbourhood. In October 2021, City Council approved official plan and zoning by-law amendments that identified certain lands as Established Neighbourhood Precincts, and added policies and provisions associated with those Precincts, that require new infill and replacement dwellings within those Precincts to complement and be compatible with the existing character of the neighbourhood. Though the subject lands do not fall within the Established Neighbourhood Precinct, consideration for the compatibility of the proposed development with the scale and character of the neighbourhood should be given. Building designs that reinforce and complement existing built patterns such as massing and height are strongly encouraged. Staff request the applicant make all efforts to limit the maximum building heights to 2 storeys (9.0 metres), which is consistent with the emerging zoning by-law for the surrounding neighbourhood and the established built form.</p> <p>Setbacks from the north and west property line should be maximized in order to limit privacy and overlook on adjacent residential properties. Please note that the minimum setback of the building at the most north-westerly corner is insufficient due to the adjacent dwelling and private rear yard space these units will abut.</p> <p>Please provide an Urban Design Brief, which addresses the compatibility of the proposed built form with that of the surrounding neighbourhood and consistency with the emerging zoning by-law and official plan policies related to the Established Neighbourhood Precinct for the Dunbarton Neighbourhood.</p> <p>There also appears to be areas on the plan, such as at the northeast corner, where a conflict in vehicle parking spaces and pedestrian movements would occur. Please revise to eliminate conflicts.</p> <p>Currently, there is a public walkway along the most southerly portion of the lands. Please ensure this sidewalk is accounted for in the future site design and internal connections are made to the existing sidewalk.</p>

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	<p>Parking</p> <p>The conceptual plan identifies a total of 51 parking spaces. Staff are concerned the proposed number of parking spaces will not support the 41 dwelling units and the place of worship/day care facility proposed. To be consistent with the City's most recently established zoning by-laws and industry best practices, the following parking ratios are recommended:</p> <ul style="list-style-type: none"> • 2 parking spaces per townhouse dwelling, • 1.25 spaces per apartment dwelling, • 0.25 of a space per unit for visitor parking, and • 10.0 spaces per 100 square metres of gross leasable floor area of assembly floor area for a place of worship. <p>Please note the minimum parking space size is 2.6 metres x 5.3 metres, however the minimum length of a driveway immediately in front of a unit is 6.0 metres.</p> <p>Additionally, it is unclear how the parking will be allotted to the proposed units and the place of worship/daycare. A number of the apartment units having pedestrian access from Dunbarton Road will not have direct access to a parking space, which may result in residential and visitors parking within the Dunbarton Road right-of way, which is not permitted. Consider revising the plan to provide more convenient access to parking spaces. Please provide a Parking Feasibility Study to support the proposal. This can be included as part of the Traffic Impact Study.</p> <p>Amenity Space</p> <p>Additional details on how the common amenity space will be utilized and programmed are required. A Landscape Plan which includes a facility fit plan is required. Please also clarify how the rear private amenity space of the townhouse units fronting Dunbarton Road will be screened or interact with the common amenity space.</p> <p>Consider alternative locations for the common amenity space or relocate adjacent uses. The current location, despite being central to the site, is obstructed by a significant number of parking spaces, internal roads and dwellings units, all of which present a physical barrier.</p> <p>The subject lands are not currently well-serviced by a community park. As a result, the common amenity area devoted to the residential dwellings is required to be a minimum of 5 percent of the total land area proposed to be developed. The common amenity area should accommodate a children's play structure, landscape plantings and a passive sitting area.</p> <p>Please also clarify if any of the open space adjacent to the north or west property line is intended to be private outdoor space (i.e. backyards). Additional details on the private amenity space are required for each unit.</p>

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	<p>Waste Collection</p> <p>Staff encourage to meet the Region’s Waste Collection requirements for waste collection on private property to enable regional waste collection.</p> <p>Should regional waste collection not be available to service the proposed development, the City will require a Waste Management Plan be submitted that provides details on private collection, including a waste diversion plan highlighting how recycling and composting will be implemented.</p> <p>Residential Density</p> <p>Staff acknowledge that the proposed built form, consisting of 3 storey townhouse and walk-up apartment units, is intended to provide a gradual increase in density from the surrounding low-rise neighbourhood. However, staff suggest the applicant explore opportunities to reduce the proposed density to be consistent with the permitted density under the “Urban Residential Areas - Low Density Areas” designation. Reducing the overall density could assist in minimizing the residential and visitor parking demand and enable additional landscape space to buffer the proposal from existing residential dwellings. A Planning Rationale Report, that speaks to the proposed density of the site and conformity with the emerging policies of the Established Neighbourhood Precinct for the Dunbarton Neighbourhood, is required.</p> <p>Affordable Housing</p> <p>In 2020, the City initiated a Housing Strategy Study in order to prepare a comprehensive housing strategy that focuses on the need for delivering more lifecycle housing options, including affordable and accessible units to support changing demographic conditions.</p> <p>As a part of this study, a Research and Gap Analysis was undertaken and identified that there is a limited supply of affordable housing in Pickering, particularly for households with low incomes, and a very limited supply of purpose-built rental housing, especially one and two bedroom units.</p> <p>The applicants proposal to incorporate affordable dwelling units as a part of the proposal is encouraging. Please provide additional details regarding affordable housing, as requested by the Policy Section above.</p> <p>Submission Requirements</p> <p>The following is required in support of the proposed applications:</p> <ul style="list-style-type: none"> • Conceptual Site Plan • Conceptual Elevations and Floor Plans • Planning Rational, which identifies how the proposed will achieve conformity with the emerging official plan and zoning by-law amendments related to the Established Neighbourhood Precinct for the Dunbarton Neighbourhood. • Urban Design Brief, • Landscape Plan, which includes a facility fit plan for the at-grade amenity space

