

# PLANNING JUSTIFICATION REPORT

**2055 Brock Road,  
City of Pickering,  
Regional Municipality of Durham**

**Date:**

April 2020

**Prepared for:**

Brock Road Diffins Forest Inc.

**Prepared by:**

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**Our File:** 17134A



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

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# 1.0

## Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ('MHBC') has been retained by Brock Road Diffins Forest Inc. (the 'Applicant') to seek approvals to redevelop the property located on the east side of Brock Road, north of Finch Avenue, and municipally addressed as 2055 Brock Road, in the City of Pickering (the 'Subject Lands') (see **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 the proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications (future application). The redevelopment is proposed on underutilized lands, and will facilitate a development that integrates into the surrounding neighbourhood and respects the natural environment.

Throughout this report, the following terms are used to describe the proposal:

- Subject Lands:** 5.047 hectares, including 1.311 hectares for development and 3.736 hectares consisting of valley lands to be conveyed to the Toronto and Region Conservation Authority.
- Development Site:** 1.311 hectares, balance of the Subject Lands located outside of the staked Environmentally Significant Area.

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

- A description of the Subject Lands, surrounding land uses, and existing physical conditions;
- A description of the proposed development and detailed design elements;
- A summary of the technical studies and plans prepared to support the proposal;
- A description of the proposed amendments to the City of Pickering Official Plan and Zoning By-law 3036;
- A description of the proposed Draft Plan of Subdivision and an assessment of Section 51 (24) of the *Planning Act*;
- A review of the existing policy and regulatory framework in relation to the proposed development and an assessment of its consistency and conformity with provincial, regional and city policies and regulations; and,
- A summary of key recommendations and conclusions related to the proposed development.



Data Source: First Base Solutions Aerial Flown 2015

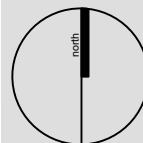
## Figure 1 Location Map

### LEGEND

- Subject Lands
- Development Site

DATE: 4/2/20

SCALE 1 : 5,000



**2055 Brock Road,  
Pickering, Ontario**

**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
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## 1.1. Background

The Subject Lands were originally proposed to be redeveloped in two phases. In 2010, Council for the City of Pickering approved a site specific rezoning application for the Phase 1 lands, which were planned to be developed as a 3-storey office building with ground floor retail and 12 live-work townhouse units. The valley lands associated with Duffins Creek were rezoned from Greenbelt Zone (G) to Open Space-Hazard Lands Zone (OS-HL), and were to subsequently be conveyed to the Toronto and Region Conservation Authority (TRCA). The Subject Lands were then sold to Fortress Munir 2013 Ltd.

In 2016, the City of Pickering executed a site plan agreement with the new landowner, the holding symbol from the zoning was removed, and building permit applications were submitted for the Phase 1 lands. These building permit applications were later abandoned by the previous owner.

Later in 2016, Fortress Munir 2013 Ltd. submitted applications for Zoning By-law Amendment and Draft Plan of Condominium (SP-2016-03, CP-2016-03, and A11/16) to facilitate the development of the balance of the Subject Lands as Phase 2, for a common element condominium consisting of 25 townhouse units fronting onto an internal private road. A statutory public meeting was held on November 14, 2016 for the Phase 2 lands. Following the public meeting, the lands were sold and the new owner, the current Applicant, reconsidered the overall redevelopment of the site. It was determined that the previous Phase 1 lands should be consolidated with the Phase 2 lands to provide for a more comprehensive and connected development. The original applications for the Phase 2 lands were amended to address the Subject Lands as a whole in July 2017. This report has been prepared to address the new comprehensive redevelopment of the Subject Lands in their entirety.

A chronology outlining the history of the applications and current status of each is provided in this report as **Appendix D**.



# 1.2. Pre-Consultation

A formal Pre-Consultation Meeting with the City of Pickering was held on April 15, 2019 to confirm the required submission materials. The Pre-Consultation Meeting was attended by City and Conservation Authority staff. A Pre-Consultation Meeting Summary was subsequently received, identifying the submission requirements for a 'complete application. The Pre-Consultation Meeting Summary is provided in **Appendix A** of this report.

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

- Planning Justification Report;
- Transportation Impact Study;
- Shadow Study;
- Concept Site Plan;
- Archaeological Assessment;
- Functional/Site Servicing Study;
- Drainage and Stormwater Management Study;
- Environmental Impact Statement;
- Hydrogeology and Water Balance Study;
- Phase I Environmental Site Assessment;
- Noise Study;
- Sustainable Development Report;
- Parking Standard Analysis/Justification;
- Breeding Bird Survey; and,
- Geotechnical Report.

The above noted documents, and all documents submitted in support of this proposal, are summarized in **Section 3.2** of this Report.

## 2.0

# Existing Site & Context

## 2.1 Site Description

As shown in **Figure 1**, the Subject Lands are located on the east side of Brock Road, north of Finch Avenue, and municipally addressed as 2055 Brock Road in the City of Pickering. The Subject Lands comprise a total combined area of 5.047 hectares, with approximately 230 metres of frontage on Brock Road, and approximately 120 metres of frontage on Usman Road.

Included in the site is a total of 3.736 hectares of valley lands, including hazard and buffer lands, associated with Duffins Creek are to be conveyed to the Toronto Region Conservation Authority ('TRCA') as part of this application. The remaining 1.311 hectares of land within the Subject Lands are to be developed, and are the subject of this proposal (the 'Development Site').

Throughout this report, the following terms are used to describe the proposal:

**Subject Lands:** 5.047 hectares, including 1.311 hectares for development and 3.736 hectares consisting of valley lands to be conveyed to the Toronto and Region Conservation Authority.

**Development Site:** 1.311 hectares, balance of the Subject Lands located outside of the staked Environmentally Significant Area.

The Subject Lands are currently comprised of vacant, underutilized lands, as well as existing natural features. The property was previously occupied by a single-detached residential building which has since been demolished.



Figure 1. Existing conditions of Subject Lands.

## 2.2 Surrounding Land Uses

The Subject Lands are generally surrounded by the following land uses:

**NORTH:** A variety of community services and facilities, including but not limited to Pickering Islamic Centre Masjid Usman, Brock Road Childcare Centre, and Pickering Community Baptist Church, and residential community are located north of the Subject Lands.

**EAST:** Existing woodlots and natural features associated within East Duffins Creek are located east of the Subject Lands, including the TransCanada Trail Network.

**SOUTH:** West Duffins Creek and associated valley lands are located to the south of the Subject Lands, followed by large lots containing single detached residential dwellings fronting onto the north side of Finch Avenue.

**WEST:** A large residential subdivision consisting of detached dwellings is located west of the Subject Lands across Brock Road, as well as Brock Ridge Community Park.

## 2.3 Neighbourhood Context

The Subject Lands are located along the east side of Brock Road, south of Usman Road and approximately 250 metres north of Finch Avenue. The Subject Lands are located within the Brock Ridge neighbourhood of the City of Pickering, which primarily consists of detached and semi-detached dwellings developed since the 1980's. The Subject Lands are more specifically located within the Duffins Precinct, which comprises the lands located on the east side of Brock Road, bounded by Ganatsekiagon Creek to the north, Duffins Creek

to the east, and West Duffins Creek to the south. The Brock Ridge neighbourhood contains a number of parks and open spaces, naturalized areas, and a local commercial plaza. As a result, the Subject Lands are location in proximity to a number of community facilities, parks, and amenities. These destinations are listed below in **Table 2**.

**Table 2: Location of Surrounding Destinations**

DESTINATION	DISTANCE	TRAVEL TIME		
		<i>Walking</i>	<i>Cycling</i>	<i>Car</i>
1. Brock Ridge Community Park	0.1 km	1	1	1
2. Pickering Islamic Centre	0.1 km	1	1	1
3. Usman Park	0.2 km	2	1	1
4. Pickering Community Baptist Church	0.3 km	4	1	1
5. SmartCentres Pickering	0.6 km	9	3	1
6. Ecole Ronald-Marion	0.8 km	10	2	1
7. Centennial Park	1.1 km	13	3	1
8. Major Oaks Park	1.1 km	14	5	2
9. Valley Farm Public School	1.5 km	19	7	3
10. Pickering Town Centre	2.0 km	25	6	3
11. Pickering GO Station	3.0 km	35	9	4

Note: Distances and times above are approximate.

## 2.4 Transportation Context

The Subject Lands are located along the east side of Brock Road, which is identified as a Type A Arterial Road within the City's Official Plan. The City's Official Plan also identifies Brock 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 112, 603, and 916+. Route 112 provides service from Pickering GO Station north to Zents Drive with a frequency of approximately 15-30 minutes. Route 603 provides service from Pickering Parkway Bus Terminal, and the Highway 407 Park and Ride north to the Port Perry Bus Terminal with a frequency of approximately 90 minutes. Route 916+ provides service from Harmony Terminal to Pickering Parkway Terminal with a frequency of approximately 30 minutes.

### **REGIONAL PUBLIC TRANSIT**

Pickering GO Station is located approximately 3 kilometers southwest of the Subject Lands, and can be accessed via Durham Region Transit Route 112. 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 proposed applications, 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. The purpose of this analysis is to ensure that the proposed development is generally compatible with recent development in the surrounding area, and to demonstrate how the proposed development will assist the City in achieving planned density targets, specifically within the Duffins Precinct Development Guidelines area.

The following table summarizes the recently constructed, approved, and proposed developments as of March 24, 2020, within the Duffins Precinct Development Guidelines Area, east of Brock Road.

**Table 3: Development Applications within the Duffins Precinct Development Guidelines Area**

#	Address / Subdivision	DDPG Area	Height (Storeys)	Site Area (Hectares)	Residential Units	Units Per Hectare	Application Status
1	40M-2571	Front - 3, Rear - 4	2-3	8.0 ha	60 – detached 86 – row 146 - total	18.25 uph	Registered 2016
2	A001/18, SP2018-01	3	3	0.968 ha	53 - townhouse	55 uph	Submitted 2018
<b>Total</b>					<b>196</b>	<b>36.6 uph (average)</b>	

# 3.0

## Description of the Proposal

The current development proposal is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial and Regional policy framework for managing and directing growth, the local policy context as well as the evolving physical landscape of the Duffins Precinct and the area surrounding the Subject Lands.

### 3.1 Overall Context

As noted previously, the Subject lands are located within the Brock Ridge neighbourhood of Pickering, as well as the Duffins Precinct. The Subject Lands are currently vacant, and have a total area of 5.041 hectares. Of the total area comprising the Subject Lands, 3.736 hectares consisting of buffer and valley lands associated with Duffins Creek are to be conveyed to the Toronto Region Conservation Authority, while the remaining 1.311 hectares are to be developed (the 'Development Site'), subject to this proposal.

The proposal is a comprehensive redevelopment of the previously approved Phase 1 lands, and the Phase 2 lands which were submitted in July 2016. In July 2017, the Phase 2 application was amended to incorporate the Phase 1 lands for a comprehensive infill residential development of the Development Site. A chronology of past applications, revisions, and public meetings related to the Subject Lands is included in **Appendix D**.

The proposed development will contribute to the intent of the Duffins Precinct Development Guidelines by providing for a compact urban form with a variety of housing types. The proposed development will also adhere to the overall design objectives and direction of the area, and the applicable built form policies of the City's Official Plan and Duffins Precinct Development Guidelines.

### 3.2 Site Design, Built Form, and Massing

The Applicant is proposing to redevelop the Subject Lands for 380 residential units on a 1.311 hectare site. Block A will consist of a 20-storey residential building containing 307 dwelling units. Block A will have a 4-storey podium, with a 6-storey mid-rise portion rising from the northern portion of the podium, and a 20-storey tower residential tower rising from the southern portion of the podium. Both the 20-storey tower and 6-storey mid-rise portion of the building are stepped back from the 4-storey podium.

Block B will consist of nine (9), 3-storey street townhouse units, while Blocks C and D will consist of thirty two (32) stacked townhouse units each. Each townhouse unit will have a driveway and garage for vehicular parking. Vehicular access for the proposed units will be from a private drive aisle that will connect with

Usman Road at the north of the Development Site. The proposed internal drive aisles are 6.5 metres in width, with 12 metre turning radii and are designed to appropriately accommodate fire and emergency vehicles within the Development Site.

In total, 1,152 square metres of outdoor amenity space is proposed for the development, 538 square metres more than is required for the lot area and the number of units proposed. The proposal also provides for a total of 502 vehicular parking spaces inclusive of 96 visitor parking spaces. A total of 41 surface parking spaces are proposed, while 9 spaces are proposed within private attached garages, and 452 spaces are proposed within a two-level underground parking garage. Additionally, 218 bicycle parking spaces are proposed within the underground garage.

The proposal is further detailed as follows:

**Table 4: Proposed Development Statistics**

Block	Units	Unit Type			Gross Floor Area	Height
		1br	2br	3br		
Block A (Apartment Building)	307	186	97	24	21,867 m <sup>2</sup>	20 Storeys 61.60 m
Block B (Street Townhouses)	9	0	0	9	1,662 m <sup>2</sup>	3 Storeys 10.38 m
Block C (Stacked Townhouses)	32	0	32	0	3,207 m <sup>2</sup>	3 Storeys 15.30 m
Block D (Stacked Townhouses)	32	0	32	0	3,207 m <sup>2</sup>	3 Storeys 15.30 m
<b>Total</b>	380	186	161	33	29,942 m <sup>2</sup>	

The height of the proposed stacked townhouses are intended to be 3-storeys (16.05 metres) from finished grade, and the average size of units will be between approximately 1,151 and 792 square feet. Additionally, the upper floor units of the stacked townhouses include a roof top terrace.

In order to enhance the Brock Road frontage, Block B will front onto Brock Road. The proposed street townhouses will utilize a rear-lane townhouse design with vehicular access to and from the proposed private road accessed via Usman Road. Additionally, the northern, six-storey portion of Block A will also front onto Usman Road. This has been facilitated in order to animate Usman Road. Blocks C and D consist of stacked townhouses which will have their front yards and driveways facing onto the proposed private road.

The hazard lands associated with Duffins Creek, located to the east and south of the Development Site and within the Subject Lands, are to be conveyed to the Toronto Region Conservation Authority. Subsequently, the proposed development of the Development Site has incorporated setbacks and easements into the design which generally show a minimum setback of 3.0 metres from the southern property line.

The proposed Site Plan is included as **Figure 2** of this report.

Site Information & Density	
Official Plan Designation:	"Urban Residential Area - Medium Density Area"
Zoning Designation:	RH/MU-3 & OS-HL
Survey Information	
Plan Survey of Part of Lot 19, Concession 2	Registered Plan 29297
City of Pickering	Prepared by:
VERHAEGEN STUBBERFIELD HARTLEY BREWER	BEZAIRE INC.
944 OTTAWA STREET	WINDSOR ON
T: 519-258-1772	

Lot / Site Area	
Total Lot Area:	50,478 sm
Developable Area:	13,115 sm
Area to be Conveyed:	37,363 sm
Proposed Density	
Units per hectare:	289.74
FSI:	2.28
Coverage	
Building Coverage:	36% 4745 sm
Softscape:	25% 3285 sm
Hardscape:	39% 5085 sm
Gross Floor Area	
Proposed Building A:	21,867 sm
Proposed Building B:	1,662 sm
Proposed Building C:	3,207 sm
Proposed Building D:	3,207 sm
<b>Total GFA:</b>	<b>29,942 sm</b>

Building Heights		
Proposed Height of Building A		
Stores	Height	
Podium / Tower	4 / 20	61.60 m
Established Grade:		91.22 m
Proposed Height of Building B		
Stores	Height	
Established Grade:	3	10.38 m
		90.05 m
Proposed Height of Building C		
Stores	Height	
Established Grade:	3	15.30 m
		88.92 m
Proposed Height of Building D		
Stores	Height	
Established Grade:	3	15.30 m
		88.92 m

Residential Unit Count			
Proposed Total Unit Count			
380			
Proposed Building A Unit Count			
'Apartment Dwelling'			
Bachelor	1 Bed	2 Bed	3 Bed
0	186	97	24
0%	61%	32%	8%
<b>Total Building A Unit Count: 307</b>			
Proposed Building B Unit Count			
'Street Townhouse Dwelling'			
Bachelor	1 Bed	2 Bed	3 Bed
0	0	0	9
100%			
<b>Total Building B Unit Count: 9</b>			

Proposed Building C Unit Count			
'Stacked Dwelling'			
Bachelor	1 Bed	2 Bed	3 Bed
0	0	32	0
100%			
<b>Total Building C Unit Count: 32</b>			
Proposed Building D Unit Count			
'Stacked Dwelling'			
Bachelor	1 Bed	2 Bed	3 Bed
0	0	32	0
100%			
<b>Total Building D Unit Count: 32</b>			

Vehicular Parking		
As per Zoning Bylaw 7085/10		
Rate	Required	Proposed
Apartment Dwelling:	1.0 / unit	307
Apartment Visitor:	0.25 / unit	77
Stacked TH Dwelling:	1.25 / unit	80
Stacked Visitor:	0.25 / unit	16
Townhouse Dwelling:	2.0 / unit	18
Townhouse Visitor:	0.25 / unit	3
Surplus:		1
<b>Total:</b>	<b>501</b>	<b>502</b>
Vehicular Parking Summary		
Surface		Proposed
Townhouse	Attached Garage	32
	Driveway	9
U/G Garage	P1 Level	310
	P2 Level	142
<b>TOTAL:</b>		<b>502</b>

Bicycle Parking		
As per Zoning Bylaw 7553/17		
Rate	Required	Proposed
Apartment Dwelling:	0.5 / unit	154
Stacked TH Dwelling:	1.0 / unit	64
<b>Total:</b>	<b>218</b>	<b>218</b>
*Note: Where the number of bicycle parking spaces exceeds 50 spaces, a minimum of 25% of the total required must be within an enclosed area		
Loading Spaces		
As per Zoning Bylaw 7553/17		
Rate	Required	Proposed
<b>Total:</b>	<b>1</b>	<b>1</b>
		1 Type G

Amenity Area		
*As per Zoning Bylaw 7553/17		
Rate	Required	Proposed
Indoor	2sm / unit	614 sm
Outdoor	2sm / unit	614 sm
<b>Total:</b>	<b>1,228</b>	<b>1,228</b>
*Outdoor Amenity Includes Park (606m2)		

**Kohn**  
 Kohn Partnership Architects Inc.  
 116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6  
 Tel 416.703.6700 www.kohnarchitects.com

DO NOT SCALE DRAWINGS.  
 CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO STARTING ANY OF THE WORK AND REPORT ANY DISCREPANCY TO THE ARCHITECT AND CONSULT BEFORE PROCEEDING. CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION PERTAINING TO THIS APPLICATION.

THE ARCHITECT BEARS NO RESPONSIBILITY FOR THE INTERPRETATION OF THESE DOCUMENTS BY THE CONTRACTOR. UPON WRITTEN NOTIFICATION THE ARCHITECT WILL PROVIDE WRITTEN OR ORAL CLARIFICATION AS SUPPLEMENTARY INFORMATION REGARDING THE INTENT OF THE CONTRACT DOCUMENTS.

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NO INVESTIGATION HAS BEEN UNDERTAKEN OR REPORTED ON THIS OFFICE AS REQUIRED TO THE ENVIRONMENTAL CONDITIONS OR POLLUTION OF THIS SITE.