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	<ul style="list-style-type: none"> • Waste Management Plan • Transportation Impact Study, which includes a Parking Justification Study • Auto-Turn diagrams for waste management and emergency vehicles.
4.	Technical Reports Required
	<p>Please see attached Technical Report Check List</p> <ul style="list-style-type: none"> • With respect to official plan or zoning by-law amendments the City may, at the time of a recommendation report to Council, require drawings in forming the official Plan or zoning schedule, in CAD or GIS format (compatible with either ArcGis Desktop 10.7.1, ArcGis Pro 2.6.1, or AutoCAD Map 3D 2018), and such files need to be georeferenced with a geographic coordinate system of: NAD83 UTM Zone 17N. <p>All PDF documents accepted that are intended to be uploaded to the City's website, must be accessible. Documents may include studies, reports, plans, presentations, and other PDFs.</p> <p>The City of Pickering will not display external vendor documents on its website if they are not accessible, in order to meet the Province's <i>Accessibility for Ontarians with Disabilities Act (AODA)</i> Information and Communications Standards To learn more visit WCAG 2.0 Level AA standards.</p> <ol style="list-style-type: none"> 1. Accessibility Criteria All studies, reports, plans and presentations etc. that result from this project must be provided to the City in an accessible format compatible to Adobe Acrobat XI or higher, meeting WCAG 2.0 Level AA standards. 2. Verification Process Prior to documents being posted on the City's website for this project, a letter of verification, stating that the documents provided are accessible must be received. The attached City's Accessible Documents Vendor Checklist is to assist you in creating documents in an accessible format. The following tools/service providers may also assist you in the accessibility checking/compliance: <ul style="list-style-type: none"> • Free online accessibility checker tool • Adobe Acrobat Accessibility Checker • Aequum Global Access • AbleDocs • Equidox • eSolutions
5.	Fees Requirement
	<p>For the proposed development the following fees are required:</p> <p>City of Pickering – City Development Department See attached fee schedule.</p>

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	<p>Engineering Services Please contact engineering services.</p> <p>Region of Durham See attached fee schedule.</p> <p>Certain fees shall be submitted depending on the type of development application. The Region can accept cheques or e-payments via payments@durham.ca. It is imperative that the memo field be filled out prior to sending the Region payment. The applicant is required to reach out to me before the e payment is submitted to the Region for the specific requirements to complete the memo field.</p>

Copy: David Constable, MHBC Planning
Dana Anderson, MHBC Planning
Lucas Mollame, MHBC Planning
David Constable, KPMB Architects
Myriam Tawadros, KPMB Architects

Peter Castellan, Development Approvals, Region of Durham Works Department
Valerie Hendry, Region of Durham Planning & Economic Development Department
Paal Helgesen, (Acting) Division Head, Water Resources & Development Services
Nilesh Surti, Manager, Development Review & Urban Design
Arnold Mostert, Manager, Landscape & Parks Development
Peter Furnell, Supervisor, Building Permits
Jill McMullen, Supervisor, Geomatics
Laura Calvelli, Project Manager, Development Approvals
Nadeem Zahoor, Coordinator, Transportation Engineering
Irina Marouchko, Senior Water Resources Engineer
Bob Trajceski, Water Resources Engineer
Rob Watson, Fire Prevention Officer
Margaret Kish, Principal Planner, Policy
Cody Morrison, Principal Planner, Development Review
Kristy Kilbourne, Principal Planner, Sustainability
Elizabeth Martelluzzi, Senior Planner, Development Review & Heritage

CM:jc

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Attachments

**Materials and Studies Required for PRE 025/21
1066 Dunbarton Road**

**Pre-consultation meeting held on November 26, 2021
(list appears in Section 16.5A of the Pickering Official Plan)**

Plans/Studies/Reports	POP Reference	Required (Y/N)	Number of Copies	Comments
Planning Rationale Report	16.5A(i)	Y		To be signed and stamped by a registered professional planner and include an affordable housing brief providing details of the proposed rental units. Include a draft OPA and ZBA.
Transportation Study	16.5A(ii)	Y		Terms of Reference to be reviewed and approved by the City of Pickering. Auto-Turn diagrams for waste management and emergency vehicles required.
Shadow Study	16.5A(iii)			
Wind Study	16.5A(iv)			
Heritage Conservation Compliance Statement	16.5A(v)			
Archaeological Assessment	16.5A(vi)			
Functional Servicing Study/Site Servicing Study	16.5A(vii)	Y		Required to include Grading and Servicing Plans. To be signed and stamped by a professional engineer, including Grading/Servicing Plans.
Drainage and Stormwater Management Study	16.5A(viii)	Y		Stormwater Management Report required. To be signed and stamped by a professional engineer.
Flood Plain Impact Engineering Study	16.5A(ix)			
Agricultural Report	16.5A(x)			
Site Suitability Study	16.5A(xi)			
Environmental Report	16.5A(xii)			
Natural Heritage Evaluation	16.5A(xiii)			
Hydrological Evaluation	16.5A(xiv)			
Hydrogeology and Water Budget Study	16.5A(xv)			
Watershed/Sub-watershed Study	16.5A(xvi)			
Aggregate Extraction Impact Study	16.5A(xvii)			
Aggregate Extraction Assessment Study	16.5A(xviii)			

Plans/Studies/Reports	POP Reference	Required (Y/N)	Number of Copies	Comments
Assessment of Lands within 500 metres of Known Waste Disposal Site	16.5A(xix)			
Phase I Environmental Site Assessment	16.5A(xx)	Y		Site Screening Questionnaire (SSQ) signed by both the Owner/Authorized Officer and the Qualified Person (QP) or a Phase One Environmental Site Assessment (ESA) that is Record of Site Condition (RSC) Compliant supported with a Regional Reliance Letter and Certificate of Insurance. Upon review of either the SSQ or a Phase One ESA, in accordance with the Region's Site Contamination Protocol, additional supporting documentation may be required (i.e. Phase Two ESA, RSC).
Phase II Environmental Site Assessment		Y		
Record of Site Condition		Y		
Contamination Management Plan (High Aquifer Vulnerability Area)	16.5A(xxi)			
Contamination Management Plan (near Wellhead protection Area)	16.5A(xxii)			
Waste Disposal Community Impact Study	16.5A(xxiii)			
Noise Study	16.5A(xxiv)	Y		
Vibration Study	16.5A(xxv)	Y		
Dust/Odour Control Study	16.5A(xxvi)			
Lighting Study	16.5A(xxvii)			
Retail Impact Study	16.5A(xxviii)			
Sustainable Development Report	16.5A(xxix)	Y		Sustainable Development Report and Checklist are required and can be included as part of the Planning Rationale.
Rental Housing Conversion Study	16.5A(xxx)			
Urban Design Brief	16.5A(xxxi)	Y		
Financial Impact Study	16.5A(xxxii)			
Architectural Design Study	16.5A(xxxiii)			
Railway Corridor Safety Study	16.5A(xxxiv)			
Groundwater impact Study	16.5A(xxxv)			
Water Management Plan	16.5A(xxxvi)			

Plans/Studies/Reports	POP Reference	Required (Y/N)	Number of Copies	Comments
Other Reports (such as):		Y		Can be included as part of the Transportation Impact Study.
• Parking Standard Analysis/Justification		Y		
• Conceptual Site Plan		Y		
• Conceptual Elevations		Y		Please include a cross-section elevation.
• Conceptual Floor Plans		Y		
• Preliminary Grading and Servicing drawings		Y		Can be included in the Functional Servicing Report.
• Construction Management Plan		Y		Erosion/Sediment Control details to be included.
• Waste Management Plan		Y		
• Tree Inventory, Protection/Removal Plan		Y		
• Landscape Plan and Facility Fit Plan		Y		
• Geotechnical Report		Y		
• Heritage Impact Assessment		Y		Prepared by a qualified heritage professional (such as Canadian Association of Heritage Professionals).
• Electronic copies of all materials in .pdf format on USB; and • A letter of verification, stating that the documents provided are in an accessible format and meet the AODA standards		Y	2 USBs	All PDF documents that are intended to be uploaded to the City's website, must be accessible in order to meet the Province's <i>Accessibility for Ontarians with Disabilities Act</i> (AODA) Information and Communications Standards.
Plans in CAD or GIS format		Y		Compatible with either ArcGIS Desktop 10.7.1, ArcGIS Pro 2.6.1, or AutoCAD Map 3D 2018 – and georeferenced to NAD 83 UTM Zone 17N.

Fees Requirements

For the proposed development the following fees are required:

- Please refer to the fee schedule available on the City's website: <https://www.pickering.ca/en/city-hall/resources/Fees.pdf>

Please note that fees are subject to change depending on the application submission date. Please use fees in effect on the date of submission.

Pre-consultation meeting held on November 29, 2021

CM:jc

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Attachments

**The Regional Municipality of Durham - 2021 Fees and Charges
Planning and Economic Development Department**

Regional Official Plan Amendment (ROPA)

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Minor Regional Official Plan Amendment*	\$7,000.00	N	D	July 1, 2021	By-law 20-2021
Major Regional Official Plan Amendment*	\$20,000.00	N	D	July 1, 2021	By-law 20-2021
Reactivation of a ROPA* (following 3 or more years of inactivity)	\$2,500.00	N	D	July 1, 2021	By-law 20-2021
*Plus applicable publication costs associated with notice requirements	Actual Cost (\$1,000 deposit)	Y	D	July 1, 2021	By-law 20-2021

Area Municipal Official Plan Amendment (AMOPA)

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Review	\$3,500.00	N	D	July 1, 2021	By-law 20-2021
Approval (non-exempt applications only)	\$5,000.00	N	D	July 1, 2021	By-law 20-2021

**The Regional Municipality of Durham - 2021 Fees and Charges
Planning and Economic Development Department**

Plan of Subdivision and Condominium

Grouping	Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Non-Delegated Municipalities (Brock, Scugog and Uxbridge)	Application	\$6,000.00	N	D	July 1, 2021	By-law 20-2021
	Per unit for units in excess of 50	\$100.00	N	D	July 1, 2021	By-law 20-2021
	Recirculation/Review of Plans/Studies prior to Draft Approval	\$500.00	N	D	July 1, 2021	By-law 20-2021
	Extension of Draft Approval	\$1,500.00	N	D	July 1, 2021	By-law 20-2021
	Final Approval (per phase)	\$1,500.00	N	D	July 1, 2021	By-law 20-2021
	Major Revision	\$1,500.00	N	D	July 1, 2021	By-law 20-2021
	Review Fee - subdivision – additional phased draft approvals	\$3,000.00	N	D	July 1, 2021	By-law 20-2021

**The Regional Municipality of Durham - 2021 Fees and Charges
Planning and Economic Development Department**

Plan of Subdivision and Condominium (continued)

Grouping	Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Delegated Municipalities (Ajax, Clarington, Oshawa, Pickering and Whitby)	Subdivision Review	\$5,000.00	N	D	July 1, 2021	By-law 20-2021
	Subdivision Review – additional phased draft approvals	\$3,000.00	N	D	July 1, 2021	By-law 20-2021
	Standard/Leasehold Condo Review	\$2,000.00	N	D	July 1, 2021	By-law 20-2021
	Common Element Condo Review	\$1,000.00	N	D	July 1, 2021	By-law 20-2021
	Phased Condo Review	\$2,000.00	N	D	July 1, 2021	By-law 20-2021
	Vacant Land Condo Review	\$2,000.00	N	D	July 1, 2021	By-law 20-2021
	Condominium Conversion Review	\$2,000.00	N	D	July 1, 2021	By-law 20-2021
	Recirculation/Review of Plans/Studies prior to Draft Approval	\$500.00	N	D	July 1, 2021	By-law 20-2021
	Revision/Redline/Amendment/Change of Conditions Review	\$1,500.00	N	D	July 1, 2021	By-law 20-2021
	Clearance Letter	\$1,000.00	N	D	July 1, 2021	By-law 20-2021

**The Regional Municipality of Durham - 2021 Fees and Charges
Planning and Economic Development Department**

Part-Lot Control Exemption By-law Applications

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Review (Ajax, Clarington, Oshawa, Pickering and Whitby)	\$500.00	N	D	July 1, 2021	By-law 20-2021
Approval (Brock, Uxbridge and Scugog)	\$250.00	N	D	July 1, 2021	By-law 20-2021
Per unit for units in excess of 5	\$100.00	N	D	July 1, 2021	By-law 20-2021

Rezoning Applications/Zoning By-laws (not related to another Planning Division review)

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Standard Review	\$1,500.00	N	D	July 1, 2021	By-law 20-2021
Minor Review	\$500.00	N	D	July 1, 2021	By-law 20-2021

Land Division

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Application	\$1,350.00	N	D	July 1, 2021	By-law 20-2021
Review	\$500.00	N	D	July 1, 2021	By-law 20-2021
Special Meeting	\$500.00	N	D	July 1, 2021	By-law 20-2021
Tabling Fee	\$300.00	N	D	July 1, 2021	By-law 20-2021
Stamping	\$1,000.00	N	D	July 1, 2021	By-law 20-2021
Re-stamping	\$250.00	N	D	July 1, 2021	By-law 20-2021

**The Regional Municipality of Durham - 2021 Fees and Charges
Planning and Economic Development Department**

Woodland By-law Applications

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Good Forestry Practices Permit	\$50.00	N	D	July 29, 2020	By-law 30-2020
Minor Clear Cutting Permit (Between 0.1 Ha and 1 Ha)	\$500.00	N	D	July 29, 2020	By-law 30-2020
Major Clear Cutting Permit (Greater than 1 Ha)*	\$1,000.00	N	D	July 29, 2020	By-law 30-2020
*Plus applicable publication costs associated with notice requirements	Actual Cost	Y	D	July 29, 2020	By-law 30-2020