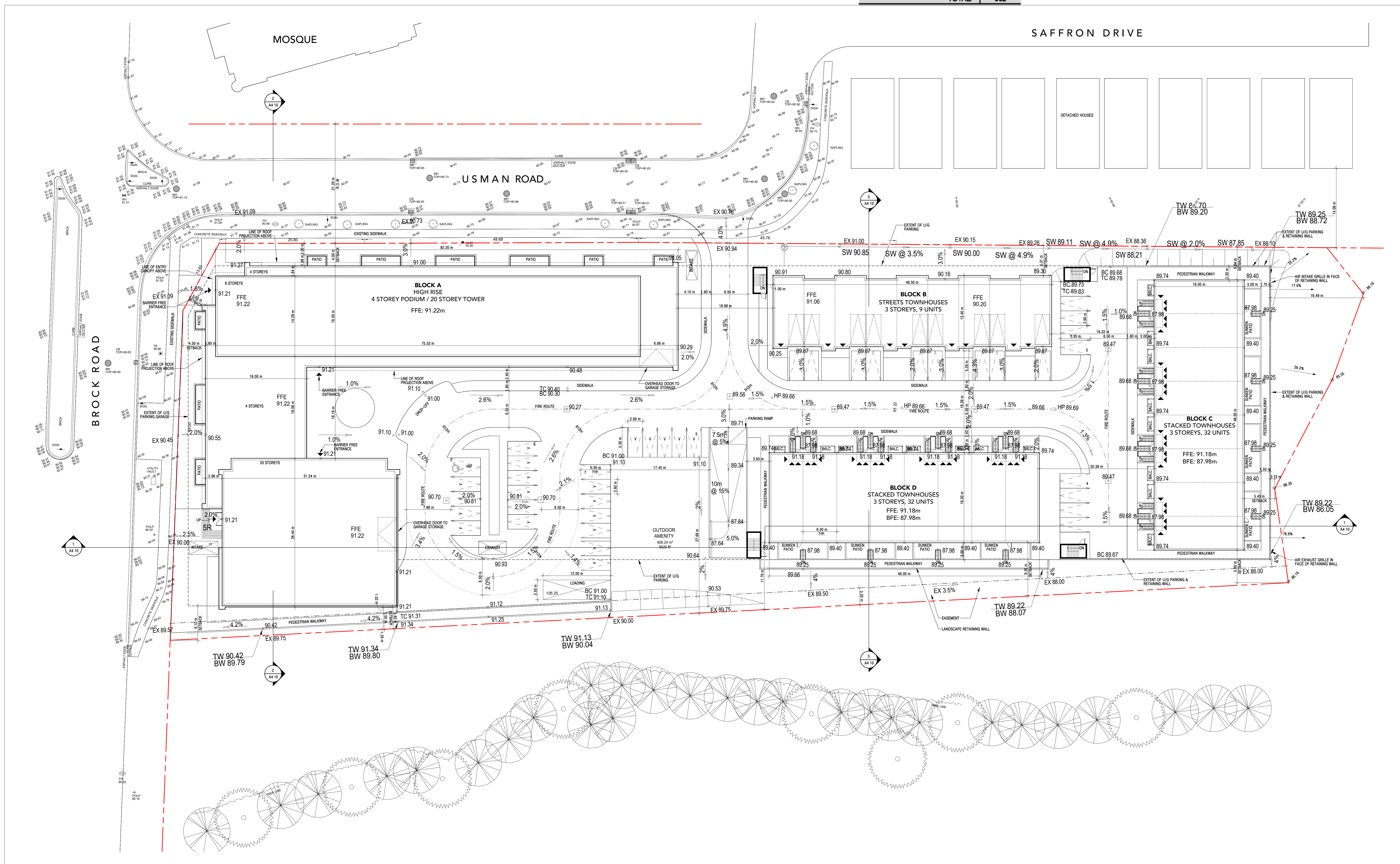
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ISSUE DATES AND DISTRIBUTION LOG

No.	Date	Note
1	2019-08-28	ISSUED FOR COORDINATION
2	2019-10-30	ISSUED FOR COORDINATION
3	2019-11-21	ISSUED FOR COORDINATION
4	2020-02-20	ISSUED FOR COORDINATION
5	2020-03-03	ISSUED FOR COORDINATION
6	2020-03-10	ISSUED FOR COORDINATION
7	2020-04-03	ISSUED FOR ZBA #1



**SITE PLAN SYMBOL AND SIGN LEGEND:**

- PRINCIPLE ENTRANCE (FOR FIRE FIGHTING)
- ENTRANCE TO RETAIL OR GRADE RELATED RES. UNIT
- CATCH BASIN (REFER TO CIVIL DWGS.)
- AREA DRAIN (REFER TO CIVIL DWGS.)
- TRENCH DRAIN (REFER TO CIVIL DWGS.)
- MANHOLE (REFER TO CIVIL DWGS.)
- FIRE HYDRANT
- SIAMASEE (STANDPIPE) CONNECTION
- ACCESSIBLE PARKING SIGNAGE
- FIRE ROUTE SIGNAGE
- LIGHT STANDARD (EXTERIOR POLE FIXTURE)
- WALL MOUNTED EXTERIOR LIGHT FIXTURE
- ACCESSIBLE CURB CUT
- BARRIER FREE PARKING SPACE

**PROJECT NORTH** **TRUE NORTH**

**ONTARIO ASSOCIATION OF ARCHITECTS**  
 HARRY KOHN LICENCE 5337 SEAL

Project: **2055 BROCK ROAD**  
 BROCK RD DUFFINS FOREST INC.

PICKERING ON

Drawing Title: **ENLARGED SITE PLAN & STATISTICS**

Project Manager Team: **ES** Project No: **17-119**

Date Plotted: **2020-04-02 11:04:34 AM** Scale: **As indicated**

Building No.: **1** Drawing No.: **A1 01**



## 3.3 Planning and Design Principles

The planning and design of the proposal is based on the following principles:

- The scale of the proposed building is appropriate for the existing and planned context within the Brock Ridge neighbourhood and Duffins Precinct Development Guidelines Area. The proposal will provide for an appropriate height and density for a property located along a Regional Corridor and Transit Spine, and an appropriate transition to adjacent residential uses through the proposed stacked townhouse and street townhouse forms.
- As the proposed development is located along a Regional Corridor and Transit Spine, the proposed density of development is transit-supportive with appropriate massing, and will encourage the use of active transportation through pedestrian connections with the surrounding municipal sidewalk.
- The design of the site focuses on improving the pedestrian environment along Brock Road, ensuring safe connection from the proposed development and the municipal sidewalk. A pedestrian friendly atmosphere at grade will be created through the relationship between the building podium and the street, including proposed landscaping elements.
- Special design considerations have been given to the relationship between the proposed development and the adjacent natural features, including massing and placement of buildings, and placement of outdoor amenity space. The proposed development provides for a transition in height and density towards Brock Road in order to retain visual angular planes and limit shadow impacts on the existing residential properties to the north.

Overall, the proposed development represents good design, and will build upon the existing and planned residential context of the Duffins Precinct and Brock Ridge neighbourhood of the City of Pickering.

## 3.4 Rationale for Amendments

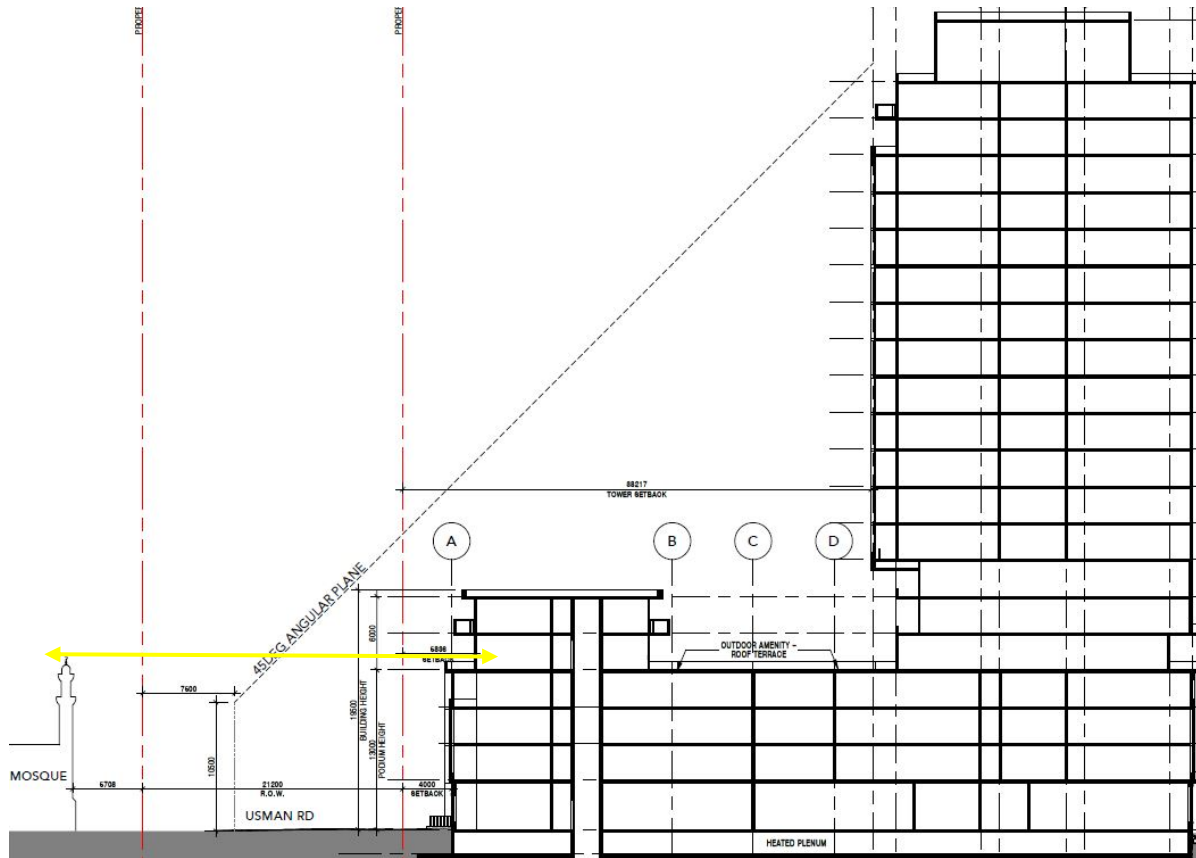
The proposed development is maximizing the development potential of existing underutilized lands (i.e. vacant land) and providing a modest form of intensification along a regional corridor and transit spine (Brock Road) where higher densities are encouraged.

*Protecting Natural Areas*

The proposal considers the irregular lotting pattern and lot configuration, grading changes, and natural features of the lands by orienting the built form in a manner that doesn't challenge these features and protects them. Specifically the proposals seeks to maintain and protect the existing natural features on the Subject Lands and locates all development away from these areas. The proposed clustered townhouses in Block maintains a back-to-back orientation with the existing single detached dwellings to the north, thereby maintaining a similar lotting fabric. Block D continues this lotting pattern by providing a front-to-front relationship with Block B to provide a consistent lotting pattern internally. Units within Block D will incorporate the grade changes into the built design by provided walk out units at the rear. Overall the building design and orientation appropriately maximizing the efficiency of the Development Site to provide a unique and interesting building design for the area.

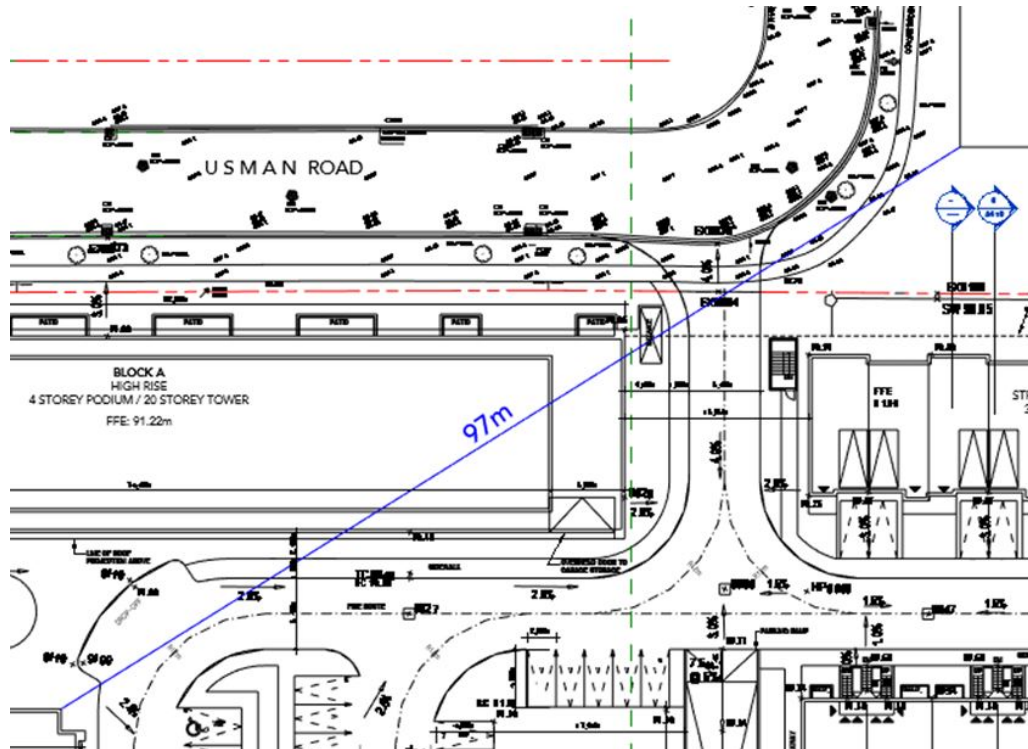
#### *Height Transition and Compatibility*

The built form and massing has been appropriately designed in consideration of other existing and proposed developments in the area to maintain compatibility and provide transition. Specifically with respect to building heights, the proposal provides a 4 storey building podium along the Brock Road frontage that maintains a consistent setback with the mosque to the north to maintain a desired setback along Brock Road. The 4 storey podium then stepsback into the site and results in the 20 storey tall building at the southwest corner, which is in keeping with a 45 degree angular plane, as shown in Figure 2. Though an angular plane is not a zoning requirement, a 45 degree angular plane is a universal design tool to minimize the impact of height to adjacent uses. The 4 storey podium continues along the Usman Road frontage as directed by staff to provide an urbanized streetscape, with a stepback at the top of the 4<sup>th</sup> storey to provide a total of 6 storeys along the frontage. This 4 to 6 storey podium height was strategically incorporated into the design to maintain a consistent street wall height as the minarets of the adjacent Masjid Usman (Pickering Islamic Centre).



**Figure 2: Angular Plane and street wall height diagram**

The positioning of the proposed residential tower at the southwestern corner of the Development Site, will create a landmark feature within the community and assist with wayfinding along Brock Road. This strategic location further mitigates concern of overlook and protects for privacy as the orientation is such that the residential tower and existing residential units to the north abutting Saffron Drive represent a separation distance of approximately 97 metres (as shown below in Figure 3). Given this, the proposal provides appropriate transition in height to lower heights in the surrounding area by a combination of building setbacks and setbacks at grade to minimize impacts.



**Figure 3: Separation Distance**

*Shadow Impacts*

Additionally, as demonstrated in the Shadow Study prepared by Kohn Architects, the proposed development and specifically residential tower does not cast any new shadows on adjacent existing developments during the Spring/Fall Equinox or Summer Solstice, thereby maintaining solar access. Only the Winter Solstice experiences new shadows throughout various times of the day. It is noted that for the purposes of the shadow impact analysis, the spring and fall equinoxes are relied on more than the summer and winter solstices as the angles of the sun during the summer and winter months prevent the adequate representation of the shadow impacts due to new development.

*Density Targets*

When reviewing the proposal with the existing and proposed context in the Duffins Precinct Area, other developments represent an average density of 36.6 uph and total of 196 residential units. When compared to the unit targets outlined in the Duffins Precinct Development Guidelines, Areas 3 and 4, are intended to achieve a unit count ranging between of 221 and 590 units (Table 5 below), at a density ranging between 30 uph to 80 uph. This indicates that the existing and proposed developments did not achieve the minimum unit targets and were on the low end of the density ranges.

**Table 5: Duffins Precinct Development Areas - UPH**

Area	Net Developable Area	Minimum Permitted Units	UPH	Maximum Permitted Units	UPH
Area 1	3.18	95	29.87	254	79.87
Area 2	2.82	226	80.14	395	140.07
Area 3	4.12	124	30.09	330	80.09
Area 4	3.25	97	29.84	260	80
Area 5	1.49	45	30.20	119	79.86
<b>Total</b>	<b>14.86 hectares</b>	<b>587 units</b>	<b>39.5</b>	<b>1,358 units</b>	<b>91.3</b>

When reviewing these developments against the overall targets for the entire Duffins Precinct Area, the two developments are below the minimum density target of 39.5 uph, as shown in Table 5. Furthermore, Table 5 outlines that Area 2, where the Development Site is located, is intended to achieve unit targets ranging between 226-395 units and density ranging between 80 and 140 uph. As previously noted the proposal seeks to provide a total of 380 residential units at a density of 2.28 FSI or 289 uph. Though the proposal exceeds the maximum density, the increase in density is triggered through the built form and housing types that are being provided. The objective of this development is to provide attainable housing options and a range of housing types in a slender, built form that creates minimal impact. The proposed built form and massing of the Development Site represents a more urbanized format that achieves the housing objectives of the City of Pickering.

In addition to the two developments noted in Table 3, the City of Pickering Development Website (as of March 2020) consists of two development charts reflecting development trends across the City as a whole. These charts outline the mixture of unit types currently proposed vis-à-vis approved applications. The proposal chart indicates that 39% of the building types proposed represented an apartment built form and 14% as multiple attached (i.e. townhouses) (Figure 4). Whereas approved applications represent 51% of the building types are single detached, 13% apartments, and 5% multiple units within the City (Figure 5). This indicates that there is a shortage of apartment and townhouse (multiple) unit types available within the City, that typically reflects attainable housing built form types. Given this, the proposal will assist the City in meeting its housing targets for the Duffins Precinct Area and will provide a diverse range of housing types and unit sizes that offer attainable housing options.

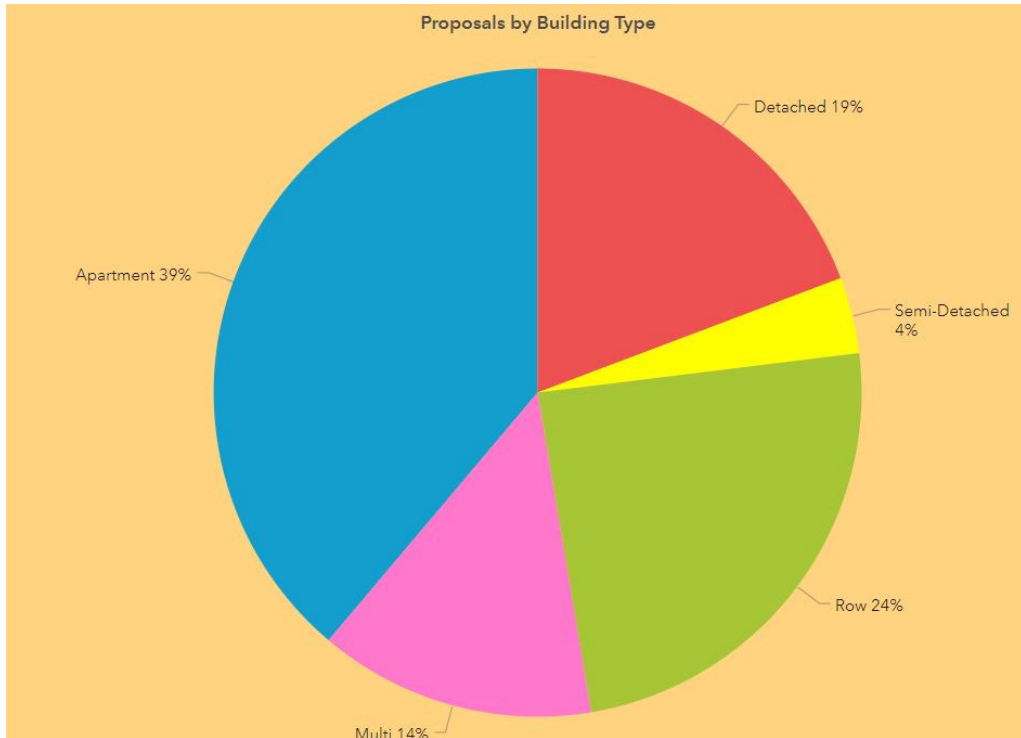


Figure 4: Proposals by Building Types (source: City of Pickering)

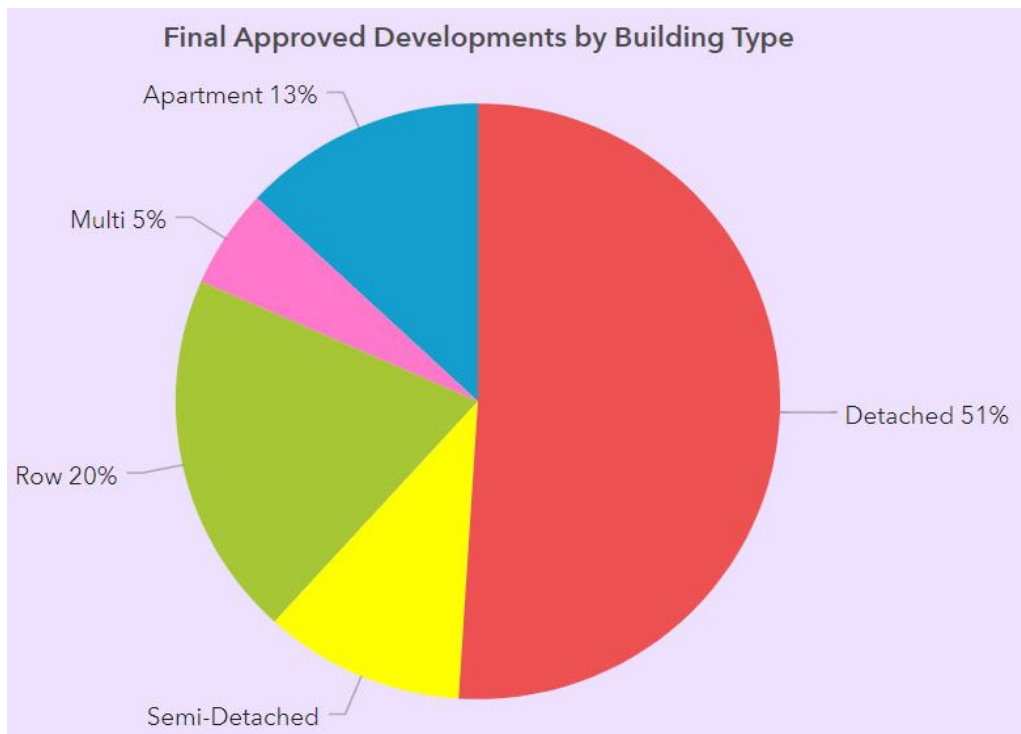


Figure 5: Final Approved Developments by Building Types (source: City of Pickering)

Overall it is important to note that the proposal will not detract from the City's goals of achieving increased densities from where intensification is to be focused. Rather the proposal represents a unique opportunity to efficiently develop underutilized lands that are intended for future growth. This unique opportunity cannot be easily replicated anywhere else within the Duffins Precinct Area, therefore reducing the likelihood of setting a precedent within the area.

## **3.5 Supporting Studies**

In support of the proposed amendments and the proposed development, a number of supporting studies and reports have been prepared as required by the minutes of the April 15, 2019 Pre-Consultation Meeting. Many of these studies also identify how the proposed development and application advance Provincial, Regional, and local policies.

### **3.5.1 *Transportation Impact Study***

A Transportation Impact Study ('TIS') was prepared by C.F. Crozier & Associates in support of the proposed development. The purpose of the Transportation Impact Study is to assess the impacts of the proposed development on the boundary road network and to recommend any required mitigation measures, if warranted. The Transportation Impact Study indicates that the boundary road network is currently operating at capacity at a level of service of D or better during peak periods. With signal optimization, the boundary road network operates near capacity in 2019 existing conditions. A number of improvements are recommended for consideration due to future background conditions, including optimized signal timing, addition of an eastbound right turn overlap phase, and widening Brock Road to a six-lane cross section by 2029. The proposed site access from Usman Road is sufficient for sight-distance, and the proposed parking and loading spaces satisfy the City's parking requirements. The TIS concludes that the proposed development can be supported from a transportation operations and safety perspective.