Aggregate Site Plans

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Minor Review Fee - Aggregate Resources Act Applications	\$1,000.00	N	D	July 1, 2021	By-law 20-2021
Major Review Fee - Aggregate Resources Act Applications	\$5,000.00	N	D	July 1, 2021	By-law 20-2021

**The Regional Municipality of Durham - 2021 Fees and Charges
Planning and Economic Development Department**

Other Fees

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Preparation of Record to Local Planning Appeal Tribunal (formerly Ontario Municipal Board)	\$500.00	N	D	July 1, 2021	By-law 20-2021
Non-Potable Request	\$500.00	N	D	July 1, 2021	By-law 20-2021
Type 1 Ministry of the Environment and Climate Change Environmental Compliance Approval not associated with ROPA application	\$300.00	N	D	July 1, 2021	By-law 20-2021
Type 2 Ministry of the Environment and Climate Change Environmental Compliance Approval not associated with ROPA application	\$1,000.00	N	D	July 1, 2021	By-law 20-2021
Review of Ministry of the Environment and Climate Change Renewable Energy Approval Application	\$1,000.00	N	D	July 1, 2021	By-law 20-2021
Minor Review of Ministry of Municipal Affairs and Housing Minister's Zoning Order Amendment Application	\$1,500.00	N	D	July 1, 2021	By-law 20-2021
Major Review of Ministry of Municipal Affairs and Housing Minister's Zoning Order Amendment Application	\$5,000.00	N	D	July 1, 2021	By-law 20-2021
Technical Study Peer Review Administration Fee	\$500.00	N	D	July 1, 2021	By-law 20-2021

**The Regional Municipality of Durham - 2021 Fees and Charges
Planning and Economic Development Department**

Publications

Description	Unit	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Publication costs associated with notice requirements of the Planning Act		Actual Cost	Y	D	July 1, 2021	By-law 20-2021
Official Plan – Office Consolidation – Text and Maps	/set	\$60.00	Y	I/D	September 30, 2020	By-law 39-2020
Official Plan – Office Consolidation – in electronic form	/disk or usb	\$25.00	Y	I/D	September 30, 2020	By-law 39-2020
Official Plan Land Use Schedules		\$5.00	Y	I/D	January 1, 2014	
Roads Maps (28"X38")		\$6.50	Y	I/D	November 1, 2007	
Regional Infrastructure Map		\$6.50	Y	I/D	March 1, 2011	
Tree By-law		\$5.00	Y	I/D	July 1, 2016	
Copies of Historic Aerial Photographs		\$20.00	Y	I/D	November 1, 2007	
Other Publications not listed here		Printing Cost	Y	I/D	January 1, 2011	

Transportation Planning Model Projections

Description	Unit	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Transportation Planning Model Projections	/horizon year	\$100.00	Y	I	April 3, 2013	Report 2013-P-26

Custom Cartography Charges

Description	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date
Standard Orthophotography Map - site specific (includes orthophotography, parcels, roads and labels)	\$35.00	Y	I/D	February 1, 2012
Topographic Map – site specific (includes parcel fabric, roads, drainage, contours and labels)	\$35.00	Y	I/D	February 1, 2012
Custom Mapping - All mapping is provided in digital PDF format. Printed copies are available for an extra charge of \$10.00 + HST	Please contact the Planning Division for a quote			

**The Regional Municipality of Durham - 2021 Fees and Charges
Planning and Economic Development Department**

Advertising Spaces in Brochures

Grouping	Description	Unit	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date
Co-operative Advertising	Based on specific opportunity (as they arise)		Varies	Y	I	January 2016

Processing of Applications for Exemption under the Retail Business Holidays Act

Description	Unit	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Businesses larger than 223 square metres or applications involving more than one business - Plus advertising costs (\$1,000 deposit)	Per Application	\$1,500.00	N	D	November 2011	Retail Business Holidays Act
Individual businesses under 223 square metres - Plus advertising costs (\$1,000 deposit)	Per Application	\$500.00	N	D	November 2011	Retail Business Holidays Act

Other Charges

Description	Unit	Rate \$ Excluding HST	HST Applicable (Y/N)	Invoice (I) / Direct Charge (D)	Effective Date	Notes / Comments
Photocopies	/page	\$0.20	Y	I/D	September 30, 2020	By-law 39-2020
Administration Charge - includes data, research and information requests for items not listed here.	Please contact Planning Division for a quote					
Shipping Costs - Maps, Publications and Requests that require mailing or couriating		Actual Costs	Y	I	September 30, 2020	By-law 39-2020
Workshop / Seminars / Events (as they arise)		Varies	Y	I	January 2016	

CITY OF PICKERING - INVENTORY OF HERITAGE RESOURCES
Field Survey Form: Built Heritage Features

Municipal/fire address: 1066 DUNBARTON ROAD Lot: 25 Con: 1

Site name (if known): Dunbarton - Fairport United Church Village: Dunbarton

Assessment Roll No.: (eleven digits) _____

Feature category: Residential [] Commercial [] Industrial [] Agricultural [] Public Works []
Religious [] Social/Recreational [] Government/Institutional [] Transportation [] Other: _____

Feature type: Church Current use: Church

Occupancy: Abandoned [] Vacant [] Occupied []

Construction period: Pre-1860 [] 1860-1900 [] 1901-1940 [] Known: _____

Datestone and/or plaque(s) [] Type: _____ (Copy text on next page.)

Storeys: One [] One and-a-half [] Two [] Two and-a-half [] Three [] Other: _____

Foundation material: Stone [] Brick [] Concrete [] Concrete Block [] Other: _____

Wall construction: Stone [] Log [] Frame [] Brick [] Dichromatic [] Bond: Common

Cladding: Wooden [] Masonry [] Stucco [] Metal [] Other: _____ Type: _____

Roof type: Gable: Front [] Side [] Cross/Centre [] Hip [] Gambrel [] Other: _____

Roof material: Asphalt Shingle [] Cedar [] Slate [] Metal [] Other: _____

Style: Vernacular (note influences) [] Neo-Classical [] Classic Revival [] Gothic Revival []

Italianate [] Second Empire [] Queen Anne [] Four Square [] Period Revivals []

Colonial Revivals [] Bungalow [] Cottage [] Other: _____

Notable features (exterior and if known, interior): Cut stone foundation; entry porch on front/south elevation with quatrefoil stained glass window and double wood doors; buff brick voussoirs and banding; four lancet windows and buttresses with stone caps along each side.

Alterations/modern additions: Little altered [] Altered [] Much altered []

Notes: Roof and front elevation rebuilt after fire; additions to rear.

Integrity of associated landscape: Little altered [] Altered [] Much altered []

Associated features: Drive to west; steps remain at front entry but don't appear used.

Group value: Establishes character [] Maintains character [] Incompatible []

Notes: Village of Dunbarton, important in establishing village character.

Landmark value: Dominant [] Familiar [] Little known in neighbourhood []

Notes: Set on top of rise on east end of Dunbarton; highly visible.

Recorder: J. Simonton /R. Unterman Date: November 22, 2001

Title/firm: Unterman McPhail Associates Film / Neg. # 11-19

CITY OF PICKERING - INVENTORY OF HERITAGE RESOURCES
Field Survey Form: Built Heritage Features

Municipal/fire address: 1066 DUNBARTON ROAD Lot: 25 Con: 1

Site name (if known): Dunbarton - Fairport United Church Village: Dunbarton

Assessment Roll No.: (eleven digits) _____

Photograph:



Southwest corner of Dunbarton - Fairport United Church.

Additional notes:

- Photograph of church is shown at the bottom of page 24 with the caption: "Dunbarton United Church was gutted by fire 7 Jan 1973. The church was built as a Presbyterian church in 1886." Two additional photographs on page 201 show the church as it looked before and after the fire. (*Time Present and Time Past: A Pictorial History of Pickering* by John Sabean.)
- Kingston Road formerly ran through the Village of Dunbarton as the main street, now known as Dunbarton Road.

Recorder: J. Simonton /R. Unterman Date: November 22, 2001

Title/firm: Unterman McPhail Associates Film / Neg. # 11-19

Appendix B

Draft Official Plan Amendment

The Corporation of the City of Pickering

By-law No. XXXX/22

Being a by-law to adopt Amendment No. XXX to the
Official Plan of the City of Pickering

Whereas the Council of the Corporation of the City of Pickering received an application to re-designate the subject lands being 1066 Dunbarton Road, in the City of Pickering to permit a mixed-use residential development consisting of townhouse, apartment, place of worship, day care, and community uses.

And whereas an amendment to the Official Plan is required to permit the proposed development.

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

1. Schedule I

Schedule I attached hereto with notations and references shown thereon are hereby declared to represent the amendment required to Schedules I of the Official Plan, to re-designate the subject lands as “Urban Residential Area – Medium Density Areas.”

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

2. Policies

A site-specific exemption to Table 9 of the Official Plan is hereby enacted as it relates to 1066 Dunbarton Road and as follows:

- i. Minimum and Maximum Net Residential Density – Over 30 and up to and including 52 dwellings per net hectare.

3. Effective Date

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

By-law passed this ____ day of ____ 2022.

Mayor

City Clerk

Appendix C

Draft Zoning By-law Amendment

The Corporation of the City of Pickering

By-law No.
XXXX/22

Being a by-law to amend Restricted Area (Zoning) By-law 3036, as amended, to implement the Official Plan of the City of Pickering, Region of Durham, at 1066 Brock Road, City of Pickering.

Whereas the Council of the Corporation of the City of Pickering received an application to redevelop the subject lands being 1066 Dunbarton Road, in the City of Pickering to permit the development of townhouse and walk-up apartments;

And whereas an amendment to By-law 3036, as amended, is deemed necessary to permit such uses;

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

1. Schedules I

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

2. Area Restricted

The provisions of this By-law shall apply to those lands being 1066 Dunbarton Road, City of Pickering, and designated SA-XX on Schedule I to this By-law.

3. General Provisions

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

4. Definitions

In this By-law,

- (1) "*Dwelling, Walk-Up Apartment*" means a building containing three (3) or more dwelling units where each unit has an individual entrance at-grade.
- (2) "*Dwelling, Single Attached*" means a group of not less than two (2) adjacent dwelling units attached together horizontally by an above-ground common wall.

- (3) “*Amenity Area*” means the total passive or active recreational area provided on a lot for the personal, shared, or communal use of the residents of a building or buildings, and includes balconies, patios, rooftop gardens and other similar features, but does not include indoor laundry or locker facilities.

5. Provisions (SA-XX Zone)

(1) Uses Permitted

No person shall within the lands zones SA-XX on Schedule I attached hereto, use any lot or erect, alter, or use any building or structure for any purpose except the following:

- (i) Walk-Up Apartment Dwelling;
- (ii) Single Attached Dwelling;
- (iii) Church;
- (iv) Day Nursery.

(2) Zone Requirements

No person shall within the lands zoned SA-XX on Schedule I attached hereto use any lot or erect, alter or use any building or structure except in accordance with the following provisions:

(i) REQUIREMENTS FOR THE (SA-XX ZONE):

A.	Lot Area (minimum):	0.5 hectares
B.	Lot Frontage (minimum):	50 metres
C.	Lot Coverage (maximum):	33%
D.	Residential Density (maximum):	52 units/hectare
E.	Amenity Area (minimum):	170 square metres
F.	Front Yard Setback (minimum):	4.5 metres
G.	Rear Yard Setback (minimum):	5 metres
H.	Interior Side Yard Setback (minimum):	8 metres
I.	Exterior Side Yard Setback (minimum)	4.5 metres
J.	Church Building Height (maximum)	12.2 metres

K.	Dwelling Building Height (maximum):	10.4 metres
----	-------------------------------------	-------------

(ii) PARKING REQUIREMENTS:

A. For each land use, there shall be provided and maintained the following:

i.	Walk-Up Apartment Dwelling	0.8 parking spaces per dwelling unit
ii.	Single Attached Dwelling	1.0 parking spaces per dwelling unit
iii.	Visitor Parking	0.15 parking spaces per dwelling unit
vi.	Church/Day Nursery Parking	3.5 parking spaces per 100 square metres of floor area

5. By-law 3036

By-law 3036, as amended, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as it applies to the areas set out in Schedule I to this By-law. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provisions of By-law 3036, as amended.

4. Effective Date

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

By-law passed this ____ day of ____, 2022.

Mayor

City Clerk

Appendix D

Sustainable Development Report

November 21, 2022

Sustainable Development Report

1066 Dunbarton Road, Pickering

Sustainable Development Guidelines

Our File: 20365R

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Kindred Works (the “Applicant”) to seek approvals to redevelop the property commonly known as Dunbarton-Fairport United Church. The property is located on the northwest corner of Dunbarton Road and Cloudberry Court, and is municipally addressed as 1066 Dunbarton Road, in the City of Pickering.