### **3.5.2 *Phase I Environmental Site Assessment***

A Phase I Environmental Site Assessment ('Phase I ESA') was prepared by Soil Engineers Limited in May 2018 in support of the proposed development. The purpose of the Phase I ESA is to identify potential environmental concern associated with the Subject Lands. A records review was completed, along with interviews and site reconnaissance to develop appropriate conclusions. The records review indicates that the Subject Lands have been used for primarily residential purposes, while the neighbouring properties have been used for mixed institutional/residential/commercial properties. The Phase I ESA indicates the presence of in-ground fill material at the location of the former residential building, as well as the presence of soil stockpiles at the northwestern portion of the Subject Lands. A Phase II ESA is subsequently recommended to address these areas of environmental concern.

### **3.5.3 Phase II Environmental Site Assessment**

A Phase II Environmental Site Assessment ('Phase II ESA') was prepared by Soil Engineers Limited in May 2018 in support of the proposed development. The purpose of the Phase II ESA is to further assess the soil conditions of the Subject Lands as related to potential environmental concerns identified in the Phase I ESA. A review of the analytical test results of soil samples indicates that the tested parameters at test locations meet Table 8 Standards, and no contaminants were identified at the test locations above the applicable site condition standards. Based on the findings of the Phase II ESA, the Subject Lands are considered suitable for development.

### **3.5.4 Environmental Noise Assessment**

An Environmental Noise Assessment ('Noise Study') was prepared by YCA Engineering in February 2020 in support of the proposed development. The purpose of the Noise Study is to analyze future sound levels within the proposed Development Site and describe the types and locations of required noise mitigation measures. The Noise Study recommends mandatory air conditioning for the proposed apartment units, and the provision of air conditioning for the proposed townhouse blocks. Within the proposed apartment building, the exterior wall and window construction is to be upgraded to ensure acoustically acceptable construction. The Noise Study concludes that sound levels acceptable to the Ministry of Environment, Conservation and Parks, City of Pickering, and Region of Durham are expected to be achieved using the abatement measures outlined in the Noise Study.

### **3.5.5 Geotechnical Investigation**

A Geotechnical Investigation was prepared by Soil Engineers Limited in December 2019 in support of the proposed development. The purpose of the Geotechnical Investigation is to reveal subsurface conditions and determine engineering properties of the disclosed soils for the design and construction of the proposed development. The Geotechnical Investigation outlines subsurface and groundwater conditions, and provides recommendations relating to the foundations, joints and connections, seismic design, underground garage, underground servicing, pavement design, excavation related to the proposed development.

### **3.5.6 Functional Servicing and Stormwater Management Report**

A Functional Servicing and Stormwater Management Report ('FSR') was prepared by Sabourin Kimble & Associates Ltd. in March 2020 in support of the proposed development. The purpose of the FSR is to provide municipal servicing information to address stormwater management, storm drainage, sanitary drainage, water supply, and grading for the development of the Development Site. The FSR concludes that the grading and servicing of the proposed development can be completed while adhering to the applicable municipal and regional standards. The Development Site can be serviced using existing storm and sanitary sewers which have been sized and constructed to receive runoff from the proposed development, and domestic and fire water supply services can be provided by the existing watermains along Brock Road and Usman Road. Site drainage can be contained with limited encroachment to the property to the south, and will not exceed permissible grades. Stormwater management will be provided by an existing pond located



downstream of the Development Site, and the water balance and infiltration will be completed using Low Impact Design to match pre-development conditions.

### **3.5.7 Breeding Bird Survey**

A Breeding Bird Survey was prepared by Beacon Environmental Limited in October 2019 in support of the proposed development. The purpose of the Breeding Bird Survey is to support the natural heritage studies required as part of the development application. A total of ten species of birds were recorded breeding, and another three recorded foraging on the Subject Lands during the 2019 season. No species ranked as S1 through S3 (Critically Imperiled through Vulnerable) by the province, or species protected under the ESA were encountered. No birds considered to be area-sensitive were recorded during the 2019 breeding season. Additionally, no bird species of conservation concern was recorded for the Subject Lands.

### **3.5.8 Pre- and Post- Development Water Balance Assessment**

A Pre- and Post-Development Water Balance Assessment ("Water Balance") was prepared by Soil Engineers Limited in March 2020 in support of the proposed development. The purpose of the Water Balance is to analyze precipitation, interception, groundwater storage, evapotranspiration, infiltration and runoff to determine the pre- and post- development water balance. The detailed results can be found in the Water Balance submitted in support of this application.

### **3.5.9 Hydrogeological Assessment**

A Hydrogeological Assessment was prepared by Soil Engineers Limited in March 2020 in support of the proposed development. The purpose of the Hydrogeological Assessment is to summarize the findings of a field study and associated groundwater monitoring and testing programs, and to provide a description and character of the Development Site's hydrogeological setting. The Hydrogeological Assessment provides detailed conclusions and recommendations related to the Hydrogeological conditions of the Development Site.

### **3.5.10 Environmental Impact Study**

An Environmental Impact Study ("EIS") was prepared by Dillon Consulting in March 2020 in support of the proposed development. The purpose of the EIS is to document existing conditions of the natural environment, determine the potential limits of development, evaluate the potential for environmental impacts associated with the proposed development, and recommend mitigation, restoration, and enhancement measures to preserve and restore natural features. The EIS study area includes the entirety of the Subject Lands, including the lands to be conveyed to the Toronto and Region Conservation Authority. The EIS was required in support of the proposed development due to the presence of natural heritage features within and adjacent to the Subject Lands. The majority of the study area consists of residential lands, with areas of Significant Woodland, Valleylands, and unevaluated wetlands associated with West Duffins Creek. The proposed development will require the removal of ground vegetation and select trees within the study area, with potential impacts including disturbance to candidate wildlife habitat, erosion and sedimentation, and diversion of surface water flows. A number of mitigation, restoration, and management measures are recommended within the EIS to avoid and minimize these potential impacts. The EIS also

recommends an Environmental Monitoring Plan during construction to monitor impacts on the natural environment and ensure mitigation measures are implemented.

## 3.6 Proposed Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium

### 3.6.1 Official Plan Amendment

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

The Subject Lands are proposed to be re-designated from the existing 'Urban Residential Area – Medium Density Areas' designation to the 'Urban Residential – High Density Areas' designation with site specific exemption to permit development having a minimum net residential density of over 80 dwellings per net hectare up to and including a maximum net residential density of 290 dwellings per net hectare.

The purpose of the proposed Official Plan Amendment is to permit the proposed density of 289.74 units per net hectare on the Subject Lands, consistent with the overall intent of the Duffins Precinct Development Guidelines and density targets of the Region of Durham Official Plan.

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

### 3.6.2 Zoning By-law Amendment

The proposed Zoning By-law Amendment ('ZBA') seeks to amend the mapping and text of the City of Pickering Zoning By-law 3036 to facilitate the development of the Subject Lands as described in this report.

In order to allow for the proposed development, a Single-Attached Zone (SA-XXXX) with site specific provisions is being sought for the Development Site, currently zoned 'RH/MU-3' and 'G'. The balance of the Subject Lands are proposed to be rezoned to 'OS-HL' to ensure the valley lands that are to be conveyed to the Toronto and Region Conservation Authority are in an appropriate open space category.

A draft Zoning By-law Amendment has been prepared to facilitate this development proposal, and is included in **Appendix C** of this report. The site-specific Single-Attached Zone (SA-XXXX) is proposed to:

- Add the proposed Apartment use as a permissible building type;
- Add the proposed Stacked Townhouse use as a permissible building type;
- Add the proposed Street Townhouse use as a permissible building type; and,
- Reduce the required visitor and tenant parking rates for each building type.

### **3.6.3 *Draft Plan of Subdivision***

The Draft Plan of Subdivision application is provided to establish the blocks of development and establish the boundaries for future the Draft Plans of Condominium.

### **3.6.4 *Draft Plan of Condominium (future application)***

Draft Plan of Condominium applications will be provided at a later date in the application process to establish ownership over the common element condominium features such as the underground parking, outdoor amenity space, and other common features.

# 4.0

## Policy Context Overview

The following section of the Planning Justification Report provides a review and assessment of the land use policy and regulatory framework applicable to the Subject Lands and the proposed development. Each subsection describes the applicable policies and regulations and identifies how the proposed Draft Plan of Subdivision and associated Official Plan and Zoning By-law Amendment are consistent with and implement Provincial, Regional, and local policy.

### 4.1 Planning Act

The Ontario Planning Act, R.S.O. 1990 (the *Planning Act*) is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Several other Provincial Policies are created from the authority of the *Planning Act*, including the Provincial Policy Statement, discussed below.

#### Section 51 (24)

Section 51 (24) of the Planning Act requires that regard be had for the following matters when considering a Draft Plan of Subdivision:

##### POLICY

a) *The effect of the development of the proposed on matters of provincial interest as referred to in section 2;*

b) *whether the proposed subdivision is premature or in the public interest;*

c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

##### EVALUATION

The proposed Draft Plan of Subdivision is consistent with the matters of Provincial interest listed in Section 2 of the *Planning Act*. Section 2 is reviewed in greater detail below.

As described above, the Subject Lands are surrounded by existing development and located within Urban Area of the City of Pickering. The proposed Draft Plan of Subdivision would facilitate contiguous and orderly development which makes use of existing vacant and underutilized lands. The proposed Draft Plan of Subdivision is therefore not premature and is in the public interest.

The proposed Draft Plan of Subdivision conforms to the policies of the City of Pickering Official Plan as described in greater detail in **Section 4.6** of this

report. The proposal also maintains an appropriate layout with respect to surrounding development.

*d) the suitability of the land for the purposes for which it is to be subdivided;*

As described above, the Subject Lands were subject to a previous application for Draft Plan of Subdivision and Condominium which intended for the conveyance of the balance of the Subject Lands, consisting of hazard lands adjacent Duffins Creek, to the Toronto and Region Conservation Authority. The proposed Draft Plan of Subdivision will facilitate the conveyance of 3.376 hectares of land to the Toronto and Region Conservation Authority. The Subject Lands are suitable to be developed for residential uses and have been comprehensively studied to ensure all requirements have been met, as demonstrated further within this report.

*f) the dimensions and shapes of the proposed lots;*

The proposed development block is the result of the former applications previously discussed within this report. The proposed Block 1 within the Draft Plan of Subdivision consolidates the Subject Lands, and corresponds with the limits of the lands to be conveyed to the Toronto and Region Conservation Authority.

*h) conservation of natural resources and flood control;*

The proposed Draft Plan of Subdivision serves to delineate the hazard lands adjacent Duffins Creek which are intended to be conveyed to the Toronto and Region Conservation Authority. The Environmental Impact Statement and Stormwater Management Report accompanying this application demonstrate the suitability of the proposed development with respect to the conservation of natural resources and flood control.

*i) the adequacy of utilities and municipal services;*

The Functional Servicing and Stormwater Management Report accompanying this application proposes a municipal servicing scheme which is adequate to service the proposed development. The adequacy of utilities and municipal services will be assessed and confirmed by the City through review of this application.

*j) the adequacy of school sites;*

Due to the size of the Subject Lands, the proposed Draft Plan of Subdivision does not contain school sites. There are a number of schools located within close proximity to the Subject Lands as identified in **Table 2** of this report.

k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

The proposed Draft Plan of Subdivision defines the limit of development for the Subject Lands, beyond which the balance of the lands are to be conveyed to the Toronto and Region Conservation Authority.

m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c.32, s. 31(2); 2006, c.23, s. 22(3, 4); 2016, c.25, Sched. 4, s. 8(2).

The Subject Lands are located within an area of the City of Pickering that is subject to Site Plan Control, and therefore all matters related to Section 41 will be reviewed when an application for Site Plan Control is submitted.

## Section 2

As stated in Section 51 (24) of the *Planning Act*, the effect of the development of a Draft Plan of Subdivision on matters of provincial interest referred to in Section 2 of the *Planning Act* must be considered. Section 2 requires that the Minister, the Council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under the *Planning Act*, shall have regard to, among other matters, matters of provincial interest such as:

### POLICY

a) the protection of ecological systems, including natural areas, features and functions;

### EVALUATION

As discussed above, a portion of the Subject Lands consists of valley lands adjacent Duffins Creek that are intended to be conveyed to the Toronto Region Conservation Authority. The Environmental Impact Statement submitted in support of this application identifies the appropriate buffers associated with each identified natural feature.

b) the protection of the agricultural resources of the Province;

The Subject Lands are currently approved for residential development within the City of Pickering's Official Plan. The proposed Draft Plan of Subdivision will facilitate residential development in a compact built form that will add to the City's existing housing supply and relieve pressures for urban boundary expansion at the expense of agricultural land.

c) the conservation and management of natural resources and the mineral resource base;

The Subject Lands do not contain natural resources or minerals that are identified for extraction.

e) the supply, efficient use and conservation of energy and water;

The proposed compact built form represents a more efficient use of land and resources relative to the existing underutilized lands.

- f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;* As discussed above, the Functional Servicing and Stormwater Management Report proposes a municipal servicing scheme that is adequate to service the proposed development. The adequacy of utilities and municipal services will be assessed and confirmed by the City through review of the application. The accompanying Traffic Impact Study further demonstrates that the surrounding road network is capable of accommodating the transportation demands of the proposed development.
- g) *the minimization of waste;* The proposed development will be subject to the waste management requirements of the Region of Durham and City of Pickering.
- h) *the orderly development of safe and healthy communities;* The proposed Draft Plan of Subdivision will facilitate continuous and orderly development which makes use of existing underutilized lands. Given the Subject Lands proximity to local commercial plazas to the north and south, the day-to-day commercial needs of future residents can be satisfied in close proximity to their place of residence. The proposed Draft Plan of Subdivision also includes large landscaped open space areas while the increased density can support active transportation as well as greater levels of public transit.
- h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;* The proposed development is intended to follow all relevant requirements of the Ontario Building Code and the *Accessibility for Ontarians with Disabilities Act*. As such, this matter will largely be addressed at the Site Plan Approval and Building Permit stage, which deals with detailed construction and site layout matters.
- i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;* The proposed development contains significant amenity space and landscaped open space to serve future residents. The proposed development will be well served by existing education, health, social, cultural, and recreational facilities within close proximity of the Subject Lands, as noted in **Table 2** of this report.
- j) *the adequate provision of a full range of housing, including affordable housing;* The proposed development will contain a diversity of residential dwelling unit sizes and configurations, with varying levels of affordability, in order to provide increased housing choices for current and future residents.

- l) the protection of the financial and economic well-being of the Province and its municipalities;* Through redevelopment of underutilized lands, the proposal promotes a more cost-effective development pattern which utilizes existing municipal services and supports improvements to existing public transit networks.
- m) the co-ordination of planning activities of public bodies;* This application will be circulated to various public bodies and agencies by City staff as part of the application review process.
- n) the resolution of planning conflicts involving public and private interests;* The review of the proposed applications will include public consultation in accordance with the standard provisions of the *Planning Act*.
- o) the protection of public health and safety;* The Traffic Impact Study prepared in support of the proposed development identifies the anticipated impact on the surrounding road network, including mitigation measure to ensure the ongoing protection of public health and safety. The Noise Study prepared in support of the proposed development further identifies the appropriate mitigation measures to ensure acceptable sound levels are achieved. The EIS prepared in support of the proposed development also identifies the suitability of the Development Site for development.
- p) the appropriate location of growth and development;* The Subject Lands are surrounded by existing development and identified natural features. The proposed Draft Plan of Subdivision will facilitate contiguous and orderly development which makes use of existing, underutilized lands while also protecting identified lands intended to be conveyed to the Toronto and Region Conservation Authority. The proposed redevelopment will also facilitate a higher density residential development in close proximity to existing commercial, employment, and recreational opportunities.
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;* The proposed Draft Plan of Subdivision will facilitate a residential development that is pedestrian-oriented. The proposal has been designed to provide connections between the built form and public realm, specifically through the orientation of the apartment building along Brock Road, with the buildings principal entrance fronting Brock Road, and direct pedestrian connections to the municipal sidewalk from the internal pedestrian network. The



Subject Lands are currently serviced by existing public transit which will benefit from the increase in ridership potential as a result of the 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 development will provide a high-quality, modern built form that is well-designed, has a sense of place, and fits within the surrounding context. In addition, the proposed network of landscaped open space on the Subject Lands will be high-quality, safe, and accessible public space for future residents that will contribute to the vibrancy of the development.

s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development will facilitate a compact redevelopment of the Subject Lands with a twenty (20) storey building that will have a smaller carbon footprint than traditional ground-oriented residential development forms. Additional measures regarding the mitigation of greenhouse gases and adaptation to a changing climate will be addressed with more detailed design stages.

### **Summary / Conformity Statement**

**All of the above matters of Provincial Interest and criteria for approval of a Draft Plan of Subdivision and the proposed applications to facilitate the development have been addressed through the proposal. The following sections of this report provide a comprehensive analysis and discussion of these matters and how they have been addressed as part of the proposed development of the Subject Lands.**

## **4.2 Provincial Policy Statement (2020)**

The Provincial Policy Statement ('PPS'), 2014 was issued under Section 3 of the *Planning Act* and came into effect on April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act* requires that decisions affecting a planning matter 'be consistent with' the policies of the PPS. As such, the PPS provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

In March 2020, the Province of Ontario released proposed policies to the Provincial Policy Statement intended to support a number of revised Provincial policies, including the Growth Plan, discussed below. The 2020 PPS will be in force and effect on May 1, 2020, and as such will be required to be assessed through the development process.

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

### **Planning Justification Report**

support strong, livable and healthy communities that protect the environment and public health while also facilitating economic growth. Land use planning decisions, including those made on applications for Zoning By-law Amendments, must be consistent with the PPS. In assessing the proposed development and the proposed Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium for the Subject Lands, we have further identified how the proposal advances and implements the policies of the PPS beyond the current City of Pickering Official Plan policies.

An analysis of the Provincial policies contained in the 2020 PPS, and how the proposed Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium are consistent with these policies is provided below.

## **Section 1.0 Building Strong Healthy Communities**

### **Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

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.

<b>Policy</b>	<b>Evaluation</b>
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>	The proposed development will efficiently use land that is currently underutilized on the Subject Lands, and will further contribute to the range of housing stock in this area of the City of Pickering.
b) <i>Accommodating an appropriate range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;</i>	The proposed high-rise building and townhouse units will contribute to a range of residential types and sizes within this area of the City of Pickering, which currently consists predominantly of low-rise detached, semi-detached, and townhouse dwellings along Brock Road with commercial uses to the south of the Subject Lands along Kingston Road.
c) <i>Avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i>	The Subject Lands are located in an area designated for growth and development, and not located in an area subject to environmental, public health or safety concerns, as defined within the EIS prepared by Dillon Consulting in support of this application.

- 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 development. The proposed additional density is consistent with the overall growth targets for the Duffins Creek Development Guidelines Area, and provides for a 20-storey apartment dwelling, stacked, and street townhouses. In order to accommodate the level of intensity required to achieve Regional and City growth targets, the proposed development has been designed to incorporate increased building height which deploys density in a desirable form with the least impact on the surrounding area.
- 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 development will provide for transit supportive residential density on existing municipal services in order to minimize lands consumption and servicing costs and achieve cost-effective development that provides for a compact urban built form while also protecting the natural environment.
- 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 accessible standards, where feasible.
- g) *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current or projected needs; and*
- The proposed development will take advantage of existing infrastructure available to the Subject Lands, reducing servicing costs.
- h) *Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*
- The proposed development will not have any impacts on the environment, as determined in the EIS prepared by Dillon Consulting in support of this application.
- i) *Preparing for the regional and local impacts of a changing climate.*
- The proposed development will facilitate a compact redevelopment of the Subject Lands with a twenty (20) storey building that will have a smaller carbon footprint than traditional ground-oriented residential development forms. Additional measures regarding the mitigation of greenhouse

gases and adaptation to a changing climate will be addressed with more detailed design stages.

### **Policy 1.1.3 – Settlement Areas**

This Provincial Policy Statement is applicable to the proposed development as it states that:

“The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”

Within this policy, the following policies are relevant.

**Policy 1.1.3.1** of the PPS states *that settlement areas shall be the focus of growth and development.*

**Evaluation:** The proposed development is situated within the existing Urban Area of the City of Pickering, and contributes variety to the housing stock within the Brock Ridge neighbourhood. The proposal represents intensification of an existing underutilized property within an intensification Area. The proposal is compatible with the planned and proposed redevelopment of the area within the surrounding Urban Residential Area.

**Policy 1.1.3.2** states that *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.*

**Evaluation:** The proposed development supports Policy 1.1.3.2, as the proposal will provide for an efficient use of land and resources by developing a vacant site for higher density built form in an existing built up area of the City of Pickering. The proposal intends to efficiently use existing infrastructure by connecting to existing water, wastewater, and stormwater infrastructure. The proposed development is also supportive of existing regional transit infrastructure, described above. As noted previously, the Development Site is located along Brock Road and is within walking distance of Durham Region Transit Bus Routes 112, 603 and 916 with connections to the Pickering Parkway Terminal, and Pickering GO Station. The proposal will provide a density that is supportive of this existing Regional transit infrastructure. The proposed form of development, including 20-storey apartment building, has been designed to deploy efficient, transit-supportive density within a form of development with the least impact on the surrounding area by placing

the highest density along Brock Road, transitioning built form to the surrounding developments, and minimizing shadow impacts.

**Policy 1.1.3.4** of the PPS states that *appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health.*

**Evaluation:** The proposal represents intensification in a compact built form. The proposed 20-storey residential building and low rise townhouses represent an efficient redevelopment of the lands that will not result in public health and safety issues. The proposed development represents a residential development which provides intensification on a site within the settlement area of Pickering, located along a Regional Corridor, and designated for this type of intensification. The proposal represents intensification of an underutilized property representing a density of 2.28 FSI or 289.74 units per hectare.

## **Section 1.4 – Housing**

**Policy 1.4.1** states that *to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

**Evaluation:** The proposal contributes to the City of Pickering’s ability to accommodate residential growth for a minimum of 15 years through the proposed residential intensification at a density higher than what exists today. The proposal will connect to the existing services and utilities available to the Development Site today and will have the capacity to service the proposed residential components of the proposal, with no anticipated need for future infrastructure improvements, as described further in the Functional Servicing Report prepared by SKA Engineering in support of this application.

**Policy 1.4.3** of the PPS states that *authorities shall provide for an appropriate range and mix of housing types and densities to meet projected market-based and affordable housing needs 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:*
  - 1. *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*

2. *All types of residential intensification, including additional residential units and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

**Evaluation:** The proposal represents residential intensification that will provide 380 units in the form of one, two and three bedroom units including street townhouse and stacked townhouse units. The proposal will add to the mixture and range of housing options in the area similar to proposed and existing development in the surrounding area. The anticipated density of 289.74 UPH and 2.28 FSI will connect to existing infrastructure and efficiently use infrastructure and public service facilities. The proposal supports active transportation initiatives and transit use in the area by providing long term and short term bicycle parking and is located adjacent to several bus stops along Brock Road with connections to Pickering Parkway Terminal and the Picking GO Station.

The proposal will also add to the mixture and range of housing options in an existing settlement area identified for intensification by providing residential dwellings in the form of 3-storey townhouses (stacked and street), and supports incremental intensification in the Brock Ridge neighbourhood and City of Pickering. Furthermore, and as noted previously, the proposed development is supportive of the existing Regional transit infrastructure along Brock Road. The anticipated density of 2.28 FSI efficiently uses infrastructure and public service facilities, and supports existing public transit routes along Brock Road, while being compatible with nearby existing and proposed land uses. The proposed 20-storey built form deploys the required density on the site within a desirable built form that minimizes impact on the surrounding area by placing the highest density along Brock Road, transitioning built form to the surrounding developments, and minimizing shadow impacts.

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

**Policy 1.5.1** of the PPS states that *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;*
- c) *providing opportunities for public access to shorelines; and,*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas."*

**Evaluation:** As stated previously, the Subject Lands include 3.376 hectares of buffer and valley lands adjacent Duffins Creek that are to be conveyed to the Toronto and Region Conservation Authority to ensure their long term protection. These lands to be conveyed form part of the City and Region’s parks and open space network, and as such the proposed development has been planned to minimize any negative impacts to the woodlot, creek, and other key features in proximity to the Development Site. As demonstrated in the EIS prepared in support of this application, the proposed buffers included within the lands to be conveyed to the Toronto and Region Conservation Authority will ensure that no negative impacts to the adjacent natural features occur as a result of the proposed development. A series of landscaped open spaces throughout the Development Site provide a range of open spaces for residents and visitors to enjoy. Further, the proposed development provides pedestrian access from Brock Road and Usman Road, allowing for easy access for pedestrian, active transportation, and transit users to navigate and access the proposed development.

## **Section 1.6 – Infrastructure and Public Service Facilities**

**Policy 1.6.3** of the PPS, states that *the use of existing infrastructure and public service facilities should be optimized, and that opportunities for adaptive re-use should be considered, wherever feasible.*

**Evaluation:** The proposed development of the Development Site will take full advantage of the existing public service facilities as well as support the use and optimization of existing infrastructure. The Functional Servicing Report prepared by SKA Engineering in support of this application has identified that the existing infrastructure is suitable to support the proposed development of the site.

**Section 1.6.6** of the PPS addresses sewage and water infrastructure and states that *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 sewage services and 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.*

**Evaluation:** The proposed development intends to connect to the existing municipal water and sewer services along Usman Road, as described further in the Functional Servicing Report. The Functional Servicing report further describes how the proposed servicing scheme can be sustained, and provides for protection of human health and safety, and the natural environment.

**Section 1.6.6.2** of the PPS states that *Municipal sewage and water services are the preferred form of servicing infrastructure 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.*

**Evaluation:** The proposed development intends to connect to the existing municipal water and sewer services along Usman Road, and will not require the establishment of new, unplanned municipal services.

**Policy 1.6.7.2** of the PPS states that *efficient use should be made of existing and planned infrastructure, including through the use of transportation demand strategies, where feasible.*

**Evaluation:** The existing and planned transportation infrastructure will be used and supported by the proposed development which will also incorporate transportation demand management strategies as recommended in the Traffic Impact Study prepared by C.F. Crozier and Associates.

**Policy 1.6.7.4** of the PPS states that *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.*

**Evaluation:** The proposal is located within an area that is predominantly dependent on the use of personal vehicles. However, and as noted previously, the proposal is within walking distance of bus stops located along Brock Road which provide connectivity to other Regional modes of transit (i.e. GO Transit), and intends to take full advantage of these existing services in order to reduce vehicular trips and support current and future transit infrastructure. Internal paths will connect to municipal sidewalks thereby promoting active transportation, as well as through the provision of 218 bicycle parking spaces for both residents and visitors to the site.

## **Section 2.1 – Natural Heritage**

**Policy 2.1.1** of the PPS states that *natural features and areas should be protected for the long term.*

**Evaluation:** As noted previously, 3.376 hectares of the Subject Lands consist of hazard lands adjacent Duffins Creek, which are intended to be conveyed to the Toronto and Region Conservation Authority to ensure their long term protection. The proposed development within the Development Site, as demonstrated in the EIS prepared in support of this application, is not anticipated to have any negative impact on adjacent natural features.

**Policy 2.1.2** states that *the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*



**Evaluation:** The accompanying EIS demonstrates that through the proposed buffers within the lands to be conveyed to the Toronto and Region Conservation Authority are sufficient to ensure the proposed development will not negatively impact the diversity and connectivity of the features or the long-term ecological function and biodiversity of the features if mitigation recommendations are implemented.

**Policy 2.1.8** states that *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

**Evaluation:** The Subject Lands include 3.376 hectares of land to be conveyed to the Toronto and Region Conservation Authority which contain hazard lands associated with the adjacent Duffins Creek. As such, the accompanying EIS demonstrates the proposed buffers included within the lands to be conveyed and their adequacy to ensure the protection of these lands from the impacts of development on the remaining portion of the Subject Lands, identified as the Development Site.

#### **Section 4.0 – Implementation and Interpretation**

**Policy 4.6** states that *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.*

**Evaluation:** Further described in Section 4.6 of this report, the City of Pickering's Official Plan outlines the land use designations and policies applicable to the Subject Lands. The proposed development has been designed and planned in accordance with the 'Medium Density Areas' designation, while the proposed Official Plan and Zoning By-law Amendments seek to implement site specific permissions which will facilitate a high-density residential development as directed by the City's Official Plan and Duffins Creek Development Guidelines.

#### **Summary/Conformity Statement**

**The Provincial Policy Statement, 2020, outlines a series of guiding policies meant to direct land use planning and development across Ontario. The PPS focuses on ensuring growth and development is directed to appropriate areas with an emphasis on development in areas well served by infrastructure, and in a manner that will not compromise the long-term protection of the natural environment. The above analysis demonstrated that the proposed development conforms to the PPS by allowing for development, at an appropriate density, in an area served by existing infrastructure that also provides for the long-term protection of the existing woodlot and valley lands associated with Duffins Creek. As such, the development proposal and corresponding Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium are consistent with the policies of the Provincial Policy Statement.**

## 4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

*A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (hereafter 'A Place to Grow' or the 'Growth Plan') was prepared and approved under the *Places to Grow Act, 2005* and updated on May 16, 2019. A Place to Grow establishes a long-term framework for growth and development in the Greater Golden Horseshoe ('GGH') region which 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. A Place to Grow utilizes a land use planning horizon to 2041.

A Place to Grow builds upon the policy foundations of the PPS, and previous plans as well as responds to key challenges in the GGH region by providing enhanced policy directions designed to achieve complete communities that are compact, transit-supportive and make efficient use of investments in infrastructure and public service facilities while ensuring the protection of agricultural and natural areas and supporting climate change mitigation and adaptation. Guiding principles of the Growth Plan are established to support the achievement of complete communities; prioritize intensification and higher densities to make efficient use of land and infrastructure; provide flexibility to capitalize on economic and employment opportunities; support a mix of housing options; improve the integration of land use planning with planning and investment in infrastructure; protect and enhance the natural environment; conserve and promote cultural heritage; and, integrate climate change considerations into planning and growth management.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed development applications conform with the Growth Plan policies. The following is a summary of the policies applicable to the proposed development.

**Policy 1.2.1** states *that the successful realization of this vision for the Greater Golden Horseshoe centers on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and*

*moving towards low-carbon communities, with the long-term goal of net-zero communities, by incorporating approaches to reduce greenhouse gas emissions.*

**Evaluation:** The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to compact, vibrant and complete communities. In addition, the higher density proposal optimizes the use of existing water, wastewater, and stormwater infrastructure to support growth in a compact and efficient form. The proposal will also provide for a mix of housing options in the Brock Ridge neighbourhood that are in proximity to transit routes with connections to the existing Pickering GO Station and Pickering Terminal Parkway. The proposal is also intended to contribute to resiliency and climate change through its design.

**Policy 2.2.1** provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the Greater Golden Horseshoe (“GGH”) to the horizon of this Plan.

**Evaluation:** The proposed development will permit the development of a variety of residential uses which will assist in achieving the population targets for the Region and City of Pickering as set out in this policy and through Schedule 3 of the Growth Plan.

**Policy 2.2.1.2** of the Growth Plan directs that the forecasted growth should be allocated based on the following priorities:

- 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 be generally directed away from hazardous lands; and*
- f) *the established of new settlement areas is prohibited.*

**Evaluation:** The proposal is in keeping with the above policies as follows:

- The proposal focuses new growth and intensification to an existing built-up area in the City of Pickering, and along an identified Regional Corridor (i.e. Brock Road) designated for intensification as outlined in the Durham Region Official Plan and City of Pickering Official Plan.
- The proposal focuses new growth through intensification on an underutilized site within the City of Pickering.
- The proposal directs growth to an area serviced by existing municipal water and wastewater systems.
- The proposed residential unit types and sizes increase the density of the overall site and provide access to the existing public transit services along Brock Road within walking distance of the proposal.
- The proposal directs growth and the highest heights and densities to Brock Road which is identified as a Regional Corridor and intended to accommodate residential intensification.
- The proposal will add to the types of housing available in the Brock Ridge neighbourhood and the City of Pickering.
- The proposed applications do not establish new settlement areas, and are not located in proximity to hazardous lands.

**Policy 2.2.1.4** of the *Growth Plan* requires the proposal to support the achievement of complete communities that provide the following:

- 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.*

**Evaluation:** The proposal assists in the achievement of complete communities by:

- Providing for a range of residential housing options, including 50% of units consisting of 2-bedrooms or more to accommodate people of all stages of life within an existing neighbourhood inclusive of community amenities and services.
- Promoting a high quality of life for all future residents.
- Providing for townhouse and apartment housing options within a predominately single-detached neighbourhood to promote a range of household sizes and options.
- Being located within walking distance to existing public transit routes along Brock Road, as well as within proximity to local services to provide for day-to-day needs.
- Including access to the lands to be conveyed to the Toronto and Region Conservation Authority along the south and east property lines.
- Ensuring compliance to urban design standards and to addressing green infrastructure, building resilience through a future Site Plan Approval application.

**Policy 2.2.2.1** of the Grown Plan *requires that a minimum of 50% of all residential development occurring annually within each upper- and single-tier municipality will be within the built-up area.* **Policy 2.2.2.2** of the Grown Plan requires that until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.

**Evaluation:** The proposal will contribute to achieving the minimum standard of 50% by facilitating a residential development consisting of 380 new residential units within the existing built-up area of the City of Pickering. As described further in this report, the proposed development seeks to assist the City in achieving City-wide growth target and specific targets for the Duffins Precinct Development Guidelines Area by increasing the proposed height and density of the Development Site in order to deploy density in a desirable form that minimizes impact on the surrounding area by placing the highest density along Brock Road, transitioning built form to the surrounding developments, and minimizing shadow impacts.

**Policy 2.2.6.1 and Policy 2.2.6.2** *outline that each level of government will each develop a housing strategy that will diversity the overall housing stock to accommodate forecasted growth as well as:*

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 
  - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
  - ii. *establishing targets for affordable ownership housing and rental housing;**
- b) *identifies mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
- c) *aligns land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and*
- d) *implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.*

**Evaluation:** The proposal conforms to this policy by diversifying the range and mix of housing options in this neighbourhood through providing a range of unit types and sizes. Furthermore, the diversity of units proposed contributes to the policy goal of providing a diversity of housing options across the City of Pickering as the proposal has been designed to include units capable of accommodating residents with diverse needs as well as families.

**Policy 2.2.6.3** *supports 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.*

**Evaluation:** The proposed development will provide for a total of 380 new residential dwelling units of varying sizes in a multi-unit residential development. Of these, 186 units will be one-bedroom units, 161 units will be two-bedroom units, and 33 units will be three-bedroom units, thereby meeting the housing objectives of the Growth Plan.

### **Summary/Conformity Statement**

**The Growth Plan guides development to achieve positive outcomes for the Region and the City with respect to the economy, environment, and quality of life. 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 development 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 development proposes a range of housing opportunities which are well-connected to existing community services, parks, local businesses, and the natural environment. As such, the proposed development and corresponding applications are consistent with and serve to implement the policies of the Growth Plan.**

## **4.4 Durham Region Official Plan (May 11, 2017 Consolidation)**

The Durham Region Official Plan (“Regional Official Plan”) was adopted by Regional Council on June 5, 1991 and approved by the Minister of Municipal Affairs and Housing on November 23, 1993. The most recent consolidation of the plan from May 11<sup>th</sup>, 2017 was used for this report and includes all approved amendments up to the date, including amendment 128 (approved by OMB 2013) which implemented the Region’s growth scenario within the context of the Growth Plan.

The Regional Official Plan 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

### **Planning Justification Report**

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 Regional Official Plan, the Subject Lands are designated as “Living Areas” with a “Regional Corridor” overlay. A portion of the Subject Lands located adjacent Duffins Creek are also designated “Major Open Space Areas”. A portion of the Subject Lands are identified as “Key Natural Heritage and Hydrologic Features” and “High Aquifer Vulnerability Areas” within Schedule B of the Regional Official Plan. Brock Road is also identified as a “Transit Spine” on Schedule C of the Regional Official Plan (see **Figures 3-7**).

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 (i.e. apartment building and townhomes) within a built-up area, and through site design and layout, provide adequate setbacks to the adjacent natural features to ensure these areas are not adversely impacted by the proposal.

The following is an analysis of the proposed Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium applications in relation to the Region of Durham Official Plan.

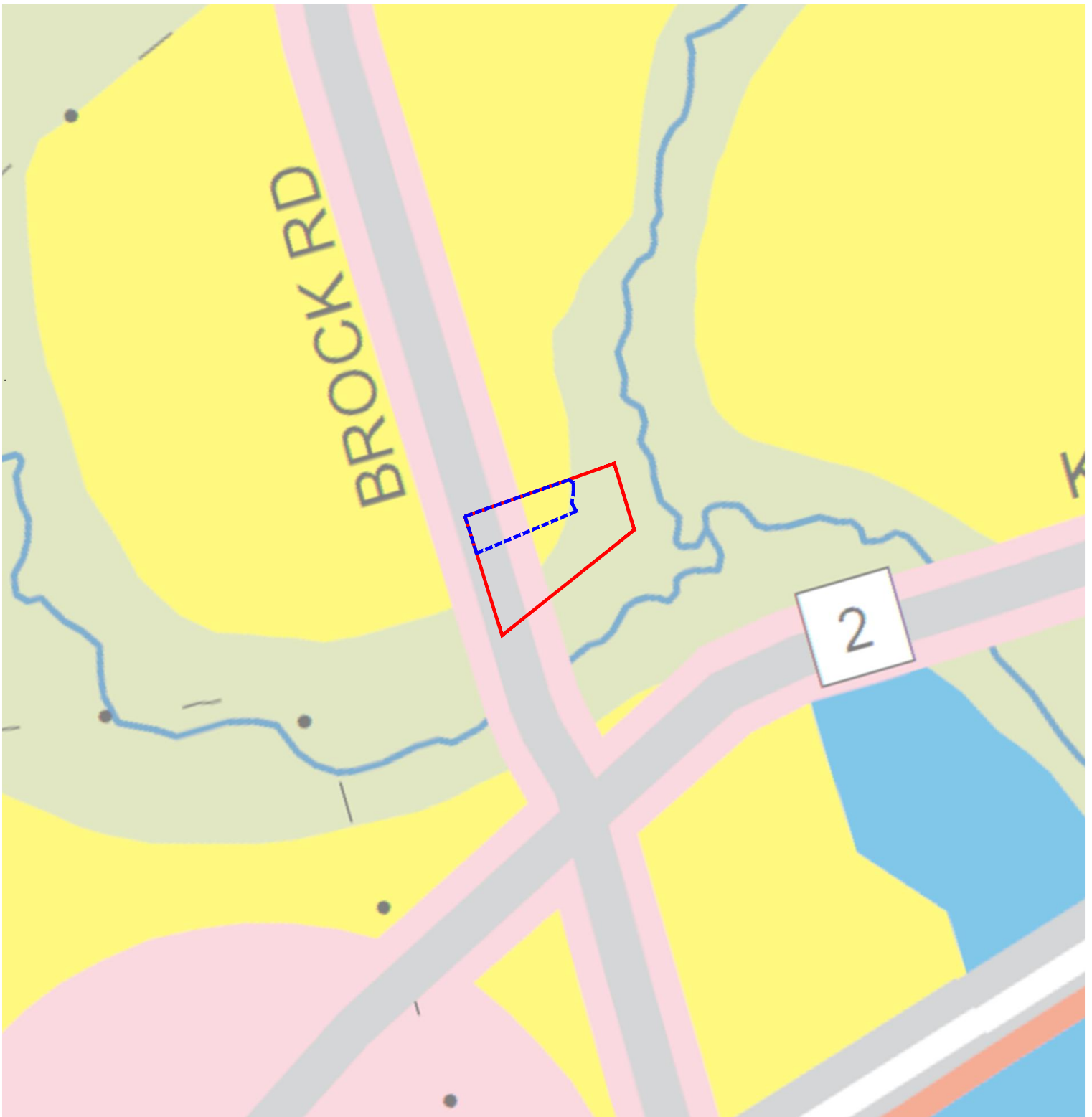
## **Section 2- Environment**

**Policy 2.2.1** states that in the planning and development of the Region, the natural environment, which includes areas designated as Oak Ridges Moraine, Waterfronts and Major Open Space Areas as well as the Greenbelt Natural Heritage System and key natural heritage and hydrologic features, shall be given paramount consideration in light of their ecological functions and scientific, educational and health values.

**Evaluation:** The proposal promotes the intent of Policy 2.2.2.1 as approximately 3.736 hectares of the Subject Lands will be maintained as Major Open Space Areas to promote the preservation and conservation of these ecological areas and functions. Additionally, the Development Site is entirely located within the Living Areas designation of the Regional Official Plan.

**Policy 2.2.4** states that in the consideration of development applications, the impacts on surface water and groundwater resources shall be examined in order to maintain and/or enhance such resources in sufficient quality and quantity to meet existing and future needs of the Region's residents on a sustainable basis.