This Report provides the completed Sustainable Development Table for the proposed redevelopment. The application proposed to redevelop the Subject Lands to include retention of a portion of the existing place of worship, and the introduction of a mix of three-storey townhouses and walk-up apartments, all of rental tenure. A total of 41 new residential units are proposed, of which 30% are targeted to be affordable units at 80% of MMR as defined by CMHC.

The Sustainable Development Report has been prepared on behalf of the Applicant to comply with the City of Pickering requirements for Zoning By-law Amendment applications. The City’s Sustainable Development Guidelines #2 document was followed to complete the assessment, as provided in **Table 1**. Based on the review below, it is anticipated that the proposed redevelopment can achieve a minimum Level 1, pending confirmation from the City that all targeted points can be awarded. It is also important to note that the Sustainable Development Table will be updated and revised through the Site Plan and permitting process, when additional details are available. As more details become available, it is highly likely that the proposed redevelopment can achieve a higher number of points, and perhaps reach the next level.

1.0 Sustainable Development Guidelines #2

Table 1: Sustainable Development Guideline #2 – Completed Table for 1066 Dunbarton Road, Pickering

Note: Grayed-out boxes pertain to guidelines that are not applicable or where points are unknown at this time.

Guideline	Points Targeted	Required/ Optional	Required Guideline Status
1.0 Pre-Consultation and On-Going Consultation			
1.1 Completion of Extensive Pre-Consultation on Sustainability Elements	3	Optional (3 Points)	A formal pre-consultation meeting with the City of Pickering was held on November 29, 2021. Subsequent meetings with City staff have been held to discuss urban and sustainable design concerns and comments throughout the pre-consultation and pre-submission process. The proponent has committed to including timber construction, passive ventilation, family-friendly amenities, and will pursue Passive House Certification and Zero On-Site Carbon throughout the pre-consultation process.
1.2 On-Going Education Program		Optional (5 Points)	
2.0 Environmental Protection			
2.1 Watershed And Sub-Watershed Planning	✓	Required	A Functional Servicing and Stormwater Management Report has been prepared by WSP which indicates the approach to managing stormwater and drainage is consistent with the Region of Durham design guidelines.
2.2 Master Environmental Servicing Plan (MESP)	n/a	Required	n/a – Subject Lands not located within an existing MESP Study Area.
2.3 Conservation Authority Regulations	✓	Required	A Functional Servicing and Stormwater Management Report has been prepared by WSP which outlines the stormwater management criteria for the Subject Lands in keeping with City and TRCA criteria.
2.4 Oak Ridges Moraine Plan	n/a	Required	n/a – Subject Lands not located within Oak Ridges Moraine Plan Area.
2.5 Greenbelt Plan	n/a	Required	n/a – Subject Lands not located within the Greenbelt.
2.6 Conformance to Provincial Policy Statement (PPS) for Building Strong Communities	✓	Required	As demonstrated in Section 4.2 of the PJR, the proposed redevelopment conforms to the PPS by allowing for development, at an appropriate density, in an area served by existing infrastructure and that supports the goals of the PPS. The proposed redevelopment reflects the requirements

			and intent of the PPS with respect to building strong communities by proposing a compact development with appropriate intensification and density that is not in close proximity to environmental, public health or safety concerns.
2.7 Conformance to PPS for Wise Use and Management of Resources	✓	Required	Based on the evaluation of Section 4.2 of the PJR, the proposed redevelopment will take full advantage of the existing public service facilities as well as support the use and optimization of existing infrastructure. The FSR prepared by WSP has identified that the existing infrastructure is suitable to support the proposed redevelopment of the site.
2.8 Conformance to PPS for Protecting Public Health and Safety	✓	Required	The proposed redevelopment reflects the requirements and intent of the PPS with respect to building strong communities by proposing a compact development with appropriate intensification and density that is not in close proximity to environmental, public health or safety concerns.
2.9 Stormwater Quality	✓	Required	A Functional Servicing and Stormwater Management Report has been prepared by WSP, and demonstrates that an Enhanced Level of protection is required for the proposed redevelopment. A SFPD0814 filtration unit will be installed upstream of the proposed stormwater cistern to provide the required quality treatment for the controlled at-grade areas.
2.10 Maintain or Reduce Stormwater Runoff Rates	✓	Required	A Functional Servicing and Stormwater Management Report has been prepared by WSP, and states that the site has been designed to meet the second requirement of the City of Pickering Stormwater Management Design Guidelines. The development will be designed to capture and retain a minimum 5mm of rainfall for reuse on site, which will help reduce a minimum of 17.76 sq. m. from leaving the site as runoff.
2.11 Water Balance and Source Water Protection	✓	Required	A Functional Servicing and Stormwater Management Report has been prepared by WSP. The Subject Lands are located within a Low Volume Groundwater Recharge Area, and the City and TRCA's guidelines don't explicitly state the requirements for water balance. While the post-development conditions will affect the water balance due to the addition of impervious surface, best efforts will be taken to maintain the natural water balance, with runoff reduction measures described above.
2.12 Ground Water Protection Plan	✓	Required	A Hydrogeological Report has been prepared by Grounded, and provides the design groundwater elevation for each of the structures. In addition, the Hydrogeological Report included well analyses for short-term and

			long-term dewatering scenarios, which indicates the dewatering requirements.
2.13 Integrated Environmental Systems Protection	3	Optional (3 Points)	Consideration for environmental and community sustainability was an integral part in the design of the proposed redevelopment. The proposed redevelopment will incorporate family friendly amenities, timber construction, high-quality materials, and passive ventilation. Passive House Certification and Zero On-Site Carbon are also being pursued, with geothermal to be explored throughout the development process.
2.14 Exceeding Regulatory Requirements		Optional (3-6 Points)	
2.15 Biodiversity Protection and Enhancement		Optional (3 Points)	
2.16 Natural Heritage Protection		Optional (3 Points)	
2.17 Residential Site Design to Maximize Permeability	✓	Required	For the residential component of the proposed redevelopment, parking is proposed at a rate of 0.83 spaces per unit. The parking spaces are 1.6 m wide and are designed to accommodate 1 car. To reduce the use of asphalt and cement on the site, alternative materials with increased permeability are proposed, including sodded islands, stabilized crushed stone, and paving stones.
2.18 Optional Residential Site Design to Maximize Permeability		Optional (2-3 Points)	
2.19 Commercial/Employment/Institutional Site Design to Maximize Permeability	✓	Required	The greenspace area of the site is approximately 45%, excluding outdoor amenity areas. In addition, a number of sustainability measures that will provide permeability are also proposed within the development, including a public open space, timber construction where possible, and a high quality of building materials that will support permeability.
2.20 Required Commercial/Employment/Institutional Site Design to Maximize Permeability	✓	Required	The greenspace area of the site is approximately 45%, excluding outdoor amenity areas. In addition, a number of sustainability measures that will provide permeability are also proposed within the development, including a public open space, timber construction where possible, and a high quality of building materials that will support permeability.
2.21 Native Species & Planting		Optional (2-4 Points)	

2.22 Landform Conservation	✓	Required	The Functional Servicing Report prepared by WSP includes a preliminary grading plan. The project maximizes Landform Conservation that minimizes substantial re-grading of natural topography. Site grading will be designed in accordance with the City of Pickering's Storm Sewer Servicing and Roads grading criteria with respect to minimum and maximum grades.
2.23 Net Environmental Gain		Optional (3 Points)	
2.24 Pesticide and Fertilizer Use	2	Optional (2 Points)	This information is generally included in a landowner education on pesticide and fertilizer use. It is anticipated that this information will be included in more detailed planning stages of the proposed redevelopment.
2.25 Minimize Construction Related Environmental Impacts	✓	Required	The Site Utilization Plan prepared by Chandos identifies that a construction fence will surround the entirety of the Subject Lands during construction to prevent construction vehicles from travelling outside of the property. In addition, a silt fence will be erected along the perimeter of the Subject Lands to control sediment during construction. The Arborist Report prepared by Davey Resource Group also recommended Tree Protection Fencing along the majority of the northern and eastern property boundaries, and around 4 trees on the southern boundary of the site.
2.26 Compensation for Unavoidable Impacts		Optional (3 Points)	
2.27 Erosion and Sedimentation Control	✓	Required	The proposed redevelopment has been designed to adhere to the City of Pickering's guidelines state that for sites less than 5 hectares, runoff reduction from the site through infiltration, evapotranspiration, and reuse of a minimum of 5mm of rainfall depth across all impervious surfaces is required. In addition, temporary erosion and sediment controls will be implemented on site during construction.
3.0 – Location of Development/Selection of Lands			
3.1 Site Typology	3	Optional (3-5 Points)	The Subject Lands are currently comprised of Dunbarton-Fairport United Church, a one-storey place of worship which occupies much of the central and southwest portions of the property. The remainder of the Subject Lands currently consist of primarily surface parking, with limited landscaped open space towards the intersection with Cloudberry Court.

4.0 – Design of Development – Land Use and Distribution			
4.1 Diversity of Uses	✓	Required	The proposed redevelopment diversifies the current land use through the addition of 41 residential units on the Subject Lands, while retaining the existing place of worship.
4.2 Construction Phasing	n/a	Required	The OPA and ZBA have been prepared in order to permit the redevelopment of the existing site, including the retention of the existing place of worship. No phasing is currently proposed.
4.3 Residential & Non-Residential Phasing		Optional (3 Points)	
4.4 Proximity to Schools	✗	Required	The Subject Lands are located within 1 kilometer of Vaughan Willard Public School.
4.5 Provision of Mixed Uses and Commercial Streetscape Environments	✓	Required	The proposed redevelopment is located with 800 metres walking distance of a minimum 6 services and amenities, predominantly located at the Brookdale Centre.
4.6 Enhanced Access to Amenities	3	Optional (3-5 Points)	The Subject Lands are located within 400m walking distance of Retail uses (misc. at Brookdale Centre), Entertainment (TreeHouse ClubHouse), Educational facilities (Driving School) and Medical facilities.
4.7 Enhanced Housing Diversity	✓	Required	The proposed redevelopment provides a variety of residential housing types/sizes within the project, including: townhouse units, walk-up apartments and accessible units.
4.8 Rental and For-Sale Housing Affordability		Optional (3-12 Points)	
4.9 Retail Parcel Sizes	n/a	Required	
4.10 Commercial Concentration	n/a	Required	
4.11 Mixed Use Commercial Concentration		Optional (1-3 Points)	
4.12 Proximity to Public Spaces	✓	Required	The proposed redevelopment contains a variety of public spaces, including two playgrounds, a community gathering area, and open lawn space for recreation and gathering.
4.13 Apply Regional Precedents in Urbanism and Architecture	2	Optional (2-4 Points)	The proposed redevelopment integrates and reflects local and regional historical patterns of neighbourhood development by introducing street-facing residential units to Dunbarton Road. The proposed redevelopment also retains the original place of worship (c. 1877) on the Subject Lands,

			which, as identified in the Heritage Impact Assessment prepared by ERA, is listed on the City of Pickering's Inventory of Heritage Resources.
5.0 – Design of Development – Density and Compact Built Form			
5.1 Residential Density	✓	Required	An Official Plan Amendment is required to re-designate the Subject Lands as 'Medium Density Area', as the proposed redevelopment implements a density of 52 units per hectare. The Medium Density Area designation permits a density of over 30 and up to and including 80 dwellings per net hectare.
5.2 Increased Residential Density		Optional (2-6 Points)	
5.3 Commercial Density	n/a	Required	The proposed redevelopment of the Subject Lands does not contain a commercial component.
5.4 Increased Density and Mixed-Use		Optional (5 Points)	
5.5 Future Intensification	n/a	Required	The proposed redevelopment is not phased, therefore this guideline does not apply.
6.0 – Design of Development – Connections			
6.1 Open and Connected Communities	✓	Required	The proposed redevelopment of the Subject Lands will include open sidewalks and public spaces that will be generally available to the public, which will continue to support the existing church to remain as a gathering space for the local Dunbarton Neighbourhood. In addition, the proposed redevelopment will allow for the efficient movement of pedestrians and residents alike on Dunbarton Road.
6.2 Protect Linked Open Space System	✓	Required	The proposed redevelopment of the Subject Lands will include open sidewalks and public spaces that will be generally available to the public, which will continue to support the existing church to remain as a gathering space for the local Dunbarton Neighbourhood. In addition, the proposed redevelopment will allow for the efficient movement of pedestrians and residents alike on Dunbarton Road.
6.3 Provision of Interconnected Transportation Network	✓	Required	The proposed redevelopment will provide multiple pedestrian connections to Dunbarton road, surrounding neighbourhood streets, and Kingston Road as the main street of the City of Pickering. Bicycle parking will also be provided on site. The proposed redevelopment also provides two access points to the interior of the site with an internal drive aisle to