**Evaluation:** As determined within the Water Balance and Stormwater Management Report prepared by SKA Engineering, all surface water and ground water criteria from the City of Pickering and Toronto and Region Conservation Authority have been met through the proposed stormwater management criteria. Further



Data Source: Durham Region Official Plan - Schedule A: Map 'A4' Regional Structure (August 2013)

**Figure 3**  
**Region of Durham**  
**Official Plan**

Schedule A-  
 Regional Structure

**2055 Brock Road,**  
**Pickering, Ontario**

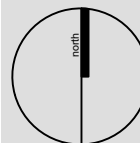
**LEGEND**

- Subject Lands
- Development Site
- Living Areas

- Regional Corridor
- Regional Centre
- Employment Areas
- Major Open Space Areas

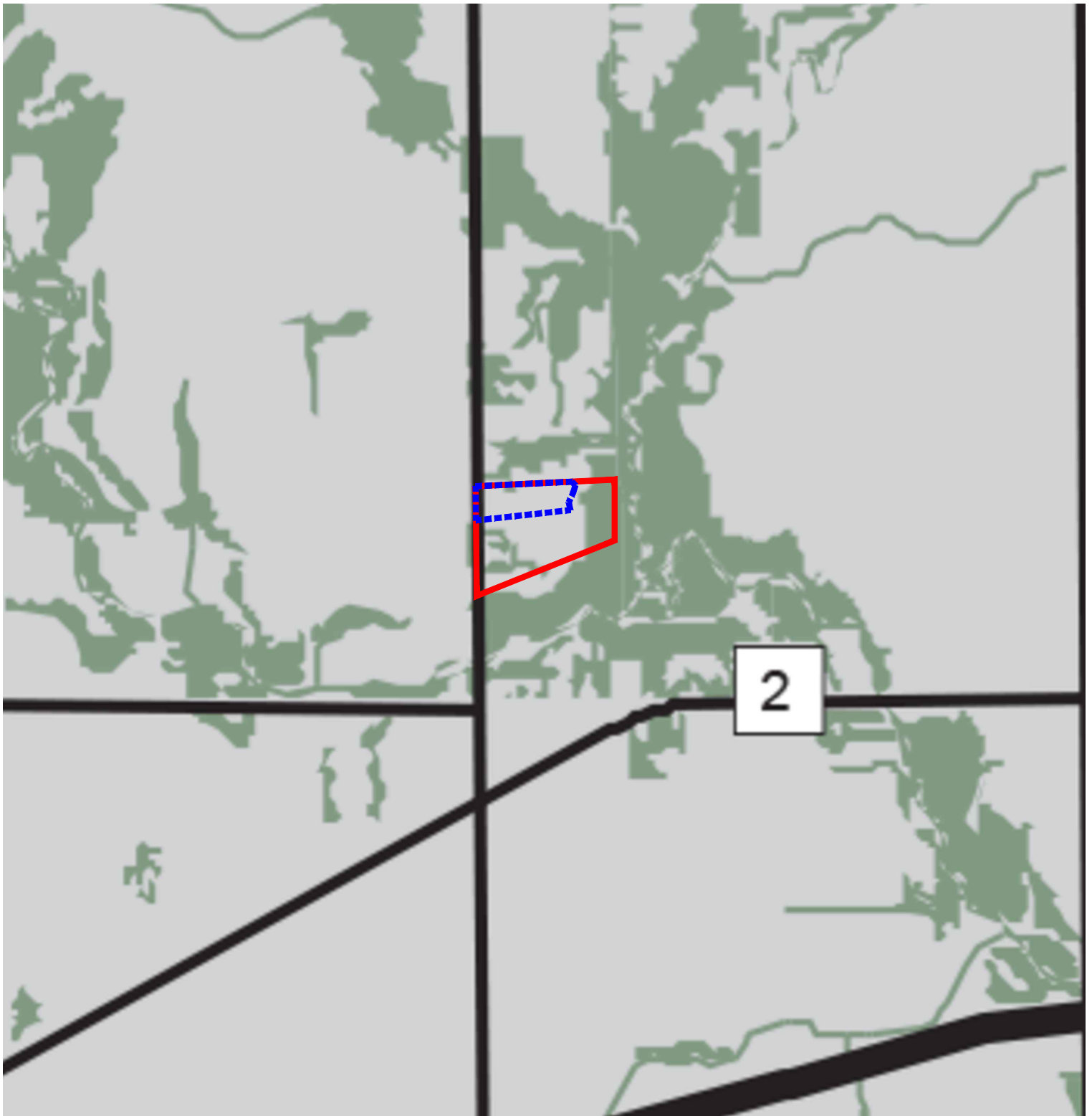
DATE: 4/2/20

SCALE 1 : 10,000



  
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Data Source: Official Plan of the Regional Municipality of Durham- Schedule 'B'- Map 'B1d' Greenbelt Natural Heritage System & Key Natural Heritage and Hydrologic Features (2017)

**Figure 4**  
**Official Plan of the**  
**Regional Municipality**  
**of Durham**

Schedule 'B'- Map 'B1d'  
 Greenbelt Natural Heritage  
 System & Key Natural Heritage  
 and Hydrologic Features

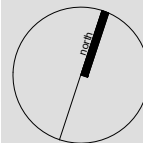
**2055 Brock Road,**  
**Pickering, Ontario**

**LEGEND**

- Subject Lands
- Development Site
- Urban Areas
- Urban Area

**DATE:** 4/2/20

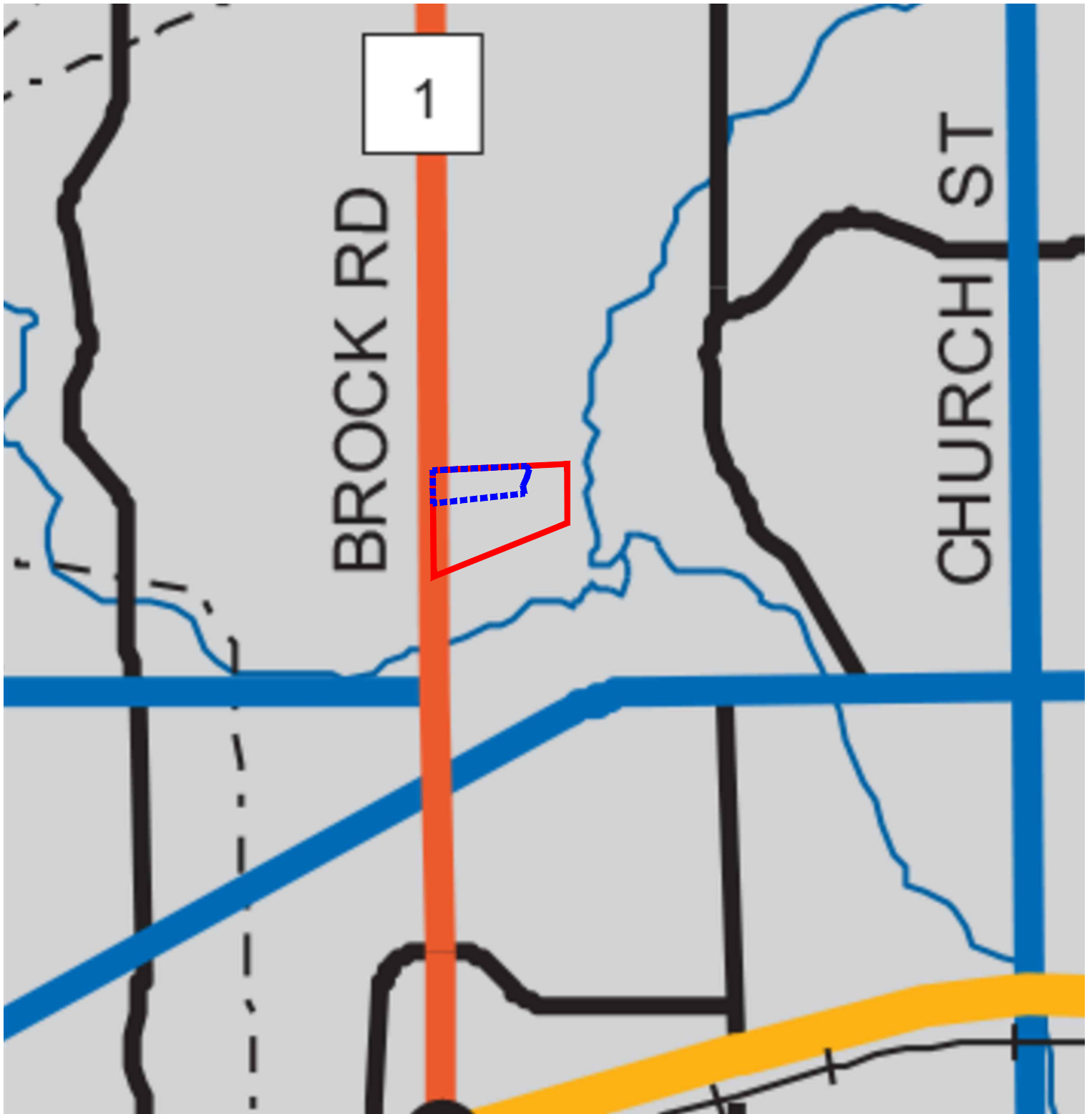
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**MHBC**

**PLANNING**  
**URBAN DESIGN**  
**& LANDSCAPE**  
**ARCHITECTURE**

230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
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Data Source: Official Plan of the Regional Municipality of Durham- Schedule 'C'- Map 'C2' Road Network Pickering, Ajax, Whitby, Oshawa, Courtice (2017)





**Figure 6**  
**Official Plan of the**  
**Regional Municipality**  
**of Durham**

Schedule 'C'- Map 'C2'  
 Road Network  
 Pickering, Ajax, Whitby,  
 Oshawa, Courtice

**2055 Brock Road,**  
**Pickering, Ontario**

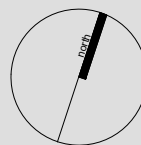
**LEGEND**

-  Subject Lands
-  Development Site
-  Urban Area

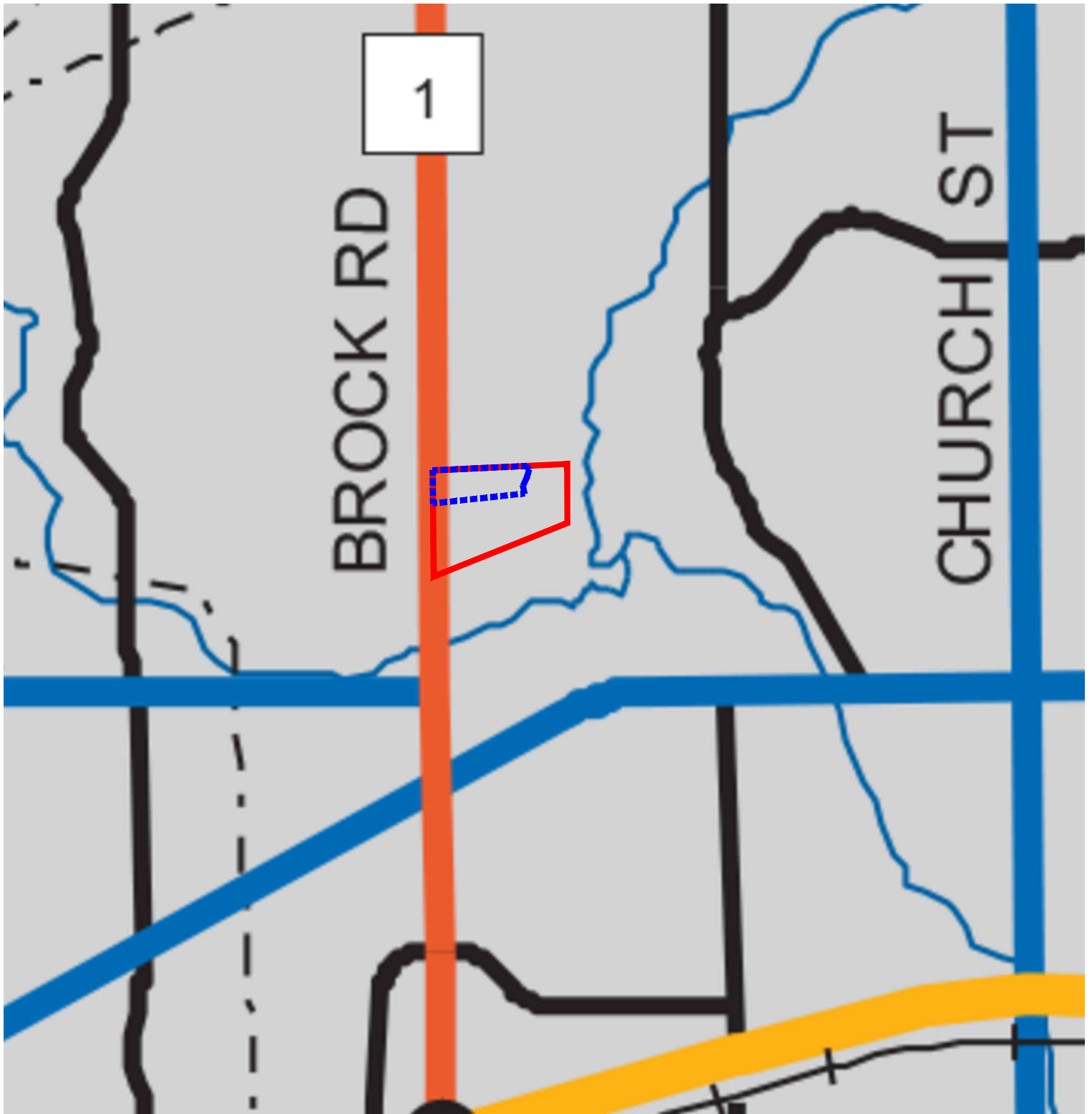
-  Existing Freeway
-  Existing Type A Arterial
-  Existing Type B Arterial
-  Existing Type C Arterial

DATE: 4/2/20

SCALE 1:15000



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Data Source: Official Plan of the Regional Municipality of Durham- Schedule 'C'- Map 'C2' Road Network Pickering, Ajax, Whitby, Oshawa, Courtice (2017)

**Figure 6**  
**Official Plan of the**  
**Regional Municipality**  
**of Durham**

Schedule 'C'- Map 'C2'  
 Road Network  
 Pickering, Ajax, Whitby,  
 Oshawa, Courtice

**2055 Brock Road,**  
**Pickering, Ontario**

**LEGEND**

Subject Lands

Development Site

Urban Area

Existing Freeway

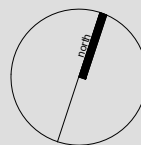
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Existing Type B Arterial

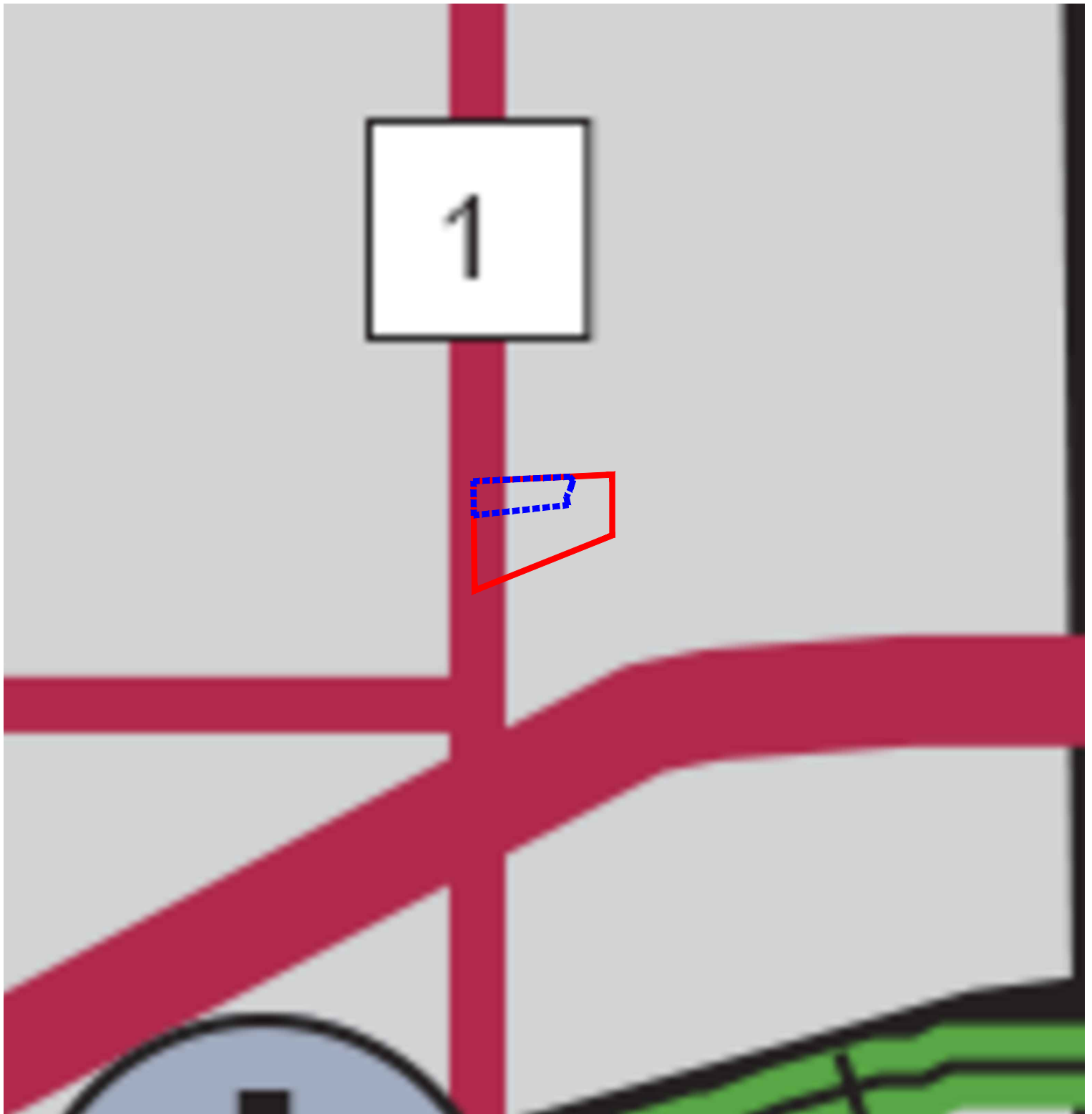
Existing Type C Arterial

**DATE:** 4/2/20

**SCALE** 1:15000



**PLANNING**  
**URBAN DESIGN**  
**& LANDSCAPE**  
**ARCHITECTURE**  
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Data Source: Official Plan of the Regional Municipality of Durham- Schedule 'C'- Map 'C3' Transit Priority Network (2017)

**Figure 7**  
**Official Plan of the**  
**Regional Municipality**  
**of Durham**

Schedule 'C'- Map 'C3'  
 Transit Priority Network

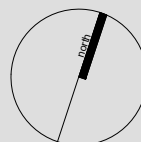
**2055 Brock Road,**  
**Pickering, Ontario**

**LEGEND**

-  Subject Lands
-  Development Site
-  Existing Commuter Rail
-  Existing Transit Spine
-  Transportation Hub

DATE: 4/2/20

SCALE 1:15000



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 URBAN DESIGN  
 & LANDSCAPE  
 ARCHITECTURE  
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discussion with respect to the impacts of the proposed development on surface water and ground water resources can be found in the Stormwater Management Report accompanying this application.

**Policy 2.2.5** states that development within the Region shall take into account the following:

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

**Evaluation:** The proposal conforms to the above policy as it will not produce obnoxious uses, promotes energy efficiency, and will consist of a high quality urban design.

**Policy 2.2.9** outlines that the use of various land securement tools is supported as a means of protecting and enhancing the Region's natural environment.

**Evaluation:** The proposed amendments will maintain the existing "Natural Areas" designation on the Subject Lands to protect the natural environment, thus maintaining the intent of Policy 2.2.2.9.

**Policy 2.2.10** outlines that development in Urban Areas should support a pedestrian-oriented urban environment which promotes social interaction and provides opportunities for free expression and the nourishment of culture and art.

**Evaluation:** The proposed development promotes a pedestrian-oriented development by orienting the proposed apartment building along the Brock Road frontage to frame the street, with internal pedestrian pathways that connect to the municipal sidewalk to promote continuous pedestrian circulation.

**Policy 2.3.4** states that in the consideration of development applications, Regional Council may require an archaeological survey and the preservation or rescue excavation of significant archaeological resources in cooperation with the Provincial Government.

**Evaluation:** The Archaeological Assessments (Phase 1-4) prepared for the Subject Lands was submitted the MTCS and received sign off from the MTCS on July 24, 2017.

**Policy 2.3.15** states that *development or site alteration is not permitted in key natural heritage and/or hydrologic features, including any associated vegetation protection zone, with the exception of:*

- a) *forest, fish, and wildlife management;*
- b) *conservation and floor or erosion control projects demonstrated to be necessary in the public interest and after all alternatives have been considered;*
- c) *infrastructure, subject to the policies of the Greenbelt Plan and this Plan;*
- d) *minor recreational uses such as trails, footbridges and picnic facilities;*
- e) *agriculture, in accordance with Policies 2.3.18 and 145.4; or,*
- f) *aggregate extraction, in accordance with Polices 9D.2.9 and 9D.2.10.*

**Evaluation:** The proposed development, as confirmed in the Phase I and II Environmental Site Assessment's accompanying this application, does not propose any development or site alteration within key natural heritage or hydrologic features. A 3.376 hectare portion of the Subject Lands is to be conveyed to the Toronto and Region Conservation Authority, consisting of the valley lands associated with Duffins Creek.

**Policy 2.3.16** states that *within Urban Areas and Rural Settlements, the vegetative protection zone shall be determined through an environmental impact study, in accordance with Policy 2.3.43. The scope of the environmental impact study for any development or site alteration shall be determined in accordance with the Council approved EIS Guideline.*

**Evaluation:** The EIS prepared in support of the proposed development satisfies the requirements of Policy 2.3.16 and delineates the Major Spink Environmentally Significant Area which encompasses natural features and associated vegetation protection zones. The EIS was completed in accordance with the Council approved EIS Guidelines, and further identifies the required and provided buffers from existing natural features in accordance with City, Region, and Conservation Authority requirements.

**Policy 2.3.19** states that *the Region will, in cooperation with the area municipalities, conservation authorities and other agencies having jurisdiction, participate in managing the woodlands in the Region by:*

- a) *conducting a woodlands inventory to identify significant woodlands;*
- b) *encouraging expanding sustainable woodlands throughout the Region to improve woodland functions and linkages with other areas;*
- c) *establishing a tree planting program on Regional road allowances that encourages the use of indigenous species;*
- d) *requiring studies to be carried out on the impact of development on significant woodlands, in accordance with Policy 2.3.43;*
- e) *encouraging land owners to take advantage of programs of the Ministry of Natural Resources and Forestry and conservation authorities in the management of forests and woodlots;*
- f) *establishing an overall woodland cover target of a minimum 30% of Durham's total land area. Recognizing that not all areas of the Region will be covered by woodlands, watershed plans will be utilized to assist in establishing woodland targets for a watershed or smaller geographical area that is in keeping with the Regional target. To assist in implementation, watershed plans may also identify the most suitable areas that should be targeted for enhanced woodland coverage, avoiding prime agricultural lands. The use of indigenous tree species to achieve these targets is encouraged; and*
- g) *encouraging area municipalities to prepare Urban Tree Strategies.*

**Evaluation:** The EIS prepared in support of the proposed development identifies significant woodlands within the Subject Lands associated with the riparian cover of West Duffins Creek. The EIS further identifies that significant woodlands will be retained and protected within the staked limits of the Major Spink Environmentally Significant Area and not impacted by the proposed development within the Development Site.

**Policy 2.3.43** states that *any proposal for development or site alteration in proximity to key natural heritage or hydrologic features shall be required to include an Environmental Impact Study as part of a complete application.*

*The Region, in consultation with the respective area municipality, conservation authority and applicant, may select and retain a qualified environmental consultant to peer review the study at the proponent's expense. Such a study shall apply to the area to be developed, or may be expanded to include additional lands, as may be deemed necessary by the Region, in consultation with the respective area municipality, conservation authority and any other appropriate agency, and it shall address the following:*

- a) the location and nature of the development;*
- b) the mapping of the location and extent of the environmental conditions, which may include key natural heritage or hydrologic features;*
- c) the degree of sensitivity of the environmental conditions and an evaluation of such conditions;*
- d) an assessment of the potential impacts including cumulative impacts on the environment;*
- e) the need for any measures to protect and/or mitigate negative impacts to key natural heritage or hydrologic features and functions and the surrounding environment, and definitions of such measures;*
- f) applicable environmental considerations of the Greenbelt Plan;*
- g) where applicable, assess the significance of the key natural heritage and hydrologic features; and*
- h) any other matters deemed necessary by Regional Council.*

**Evaluation:** The EIS prepared in support of the proposed development satisfies the requirements of Policy 2.3.43 and applies to the entirety of the Subject Lands, including the Development Site and lands to be conveyed to the Toronto and Region Conservation Authority. The EIS identifies the location and nature of the development, as well as existing environmental locations. Appropriate measures to protect and/or mitigate negative impacts to key natural heritage and hydrologic features are recommended, including an ongoing monitoring plan to ensure no negative impacts occur during construction of the proposed development. The EIS has been prepared in accordance with all applicable City, Region, and Conservation Authority guidelines and requirements.

## **Section 4 – Housing**

**Section 4.1.1** of the Regional Official Plan outlines the goal for the Region as it pertains to “housing”, which is *“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”.*

**Evaluation:** The proposal for 73 townhouses and 307 apartments in an existing Urban Area in the City of Pickering satisfies this objective/goal by adding variety to the housing stock in Pickering and within the Brock Ridge neighbourhood. The proposal also assists the City of Pickering in achieving their projected population statistics as outlined in their Official Plan. Given this, the proposal is generally in conformity with the goals of Section 4.1.1.

**Policy 4.2.4** states that the Region shall require 25% of all new residential units produced within each municipality to be affordable to low and moderate income households.

**Evaluation:** The proposed development will contain a diversity of residential dwelling unit sizes and configurations, including townhouse and apartment units, with varying levels of affordability, in order to

provide increased housing choices for current and future residents within the Brock Ridge neighbourhood of the City of Pickering.

**Policy 4.2.6** states that *the Region shall maintain the ability to accommodate residential growth in Urban Area 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.*

**Evaluation:** The proposed development will introduce 380 dwelling units of varying sizes and configurations on an underutilized site within the City of Pickering. The proposed development represents modest intensification within the Urban Area of the City and Region, and will contribute to the supply residential units as required in the Regional Official Plan.

**Section 4.3.1** of the Regional Official Plan outlines that *Regional Council shall, in conjunction with the respective area municipality, ensure that a wide range of housing is provided in Urban Areas. In areas outside of Urban Areas, housing choice shall largely be limited to single detached residential dwellings, consistent with the character of the area.*

**Evaluation:** Based on this policy, and given that the Subject Lands are located within an identified Urban Area and, the proposed development satisfies policy 4.3.1 of the Regional Official Plan by providing for a variety of units sizes and configurations, including apartment and townhouse units in a comprehensive development.

## **Section 5 – Infrastructure**

**Policy 5.2.3** states that *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.*

**Evaluation:** The Functional Servicing and Stormwater Management Report prepared by SKA Engineering confirms the suitability of existing municipal infrastructure to service the proposed development. The proposed development represents modest intensification in a varied form of development which is both compact and appropriate for the location of the Subject Lands along a Regional Corridor.

## **Section 7 – Regional Structure**

**Section 7.3.3** of the Regional Official Plan outlines the population and household projections for the City of Pickering to 2021. In the Urban Areas of Pickering, the Regional Official Plan outlines the following population targets and housing statistics:

**Table 4 – Region of Durham Official Plan Population Targets**

### **Pickering – Population and Households**



	Year			
	2016	2021	2026	2031
<b>Urban Population</b>	136,865	173,635	199,980	221,340
<b>Households</b>	45,030	58,245	68,110	77,125

**Evaluation:** As noted previously, the proposed development provides 380 residential units on the Subject Lands, representing an overall density of 289.74 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.

**Policy 7.3.9** states that Urban Areas shall be planned to accommodate a minimum of 40% of residential development through intensification within built-up areas. Greenfield areas are to be developed with an overall gross density of 50 residents and jobs per hectare. The Region will with area municipalities to develop area specific targets for Living Areas and Employment Areas that together and Region-wide achieve the minimum overall gross density of 50 residents and jobs per hectare.

**Evaluation:** As demonstrated in Table 1 of this report, existing development within the Duffins Precinct Development Guidelines area has achieved an average overall density of 36.6 units per hectare. The proposed development will provide for a density within the Subject Lands of 289.74 units per hectare, which will contribute to the achievement of the Region-wide density target of 50 residents and jobs per hectare. The proposal will provide additional density within a built-form appropriate for a Regional Corridor, and consistent with the goals and objectives of the Regional Official Plan.

**Policy 7.3.10** states that *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.*

**Evaluation:** The proposed development will provide for a high density within the Subject Lands of 289.74 units per hectare, which 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 of municipal services through the more efficient use of currently underutilized lands.

**Section 8 – Urban System**

**Policy 8.1.1** of the Regional Official Plan states that *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 tenures to provide living accommodations that address various socio-economic factors.*

**Evaluation:** The proposal responds to this policy by providing an urban form of residential building types (townhouses, apartments) and by adding to the variety of housing options available in the Brock Ridge neighbourhood and the City of Pickering.

**Section 8.1.10** outlines the goals of the Region for Regional Corridors, to *create people-oriented places that are accessible by public transit and an extensive pedestrian network, including civic squares, parks, and walkways.*

**Evaluation:** The proposed development includes an internal pedestrian network to allow for internal circulation that is connected to the municipal sidewalk along both Usman Road and Brock Road. These connections to the municipal sidewalk will provide for easy access for public transit and active transportation users, and provide easy access for residents to the surrounding neighbourhood amenities, including parks, schools, retail, and other community elements.

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

**Evaluation:** The proposed development is located within the existing Urban Area of the Regional Official Plan and City of Pickering Official Plan, and located within a Regional Corridor. The proposed development will provide for a variety of units sizes, types, and configurations in a well-designed, comprehensive development which integrates with the surrounding natural areas. As previously discussed, the Subject Lands consist of 3.376 hectares of natural lands do be conveyed to the Toronto and Region Conservation Authority.

**Policy 8.2.1** states that *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 8.2.4;*
- 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) *A Greenlands System that complements and enhances the Urban System.*

**Evaluation:** The proposed development, and associated amendments, provide for a compact urban form within the existing Urban Area in a density that is both transit-supportive and serves to assist the City and Region in achieving the population and density targets of the Regional Official Plan. The proposed development represents intensification within a Regional Corridor along Brock Road, and provides for a well-designed urban form as part of a comprehensive redevelopment of the Subject Lands. The proposed development promotes a pedestrian-oriented development by orienting the proposed apartment building along the Brock Road frontage to frame the street, within internal pedestrian pathways that connect to the

municipal sidewalk to promote continuous pedestrian circulation and access to existing and future transit along Brock Road.

**Policy 8.2.2** states that *Urban Areas shall be developed on the bases of full municipal services unless otherwise specified in this Plan.*

**Evaluation:** The proposed development is to be serviced by existing municipal services as required by the Regional Official Plan. The Functional Servicing Report prepared by SKA Engineering confirms the suitability of the proposed development for existing municipal services.

**Policy 8A.1.5** states that *Corridors shall be developed in accordance with the principles contained in Policy 8.2.1 and the following:*

- a) *Promoting public transit ridership through well designed development, having a mix of uses at higher densities;*
- b) *Sensitive urban design that orients development to the corridor, complemented by the consolidation of access points;*
- c) *Maintaining and enhancing historical main streets by integrating new forms of development with existing development; and,*
- d) *Preserving and enhancing cultural heritage resources.*

**Evaluation:** The proposed development consists of 380 residential dwelling units in a variety of sizes and configurations, to provide a density supportive of both existing and future public transit. The proposed apartment building has been situated along Brock Road to frame the Regional Corridor, and access is proposed via an internal drive aisle accessed via Usman Road.

**Policy 8A.2.9** states that *Regional Corridors shall be planned and developed in accordance with Policy 8A.1.5 and the relevant policies of the underlying land-use designation, as higher mixed-use areas, supporting higher order transit services and pedestrian oriented development. The Regional Corridors shall provide efficient transportation links to the Urban Growth Centres and Regional Centres as well as other centres in adjacent municipalities. Portions of Regional Corridors with an underlying Living Area designation, which are identified as appropriate for higher density mixed-use development in area municipal official plans, shall support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index of 2.5. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in area municipal official plans.*

**Evaluation:** The proposed development is located within the existing Urban Area of both the City and Region, and along a designated Regional Corridor. The proposal provides for 380 residential dwelling units at a density of 289.74 units per hectare, and provides for an internal pedestrian network connected to existing municipal sidewalks to ensure appropriate pedestrian circulation. The Subject Lands are designated Living Area in the Regional Official Plan, and as described in **Table 1** of this report, will assist the City and Region in achieving the target densities for both the Duffins Creek Development Guidelines area and Regional Corridors through the introduction of 20-storey residential apartment building and townhouses.

**Policy 8B.1.2** states that *Living Areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads.*

**Evaluation:** The proposed development provides for a compact built form with a proposed density of 289.74 units per hectare. The proposed apartment building is to be located along Brock Road, with the proposed townhouse units located adjacent the existing natural areas surrounding the Subject Lands.

**Policy 8B.1.3** of the Regional Official Plan states that *Living Areas shall be developed with particular consideration for supporting and providing access to public transit.*

**Evaluation:** The proposed development contemplates a density of 289.74 UPH along a Regional Corridor / Brock Road, and intends to support the existing transit infrastructure located within walking distance along Brock Road.

**Section 8B.2.1** of the Regional Official Plan outlines the specific policies for “Living Areas”, and states that *Living Areas shall be used predominantly for housing purposes, including group homes.*

**Evaluation:** The proposed development consists solely of 380 residential dwelling units of various sizes, configurations, and types.

**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

- 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.*
  
- 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;

The proposed development consists of 380 residential units, representing a compact urban form of residential dwelling, and will be located adjacent to Brock Road, an arterial road as identified in the Regional Official Plan. Brock Road is serviced by existing Durham Region Transit which offers further connection to the Pickering GO Station.

The proposed development situates the 20-storey apartment building along Brock Road, providing a visual and physical separation between Brock Road and the lower-density townhouses proposed. The proposed building orientation will ensure adequate sunlight is provided throughout the development. The proposed private roadway internal to the Subject Lands will provide sufficient access for the proposed development, and the Traffic Impact Study prepared in support of this application demonstrates the suitability of the proposal for the surrounding road infrastructure.

and iii) the orientation and design of buildings to maximize the exposure to direct sunlight;

- c) Regard shall be had for *the provision of convenient pedestrian access to public transit, educational facilities and parks.*

The proposed development is located within walking distance of Brock Road, an arterial road serviced by existing Durham Region Transit. In addition to this, the proposal has dedicated 3.376 hectares of land to the TRCA to be used as natural space and to protect these existing natural features. It is intended that the residents of the proposed development will have immediate access to these lands. Furthermore, Brock Ridge Community Park is located on the opposite side of Brock Road, approximately 300 m from the proposed development, and a number of other community amenities are located in close proximity to the Subject Lands, as demonstrated in **Table 2**.

**Section 8A.1.5** outlines the policies applicable to development within the “Regional Corridor” overlay. Section 8A.1.5 outlines that Regional Corridors shall be developed with the following:

#### **Policy**

- a) *Promoting public transit ridership through well designed development, having a mix of uses at higher densities;*
- b) *Sensitive urban design that orients development to the corridor, complemented by the consolidation of access points;*
- c) *Maintaining and enhancing historical main streets by integrating new forms of development with existing development; and,*
- d) *Preserving and enhancing cultural heritage resources;*

#### **Evaluation**

The proposed development comprises a residential development that will maximize the residential density of the Subject Lands while ensuring that the highest amount of public transit ridership opportunity is provided along Brock Road.

The proposed development provides for a high quality of design along the Brock Road frontage and facilitates the development of the Subject Lands by providing for access through a private drive-aisle to the east of Brock Road via Usman Road.

The proposed development is well integrated along Brock Road and with surrounding existing developments and provides for an appropriate gradient of density to surrounding uses.

The proposed development will preserve the adjacent natural features and woodlot associated with Duffins Creek. 3.376 hectares of the Subject Lands are to be conveyed through this application to the Toronto and Region Conservation Authority.

### **Subsection 10A – Major Open Space Areas**

#### **Planning Justification Report**

2055 Brock Road, Pickering

**Policy 10A.2.1** states that *the predominant use of lands in the Major Open Space Areas shall be conservation, and a full range of agricultural, agricultural-related and secondary uses. In addition, the establishment of non-agricultural uses, including agri-business, major recreational uses, commercial kennels and landscape industry uses may be considered subject to the policies of this Plan, and the Greenbelt Plan.*

**Evaluation:** As previously discussed, 3.736 hectares of the Subject Lands are to be conveyed to the Toronto and Region Conservation Authority, consisting of buffer lands associated with Duffins Creek. The proposed development is to occur on the remaining 1.311 ha which is suitable for development as designated in the Regional Official Plan and City of Pickering Official Plan.

**Policy 10A.2.2** states that *any proposal for redevelopment or site alteration, except buildings and structures for agricultural, agricultural-related and secondary uses in Major Open Space Areas and/or the Greenbelt Natural Heritage System, as permitted by the policies of the Plan, shall demonstrate that:*

- a) there will be no negative effects on key natural heritage or hydrologic features or their functions;*
- b) connectivity between key natural heritage or hydrologic features is maintained, or where possible, enhanced for the movement of native plants and animals across the landscape;*
- c) the removal of other natural features not identified as key natural heritage or hydrologic features should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible; and*
- d) the disturbed area of any site does not exceed 25 percent, and the impervious surface does not exceed 10 percent, of the total developable area, except for major recreational uses and aggregate extraction areas. With respect to golf courses, the disturbed area shall not exceed 40 percent of the site.*

**Evaluation:** The Phase I and II Environmental Site Assessments prepared in support of the proposed development confirm that there will be no negative effects on key natural heritage or hydrologic features as a result of the proposed development. As previously discussed, 3.736 hectares of the Subject Lands are to be conveyed to the Toronto and Region Conservation Authority, consisting of buffer lands associated with Duffins Creek.

## **Section 11 – Transportation System**

**Policy 11.3.18** states that *in support of existing and future transit services, development adjacent to Transportation Hubs, Commuter Stations and Transit Spines designated on Schedule C – Map C3, Transit Priority Network shall provide for:*

- a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A.2.9, where transit spines are within Regional Corridors;*
- b) buildings oriented towards the street, to reduce walking distances to transit facilities;*
- c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and*
- d) limited surface parking and the potential redevelopment of existing surface parking.*

**Evaluation:** The Subject Lands are located along Brock Road, a Regional Corridor and Transit Spine identified within the Regional Official Plan. The proposed development provides for a compact, high-density built form

at an appropriate scale along Brock Road. The 20-storey apartment building is proposed fronting Brock Road to frame the corridor and reduce walking distances for future residents to access existing and future transit services. The proposed development provides for limited surface parking, with the majority of parking provided within two underground parking levels.

### **Summary / Conformity Statement**

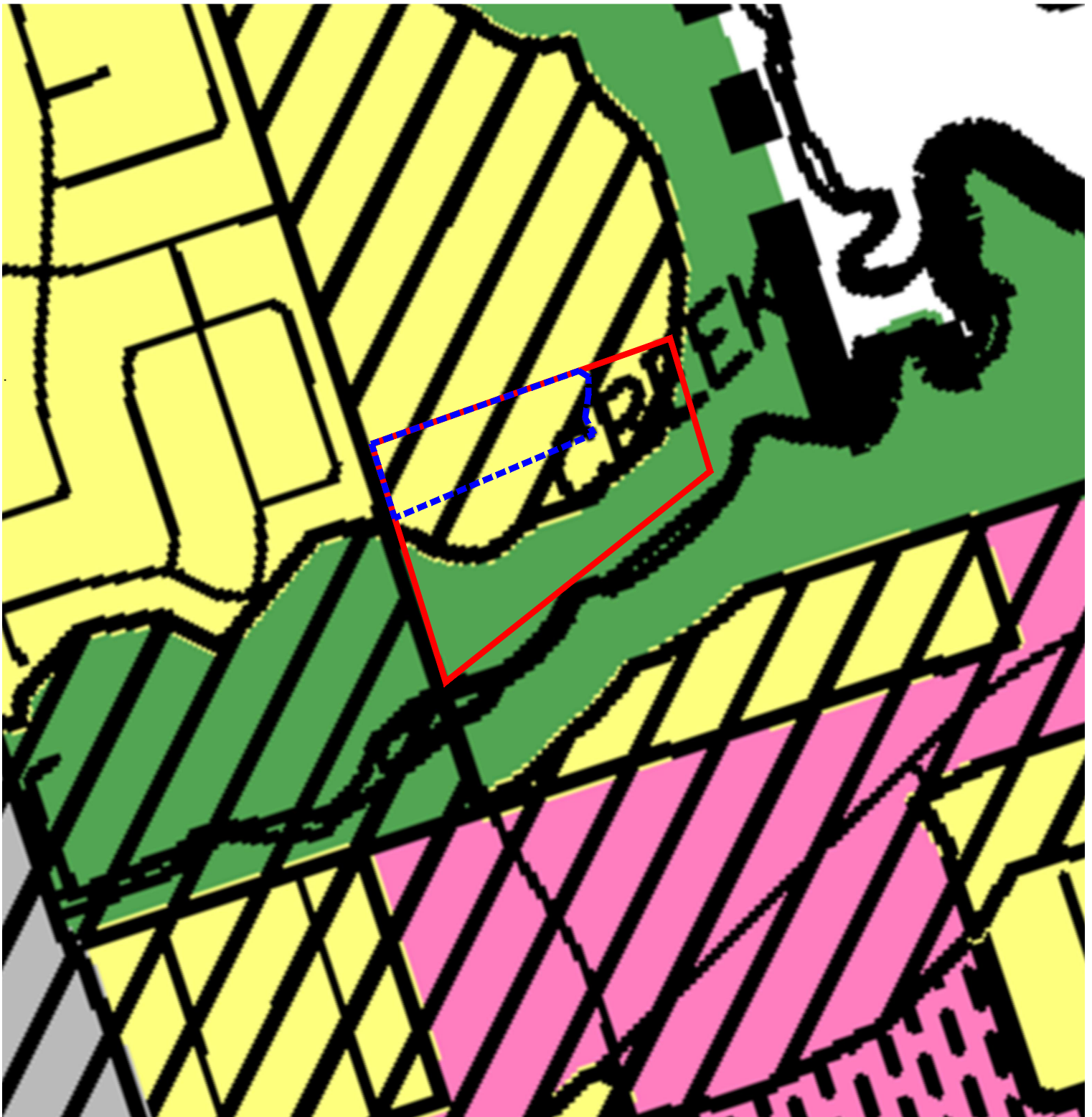
**The Durham Regional Official Plan directs growth to occur in an orderly fashion so that healthy and complete, sustainable communities within livable urban environments can be achieved to live in harmony with the natural environment and meet the social and economic needs of current and future residents. The above analysis demonstrates that the proposed development conforms to the objectives and policies of the Regional Official Plan by providing for a compact development on an underutilized property located along an identified Regional Corridor within the Region's Urban Area. The proposal will provide a compact urban built form at an appropriate density that is consistent and compatible with the surrounding area, while also assisting the City in Region in providing additional residential housing opportunities to achieve planned Regional density targets. The proposal is also well aligned with the objectives and policies for the Natural Heritage System, and has been carefully designed to protect existing natural features associated with Duffins Creek. As described above, the proposed Draft Plans of Subdivision and Condominium, and associated Official Plan and Zoning By-law Amendments are in conformity with the applicable policies of the Durham Region Official Plan.**

## **4.5 City of Pickering Official Plan, 2018**

The City of Pickering Official Plan was adopted by the Council of the Corporation of the City of Pickering in March 3, 1997, and approved by Council of the Regional Municipality of Durham in September 1997. The Official Plan came into effect on October 21, 1997 except for those parts still under appeal or deferred to the Ontario Municipal Board (OMB). Several consolidations have occurred since 1997 which are inclusive of amendments that have been approved at the OMB, including Amendment 26 which implemented the 2006 Growth Plan and Region of Durham Growth Plan conformity amendment (Amendment 128 as noted in Section 2.3 above). The latest consolidation of the Official Plan – Edition 8 (2018) was used for this report.

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 Development Site is designated 'Urban Residential Area – Medium Density Areas', and further located within the South Pickering Urban Area, and within the Brock Ridge Neighbourhood. The balance of the Subject Lands are designated 'Natural Areas', and located within the City's 'Natural Heritage System'. Brock Road is identified as a 'Type A Arterial Road' on Schedule II of the Official Plan. Schedule III of the Official Plan further identifies portions of the Subject Lands as 'Significant Woodlands', 'Groundwater Recharge Areas', and 'High Aquifer Vulnerability Areas' (see **Figures 8-14**).