			provide multiple entry and exit points for vehicular traffic onto Dunbarton Road. In addition,
6.4 Support for Alternative Transportation	3	Optional (3-9 Points)	The Transportation Impact Study/Parking Justification has been prepared by BA Group identifies a variety of Transportation Demand Management measures which will be incorporated within the proposed redevelopment to shift single-occupant vehicle demand to and from the site to encourage alternative forms of transportation. These measures include the promotion of transit use, the promotion of bicycle use via the provision of bicycle parking spaces, pedestrian connectivity, and reducing the number of parking spaces to encourage alternative forms of transportation.
6.5 Street Network	✓	Required	The proposed development takes advantage of the existing street network and connectivity by establishing an internal road that connects two of the current driveway entrances to the Subject Lands. The development is designed to facilitate easy pedestrian and bicycle travel throughout the Subject Lands, and connecting to the larger network beyond the Subject Lands.
6.6 Block Perimeter	n/a	Required	The Subject Lands have a perimeter of approximately 350 metres and does not incorporate blocks.
6.7 Lanes		Optional (3-6 Points)	
6.8 Cycling Network	✓	Required	The proposed redevelopment supports bicycle use through the integration of bicycle parking spaces and internal pathways that connect to the surrounding cycling network.
6.9 Transit Amenities		Optional (3-9 Points)	
6.10 Transit Oriented Compactness	1	Optional (1-8 Points)	The design of the street pattern and walkway connections enables 90% of proposed residences within 400 metres of two existing transit stops.
6.11 Parking Management	2	Optional (2-8 points)	As described in the Transportation Impact Study/Parking Justification prepared by BA Group, the proposed development utilizes transit proximity, and pedestrian and cycling modes of transportation to encourage alternate modes of transportation, allowing reduction of vehicular parking requirements.

6.12 Parking Location	✓	Required	The proposed redevelopment locates surface parking areas at the interior and to the rear of the site to minimize their impact on streetscapes.
6.13 Corridor Frontage	✓	Required	The proposed redevelopment incorporates front-facing units along Dunbarton Road to support the City of Pickering's long-term intensification goals.
7.0 – Design of Development – Pedestrian Oriented Community			
7.1 Amenities in Proximity	✓	Required	The Subject Lands are located within 400m-800m walking distance of numerous convenience commercial uses, concentrated at the Brookdale Centre. The proposed redevelopment also incorporates internal pathways to reduce travelling distance.
7.2 Pedestrian Network	✓	Required	All concrete sidewalks included in the proposed development have a minimum width of 1.5m.
7.3 Pedestrian Safety and Comfort	✓	Required	The proposed internal drive aisle has been designed to achieve functional requirements while promoting an intimate pedestrian scale, slow traffic and optimized land use efficiency. In addition, the proposed redevelopment incorporates a number of streetscape amenities including benches, street trees and street lighting.
7.4 Pedestrian Oriented Streetscapes	✓	Required	The proposed redevelopment is highly pedestrian oriented, through the provision of pedestrian-scaled design evident through the maximum building heights of 10m, or three-storeys, the alternation of walk-up and townhouse units, the pitched rooves used on the townhouses, and the addition of unit balconies. The proposed street-facing units will enhance the pedestrian experience on Dunbarton Road, and the units facing the internal road will similarly create a pleasant pedestrian experience within the development. The generous provision of internal pathways and greenspace further enhance the pedestrian experience in the proposed redevelopment.
8.0 – Resource Efficiency			
8.1 Energy Performance for Residential Buildings		Optional (2-8 Points)	
8.2 Energy Performance for Commercial Buildings		Optional (2-8 Points)	
8.3 Energy Efficient Appliances		Optional (3 Points)	

8.4 Passive Solar Gain	✓	Required	The proposed redevelopment will be designed to ensure that passive solar gain is accommodated in consideration with the street/lot orientation, fenestration of units and building heights/separation distance.
8.5 Private Outdoor Lighting (i.e. all lighting on private spaces, including parking areas, play areas, etc.)	✓	Required	The proposed redevelopment will be designed to ensure that all lighting in private spaces will be energy efficient and that the elimination of light intrusion will be accommodated.
8.6 Required Water Efficiency in Buildings	✓	Required	The proposed redevelopment will comply to the required water efficiency measures by including individual water meters for each unit, and to design and construct fixtures that meet the maximum flow rates.
8.7 Optional Water Efficiency in Buildings		Optional (4-8 Points)	
8.8 Waste Management Operations	✓	Required	A Waste Management Brief was prepared by KPMB and outlines how the proposed redevelopment conforms to City guidelines for Waste Collection Services on Private Property. Waste materials will be stored in planter boxes at the front of each unit that hold the garbage and recycling bins until collection day. On collection day, residents will take their bins to the designated collection area in front of their unit. The internal roadways are 6.5m and have a turning radii of 13m as required by the City's guidelines.
8.9 Waste Reduction – Construction	✓	Required	The construction of the proposed redevelopment will follow all construction waste management best practices to ensure waste is minimized, and waste that is produced is properly sorted and disposed of.
8.10 Required Material Selection	✓	Required	The proposed redevelopment will conform to the requirements of Material Selection as included in the Sustainable Development Guidelines.
8.11 Optional Material Selection		Optional (3 Points)	
8.12 Green Upgrades Available to Home Buyers		Optional (1-5 Points)	
8.13 On-Site Power Generation		Optional (4 Points)	
8.14 On-Site Renewable Power Generation		Optional (8 Points)	
8.15 District Energy		Optional	

		(4 Points)	
8.16 Green Building Certification		Optional (0 Points)	
8.17 Waste Water Management		Optional (2-7 Points)	The SWM Report prepared by WSP describes that the proposed redevelopment will be designed to capture and retain a minimum 5 mm of rainfall for reuse on Site for the post development condition. This will help reduce a minimum of 17.76 m3 from leaving the site as runoff during a rainfall event.
8.18 Heat Island Reduction	3	Optional (3 Points)	The proposed development aims to provide shade within 5 years for at least 30% of non-roof impervious surfaces or the use of light-coloured/high-albedo materials for at least 30% of the non-roof impervious surfaces.
8.19 Heat Island Reduction (Roofing)		Optional (3 Points)	
8.20 Durable Buildings		Optional (0 Points)	
Total Points Targeted			
Total Points Targeted	25		Level 1