Data Source: Schedule I to the Pickering Official Plan - Land Use Structure

**Figure 8**  
**Schedule I to the**  
**Pickering Official**  
**Plan**

Land Use Structure

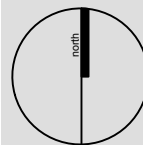
2055 Brock Road,  
 Pickering, Ontario

**LEGEND**

- Subject Lands
- Development Site
- Low Density Areas
- Medium Density Areas
- Mixed Corridors
- Specialty Retailing Node
- Natural Areas
- Active Recreational Areas

DATE: March 13, 2020

SCALE 1 : 5,000

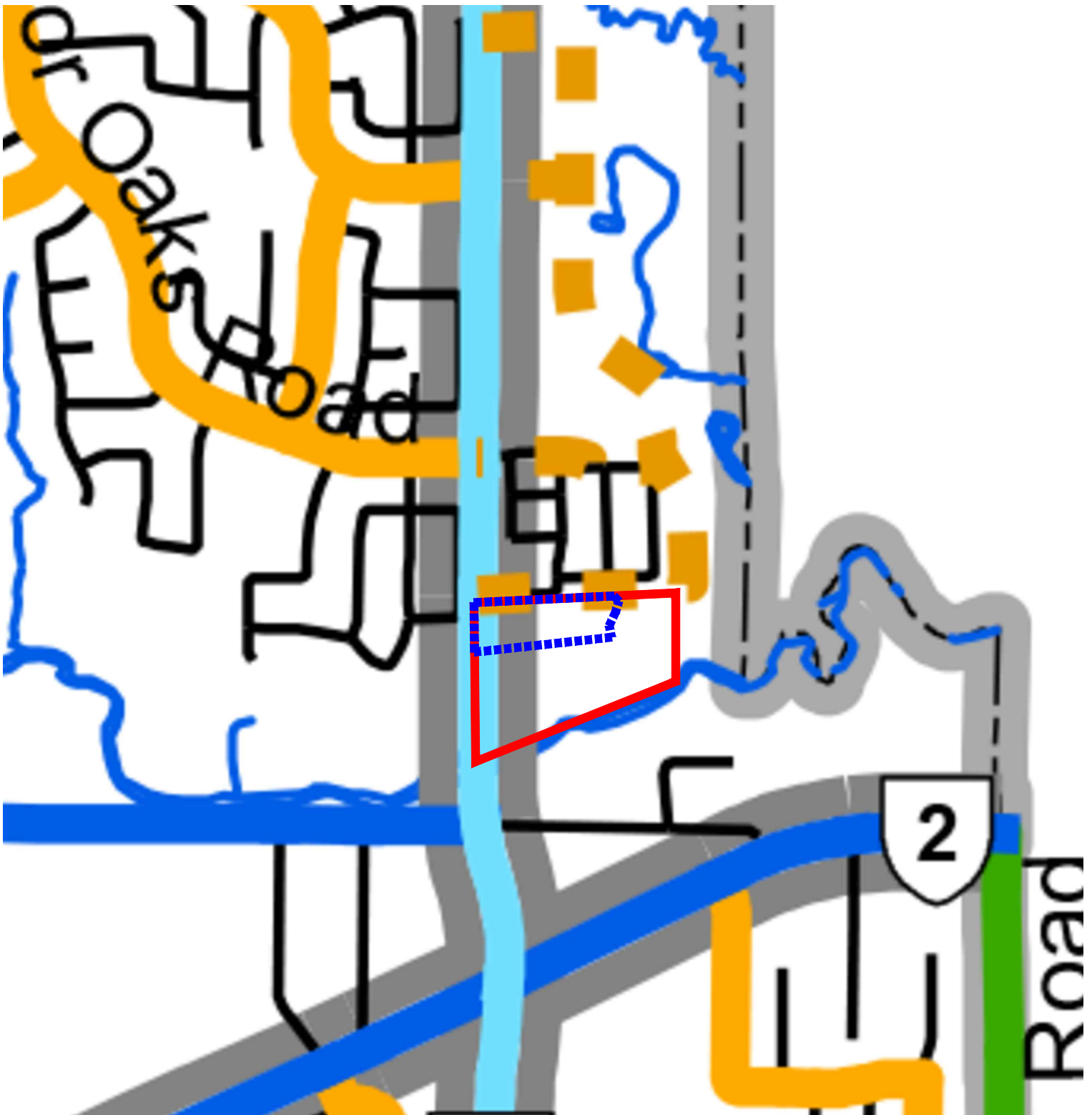


m:\171314\A - 2055 Brock Road, Pickering\2020\Figures\GIS\171314\_Report\_Figures\_11 March 2020.dwg

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 & LANDSCAPE  
 ARCHITECTURE

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





Data Source: Schedule II to the Pickering Official Plan- Edition 8 Transportation System (July 2018)

### Figure 9 Pickering Official Plan

Schedule II to the Pickering  
Official Plan  
Edition 8  
Transportation System

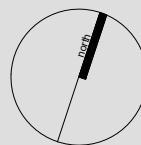
**2055 Brock Road,  
Pickering, Ontario**

#### LEGEND

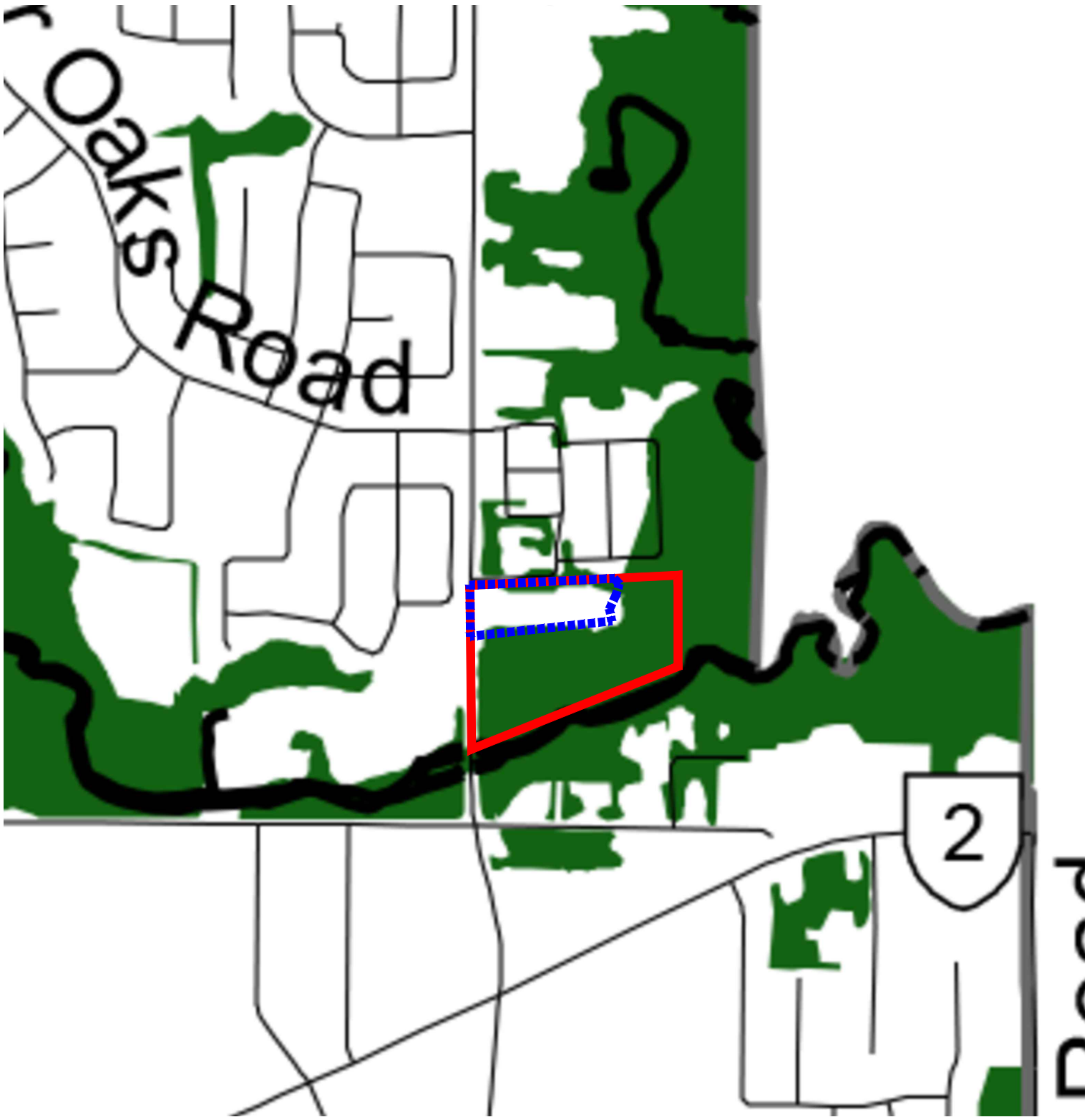
- |  |  |  |
|--|--|--|
|  Subject Lands    |  Existing Type A Arterial Roads |  Existing Collector Roads |
|  Development Site |  Existing Type B Arterial Roads |  Future Collector Roads   |
|  |  Existing Type C Arterial Roads |  Local Roads              |

DATE: 4/2/20

SCALE 1:10000



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Data Source: Schedule III A to the Pickering Official Plan- Edition 8 Resource Management: The Natural Heritage System (July 2018)


**Figure 10**  
**Pickering Official Plan**

Schedule III A to the Pickering Official Plan  
 Edition 8  
 Resource Management: The Natural Heritage System

**2055 Brock Road,  
 Pickering, Ontario**

**LEGEND**

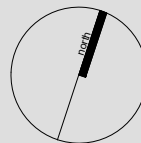
 Subject Lands

 Natural Heritage System

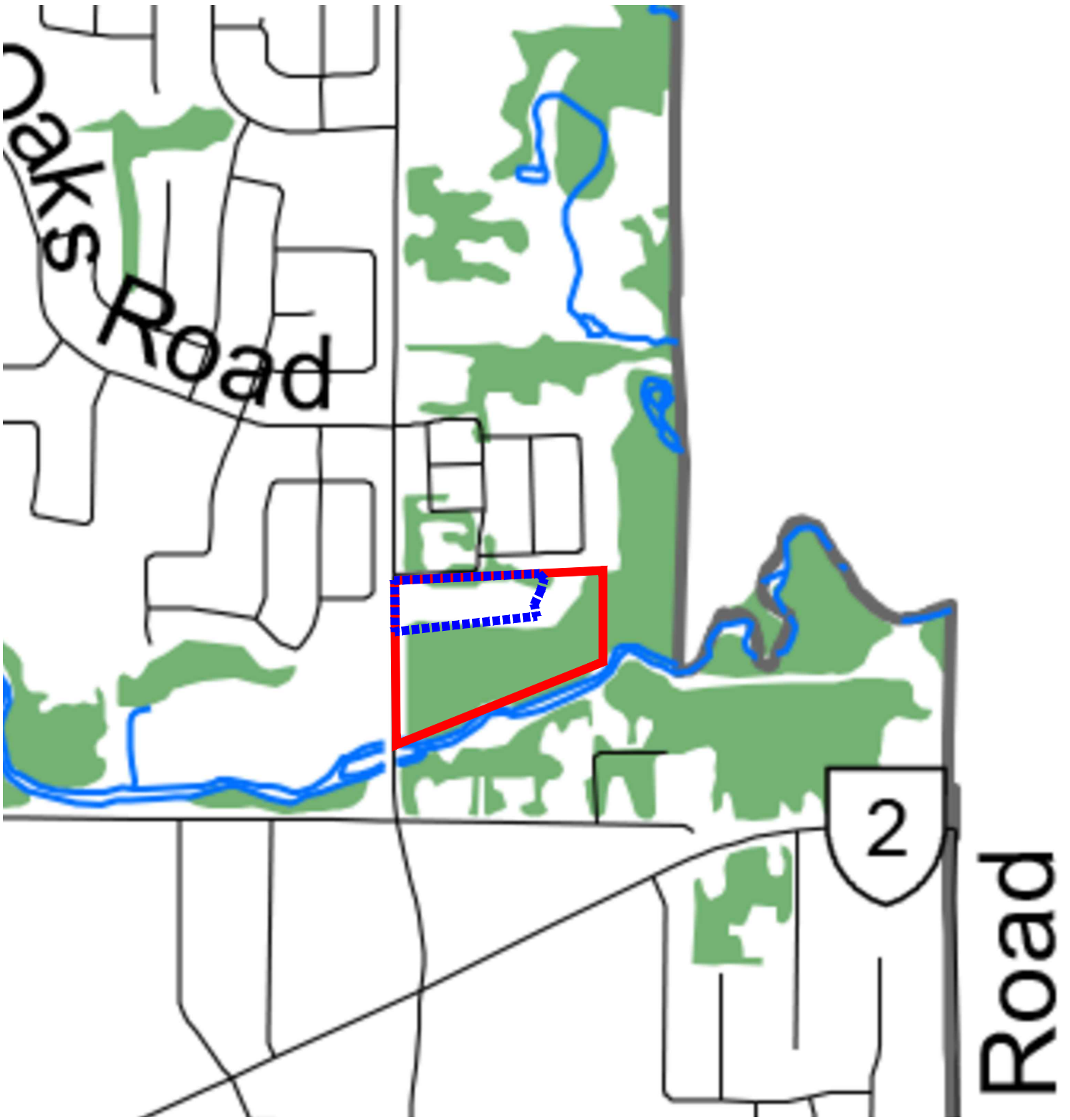
 Development Site

DATE: 4/2/20

SCALE 1:10000



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Data Source: Schedule III B to the Pickering Official Plan- Edition 8 Resource Management: Key Natural Heritage Features (July 2018)

**Figure 11  
Pickering Official  
Plan**

Schedule III B to the Pickering  
Official Plan  
Edition 8  
Resource Management: Key  
Natural Heritage Features

**2055 Brock Road,  
Pickering, Ontario**

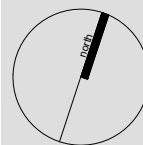
**LEGEND**

- Subject Lands
- Development Site

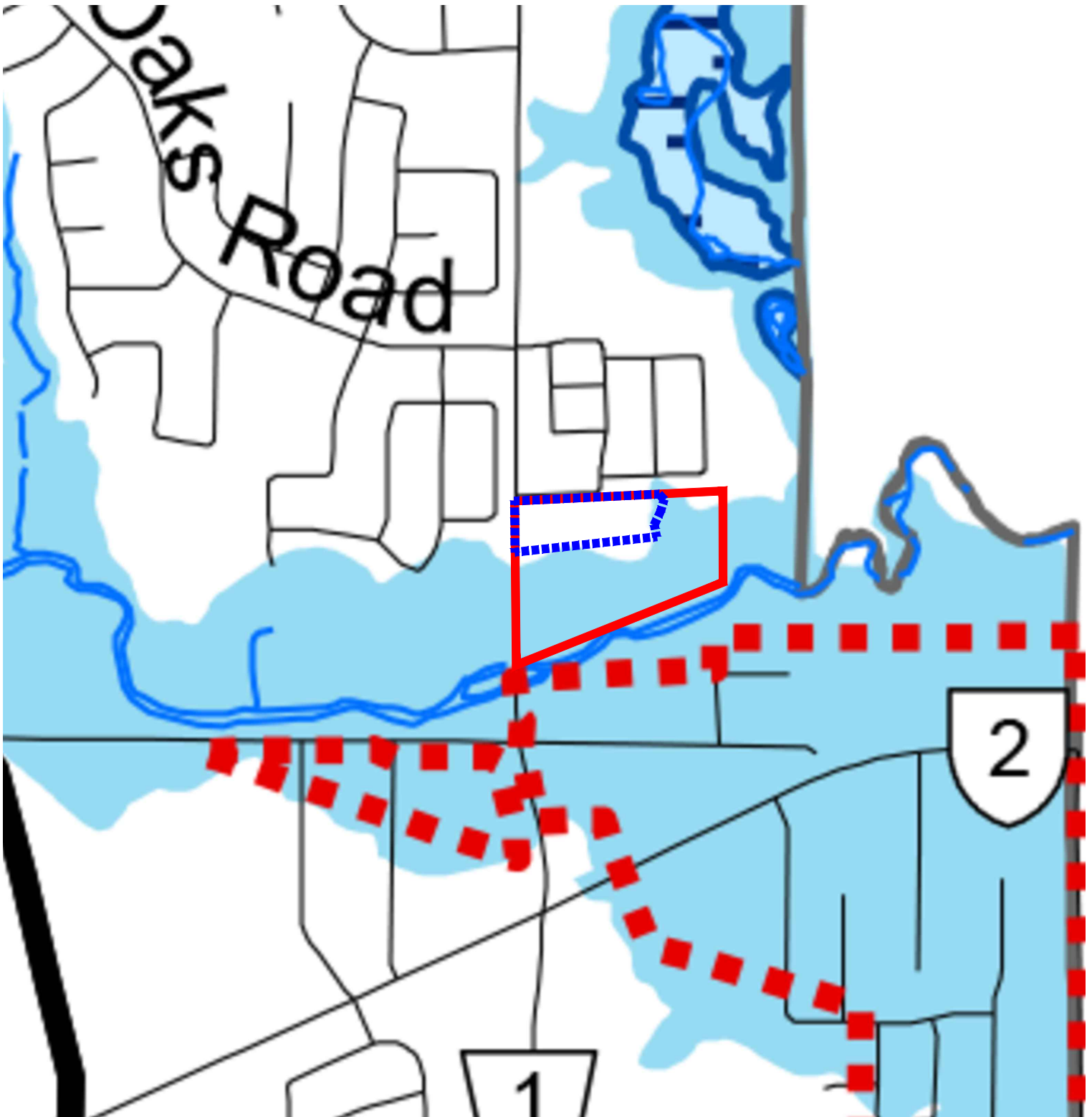
Significant Woodlands

**DATE:** 4/2/20

**SCALE** 1:10000



  
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
Data Source: Schedule III C to the Pickering Official Plan- Edition 8 Resource Management: Key Natural Heritage Features/ Key Hydrologic Features (July 2018)

**Figure 12**  
**Pickering Official Plan**

Schedule III C to the Pickering Official Plan  
 Edition 8  
 Resource Management: Key Natural Heritage Features/ Key Hydrologic Features  
**2055 Brock Road, Pickering, Ontario**

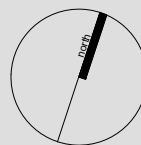
**LEGEND**

-  Subject Lands
-  Development Site

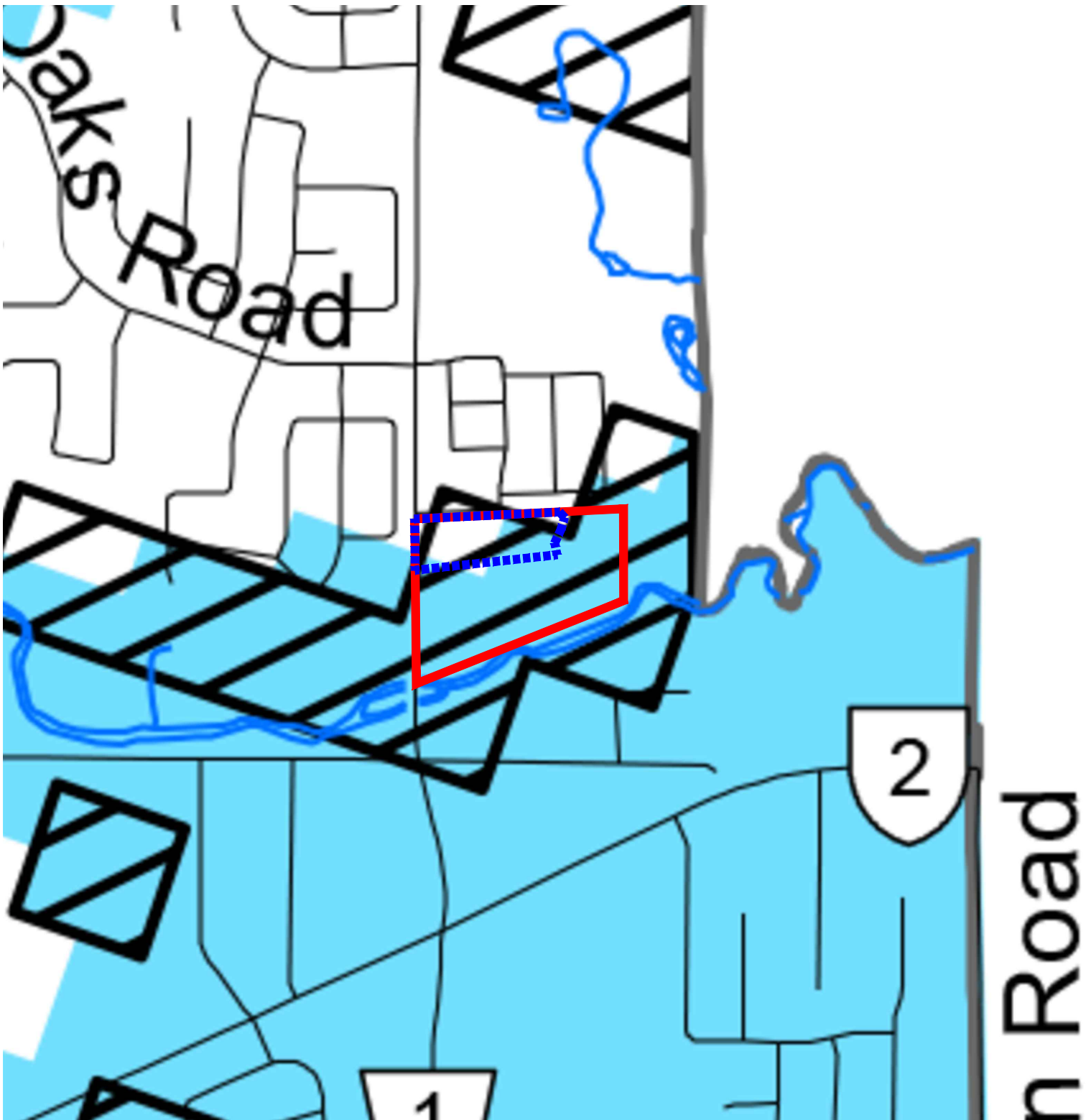
-  Shorelines, Significant Valley Lands and Stream Corridors (May Include Hazardous Lands)
-  Wetlands
-  Flood Plain Special Policy Areas
-  Permanent & Intermittent Streams

DATE: 4/2/20

SCALE 1:10000



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Data Source: Schedule III D to the Pickering Official Plan- Edition 8 Resource Management: High Aquifer Vulnerability, Groundwater Recharge Areas (July 2018)

**Figure 13**  
**Pickering Official Plan**

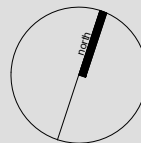
Schedule III D to the Pickering Official Plan  
 Edition 8  
 Resource Management: Key Natural Heritage Features/ Key Hydrologic Features  
**2055 Brock Road, Pickering, Ontario**

**LEGEND**

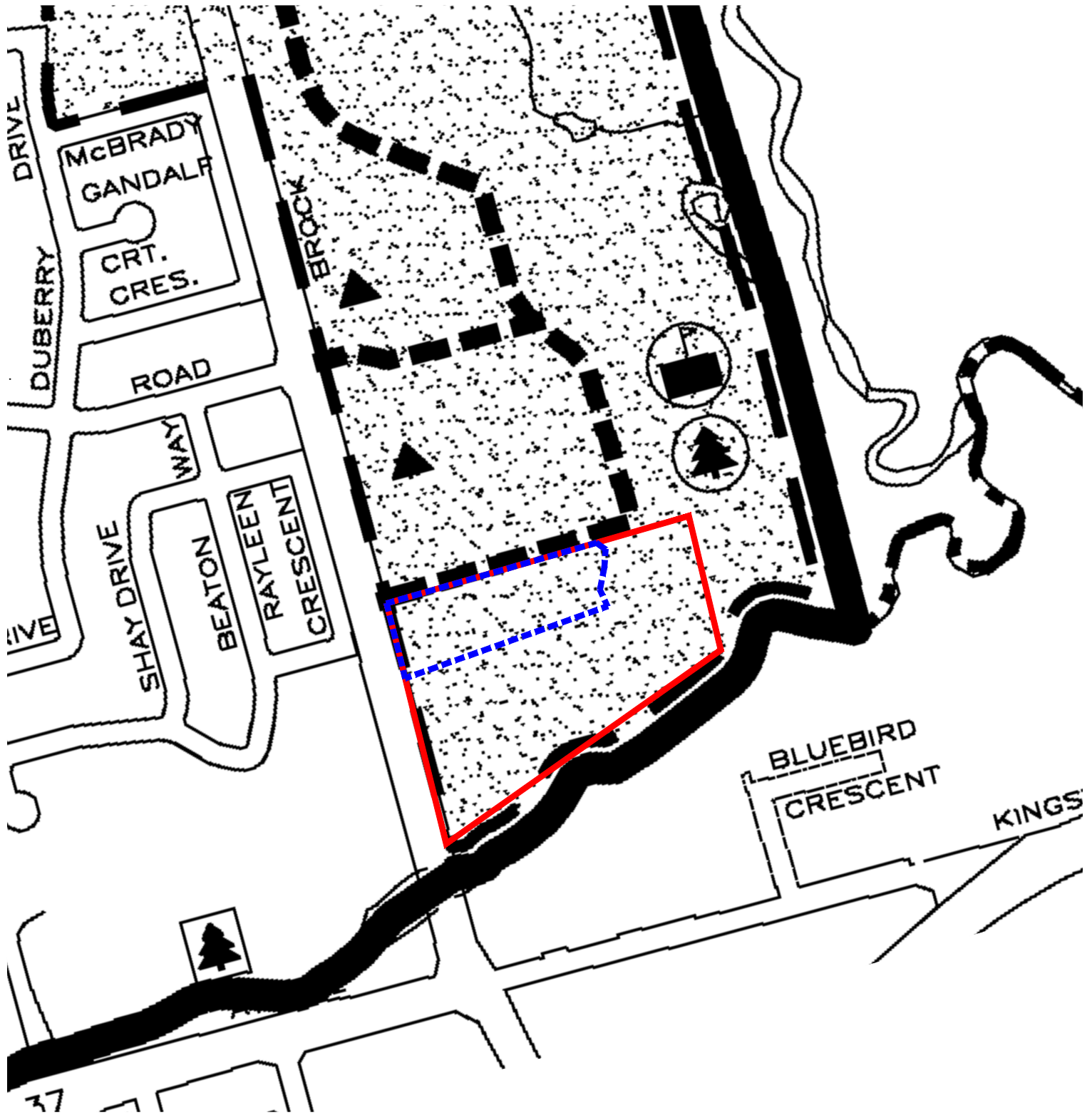
-  Subject Lands
-  Development Site
-  Groundwater Recharge Area
-  High Aquifer Vulnerability Areas

DATE: 4/2/20

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Data Source: Neighbourhood 13: Brock Ridge Neighbourhood of Chapter 11 in the Pickering Official Plan (September 2009)

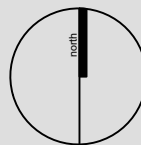
Figure 14  
**Neighbourhood 13:  
 Brock Ridge Map**

**LEGEND**

- Subject Lands
- Development Site
- New Road Connections (Proposed)
- Detailed Review Area
- Neighbourhood Boundary
- Place of Worship
- Proposed Public Elementary School
- Proposed Park
- Lands for which council has adopted development guidelines (refer to compendium document)

DATE: 4/2/20

SCALE 1 : 5,000



2055 Brock Road,  
 Pickering, Ontario

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The following is an analysis of the proposed Official Plan Amendment and Zoning By-law Amendment applications in relation to the City of Pickering Official Plan.

## **Chapter 2 - The Planning Framework**

**Section 2.6 (a)** of the Official Plan states that as its goal for the urban system Council shall seek to:

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

**Evaluation:** The proposed development of the Development Site will create a compact urban form containing a variety of residential dwelling types and sizes for residents in the City of Pickering. The subject Lands are located within an existing community that is serviced by local transit, and includes commercial services and community amenities within walking distance, as demonstrated in **Table 2** of this report.

**Section 2.7 (c)** of the Official Plan states that 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.

**Evaluation:** As noted previously, the proposed development contributes variety to the City of Pickering’s housing stock, and offers the opportunity for existing and new residents to live within the urban area of the City of Pickering in more compact urban forms of housing. The proposal further seeks to locate the apartment building in proximity to existing public transit routes that offer connections to existing local amenities and facilities to service the daily needs of future residents, thereby encouraging alternative modes

of travel. The orientation of the buildings within the Development Site will further improve the existing streetscape by locating the 20-storey building closer to Brock Road, with a pedestrian scaled six-storey podium to ensure a comfortable and attractive public realm is achieved. Future streetscape design details such as plantings and street furniture design will be addressed at the Site Plan Approval stage of the development.

**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 that make up the Urban Area up to 2021. *The Brock Ridge Neighbourhood was intended to have a population of 9,300 by 2016, and the City as a whole is to have a population of 100,500 within the Urban Area.*

**Evaluation:** The proposed development and associated Official Plan and Zoning By-law Amendments will assist the City of Pickering in achieving their projected population targets for the South Pickering Urban Area and Brock Ridge neighbourhood by implementing planned development in accordance with the direction of the City’s Official Plan.

### **Chapter 3 – Land Use**

**Section 3.9 (a)** of the Official Plan states that *the Urban Residential Areas are intended to be used primarily for housing and related uses and activities such as home occupations and group homes.*

**Evaluation:** The proposed apartment and townhouse uses are permitted within the Urban Residential Areas of the Official Plan as a ‘residential use’.

**Table 9 of Chapter 3** of the Official Plan outlines the permitted densities within the Medium Density Area designation of the Official Plan. The Medium Density Area designation permits *a density of over 30 dwellings per net hectare, and up to and including 80 dwellings per net hectare.* The High Density Area designation of the Official Plan permits *a density of over 80 and up to 140 dwelling per net hectare.*

**Evaluation:** The proposed apartment use would fall under the “High Density Area” subcategory which permits 80 to 140 dwellings per net hectare. The proposed development will provide for an overall density of 289.74 dwellings per net hectare, which exceeds the maximum permitted density for the Medium Density Area designation of the City’s Official Plan. As the proposed development will provide an overall density of 289.74 units per net hectare, an Official Plan Amendment is required to designate the Subject Lands as ‘High Density Area’, with site-specific provisions permitting the proposed density of 289.74 units per net hectare. Within the Duffins Precinct Development Guidelines Area, the lands designated Medium Density Area have achieved an average overall density of only 36.6 units per net hectare, which is significantly less than the minimum density of 80 units per net hectare provided for within the designation. As such, the proposed development requires an Official Plan amendment to designate the Subject Lands as ‘High Density Area’, with site specific provisions permitting the proposed density of 289.74 units per net hectare. This proposed amendment will serve to implement the proposed development, and assist the City in achieving the intent of the Medium Density Areas designation and Duffins Precinct Development Guidelines. Existing



development within the Duffins Precinct Development Guidelines Area does not achieve the Region-wise density target of 50 residents and jobs per hectare.

The proposed development is therefore appropriate for the Subject Lands as it will assist the Region and City in achieving their overall density targets, as well as in achieving the maximum residential units as noted in the Duffins Precinct Development Guidelines. The proposed increase in density as a result of the proposed development will increase the overall number of units and overall density provided in the Duffins Precinct, consistent with the intended maximum units as discussed further below in this report. The proposed 20-storey apartment building, stacked townhouses, and street townhouses have been designed to accommodate the required level of development intensity in a desirable built form that minimizes impact through creating a transition in built form and height from Brock Road, minimizing shadow impact, and ensuring protection of natural features adjacent the Development Site.

## **Chapter 6 – Housing**

**Section 6.1** of the Official Plan outlines that *Council shall encourage a broad diversity of housing by form, location, size, tenure and cost within neighbourhoods and villages of the City, so that the housing needs of existing and future residents can be met as they evolve over time.*

**Evaluation:** The proposed development will provide for a diversity and range of housing forms, sizes, and configurations through the provision of 380 residential dwelling units within a comprehensive development located in close proximity to community facilities available to serve the needs of future residents. The proposed development will assist the City in meeting its population projections and housing targets, and provide for a more compact form of urban development in order to reduce the cost of municipal services on a per capita basis.

**Section 6.2** of the Official Plan provides the City’s housing objectives, and states that City Council shall:

### **Policy**

- a) *Encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*

### **Evaluation**

The proposed development will provide for a more compact urban form within an existing Urban Area of the City of Pickering. The proposed development will contribute to the housing stock and variety of housing types within the City of Pickering and Brock Ridge neighbourhood, and responds to the anticipated population increase within the City to 2031. The proposed development will assist the City in ensuring that adequate housing stock will be available to accommodate future residents in accordance with the population projects of both the Regional and City Official Plans.

- |  |   |
|--|---|
| <p>b) <i>Ensure that a sufficient supply of designated and serviceable residential land is available to meet the existing and future housing needs of the City;</i></p>  | <p>The proposed development can be adequately serviced by existing municipal infrastructure, as confirmed in the Functional Servicing Report submitted in support of this application.</p>  |
| <p>c) <i>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;</i></p> | <p>The proposed development will provide for 380 residential dwelling units of various sizes, configurations, and types in order to increase the variety of housing options available within the Brock Ridge neighbourhood of the City of Pickering. The surrounding neighbourhood, as noted previously, consists primarily of single-detached housing forms. The proposed development provides for 307 apartment units within a 20-storey built form that has been designed to deploy density in a desirable built form that transitions to stacked and street townhouses adjacent existing development. The proposed housing mix will therefore increase the range of housing types within the City of Pickering and Brock Ridge neighbourhood.</p> |

**Section 6.3** of the City's Official Plan outlines the Housing Mix and Supply goals of the City, and states that *Council shall promote an adequate supply and mix of housing by:*

- a) *Maintaining a minimum 10 year supply of residentially designated lands to meet anticipated long-term housing demands;*
- b) *Maintaining a minimum 3 year supply of residential land in the form of draft approved plans and/or registered plans, to meet anticipated short-term housing demands;*
- c) *Encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location, as established in Appendix I – Quality of Life Indicators and Performance Targets; and*
- d) *Obtaining the following distribution of housing forms throughout the municipality during the timeframe of this Plan:*
  - I. *57 percent single detached homes;*
  - II. *12 percent semi-detached homes;*
  - III. *19 percent attached homes; and*
  - IV. *12 percent apartments.*

**Evaluation:** The proposal for 380 residential units will contribute to the City's target distribution of both apartments and attached homes. The proposed development provides for 307 apartment dwelling units and 73 townhouse dwelling units within a comprehensively planned development. The proposed development will assist the City in maintaining a minimum 3-year supply of residential land, and in achieving its targets for apartment and attached dwellings. Existing and planned development within the Duffins Precinct Development Guidelines area, as described in **Table 1**, consists of approximately 30% single

detached and 70% attached homes. The proposed development will assist the City in achieving the target distribution of housing forms as provided in the Official Plan, and will result increase the share of apartment dwelling units which are currently absent from the surrounding neighbourhood. Within the Brock Ridge neighbourhood overall, existing development primarily consists of single-detached dwellings. The proposed 20-storey apartment building, stacked townhouses, and street townhouses will increase the available housing types within the Brock Ridge neighbourhood, increase the City's share of apartment dwellings, and ensure that additional density is provided within a desirable built form which makes efficient use of the Development Site.

**Section 6.5 (a)** of the Official Plan provides the City's policies related to affordable and special needs housing, stating that *City Council shall 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.*

**Evaluation:** The proposed development will contain a diversity of residential dwelling unit sizes and configurations, with varying levels of affordability, in order to provide increased housing choices for current and future residents.

**Section 6.5** of the Official Plan outlines that *Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging:*

- b) Infill development of vacant or underutilized blocks of land; and,*
- d) Methods for the provision of compact housing form, with regard to housing type, architectural design and cost effective development standards, where technically feasible;*

**Evaluation:** The proposed development responds to the policies of Section 6.5 by providing for the comprehensive redevelopment of an underutilized and vacant site. The proposed development will serve to intensify the Subject Lands with a compact urban housing form including apartment and townhouse units that will assist the City in achieving its population and housing targets.

## **Chapter 9 – Community Design**

**Section 9.2** of the Official Plan states that *to achieve the community design goal, City Council shall:*

- b) encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection;*
- c) encourage private and public developments that provide an integrated mix of uses, activities and experiences;*
- d) encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy for both pedestrians and vehicles to move about in a variety of directions;*

- e) *encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings;*
- f) *encourage developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering's public realm;*
- 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;*

**Evaluation:** The proposal responds to the above design objectives of Section 9.2 by proposing a development that ensures pedestrians and residents are able to traverse the development safely through the proposed interconnected system of concrete sidewalks and marked pedestrian crosswalks to ensure safe maneuverability. The proposed development includes an assortment of landscaping features within its design intended to complement the adjacent natural features and reduce the overall carbon footprint of the development proposal. The proposal will provide for residential uses that are compatible with surrounding development by transitioning to the high-rise portion fronting the Regional Corridor along Brock Road. A high-quality public realm is proposed through the seamless integration of the proposed development with the existing community. As noted previously in this report, 3.376 hectares of the Subject Lands are to be conveyed to the Toronto and Region Conservation Authority, consisting of the buffer and valley lands adjacent Duffins Creek. This conveyance will ensure the long-term protection of the adjacent natural features and ensure that adequate separation is provided, as demonstrated in the EIS prepared in support of this application.

### **Chapter 13: Brock Ridge Neighbourhood**

**Section 12.15 (b)** of the Official Plan states that Council shall *require the completion of development guidelines for the Detailed Review Area prior to permitting major development within the Area, and in undertaking the review, determine appropriate intersection and entrance ways on to Brock Road in conjunction with the Region.*

**Evaluation:** The Duffins Precinct Development Guidelines were prepared by the City of Pickering in 1997 in accordance with Section 12.15 (b) of the City's Official Plan. An analysis of the Development Guidelines in the context of the proposed development is provided further **Section 4.7** of this report.

### **Chapter 14 – Detailed Design Considerations**

**Section 14.2** of the City's Official Plan provides policies related to community image, and states that *City Council shall:*

#### **Policy**

- a) *Require that development at all scales creates, reinforces, and enhances distinctive neighbourhoods, nodes and corridors, and*

#### **Evaluation**

The proposed development enhances the character of the neighbourhood by providing a greater mix of density and unit types to complement the existing low density residential

*enhances the specific character of existing developments and neighbourhoods;*

uses and appropriately transitions to a higher density built form and height in recognition of the need to intensify the corridor through desirable and efficient built forms.

b) *Consider identifying at certain locations in the City, gateways and landmarks and require that these locations be maintained and enhanced through community design measures;*

The proposed development includes a 20-storey residential apartment fronting onto Brock Road, an identified Regional Corridor. The placement of the apartment building with its lower rise podium is intended to frame the street, and transition to lower density towards the rear of the development site, adjacent existing low-rise residential development.

c) *Encourage the retention and enhancement of distinctive built and natural features within the rural area, such as historic buildings, settlement areas, ridges, valley and stream corridors, and woodlots that contribute to the image of the rural area;*

The proposed development provides for a densified built form alongside Duffins Creek and the associated buffer and valley lands intended to be conveyed to the Toronto and Region Conservation Authority. The TransCanada Trail network within the valley lands is to be retained in public ownership and preserved in order to respect the natural heritage features adjacent the Subject Lands, and ensure the long term protection of these lands.

**Section 14.4** of the Official Plan states that *City Council shall:*

- a) Through the review of development proposals, endeavor to ensure that significant natural features, such as watercourses, wetlands, woodlands and escarpments are protected as visual landmarks to maintain links with Pickering's cultural and historic heritage;
- b) Where possible, require the maximum retention of natural features on properties proposed to be developed, and ensure that such features are permitted to regenerate with minimal intervention;
- e) encourage the use of plant materials in a design capacity to define open spaces, frame desired views or focal points, direct pedestrian movement, and reinforce particular locations;
- f) encourage the use of plant materials to create visual variety on the basis of their form, colour and texture, and to satisfy functional requirements, such as providing shade, providing screening in all seasons, providing sound attenuation, buffering wind, controlling snow deposition, and stabilizing slopes;

**Evaluation:** The proposed development seeks to utilize high quality landscaping to frame the development along the street, define open spaces, provide shade, provide a barrier for noise and wind buffering, and improve the aesthetic value of the site overall in order to contribute to the character of the surrounding neighbourhood. As previously mentioned, 3.376 hectares of the Subject Lands are to be conveyed to the Toronto and Region Conservation Authority for the long term protection and preservation of adjacent natural features. The remaining lands have been planned and designed to integrate into the surrounding community and adjacent natural areas as much as possible in order to enhance neighbourhood character and protect existing visual landmarks.

**Section 14.6 (a)** states that City Council shall *recognize significant views of prominent buildings and open spaces at the scales of neighbourhoods, streets, small public spaces and individual development sites;*

**Evaluation:** High quality architectural treatments will be used in the development of the tall building to ensure a visually pleasing design that will positively contribute to the fabric of the neighbourhood by addressing scale at the street level. Additionally, the preservation of the adjacent buffer and valley lands adjacent Duffins Creek through conveyance to the Toronto and Region Conservation Authority will ensure that views to the existing woodlot are maintained, and new views from the proposed development to the surrounding natural areas are created.

**Section 14.9** of the City of Pickering’s Official Plan speaks to human scale design, and states that *City Council shall:*

- a) encourage the use of continuous horizontal projections such as cornices, roof overhangs or masonry courses within the first few storeys of buildings adjacent to pedestrian routes to establish human-scaled visual and physical references;
- c) encourage building designs that capitalize on the use of grade level windows and doors to permit visibility of human activities within the public areas of buildings;
- d) encourage the use of trees and shrubs in areas of more intense development or within large open spaces to create human scale; and
- e) promote the design of buildings, spaces, and facilities to accommodate the varied range of human dimensions, levels of mobility and strengths.

**Evaluation:** The proposed development will incorporate architectural and landscape treatments to establish a human-scaled form of development with appropriate visual and physical references for pedestrians. The proposed 20-storey apartment building along Brock Road provides for a 4-storey podium intended to frame the street and provide for an attractive, human-scaled streetscape. As previously discussed, the proposed development will accommodate persons with disabilities by ensuring all access points and circulation routes throughout the Subject Lands, including roadways and sidewalks, are barrier free and compliant with Building Code and AODA requirements. Further details regarding architectural and landscape treatments will be determined at the Site Plan Approval stage of the development.

**Section 14.10** of the Official Plan speaks to the design of buildings, and states that *City Council shall:*

**Policy**

- a) *encourage buildings that can be identified and appreciated at various scales, including up close, from the immediate area (including nearby streets that offer direct views of the building), and when appropriate, from locations beyond the immediate area;*

**Evaluation**

The proposed development provides a range and variety of built forms, including a 20-storey residential apartment building with 4-storey podium and three townhouse blocks comprised of both stacked and street townhouses. This diversity of forms along with a high-quality of architectural design will ensure that the proposal can be

appreciated at various scales, and from various viewpoints within the surrounding community.

- b) *where groupings of buildings are proposed, require built forms, massing and architectural treatments that create cohesive and unified developments, and are architecturally compatible with each other and surrounding areas;*
- The proposed development consists of a 20-storey residential apartment building with 6 storey podium, as well as three townhouse blocks comprised of stacked and street townhouses. The placement of the proposed 20-storey apartment building along Brock Road serves to frame the street with its podium, and the townhouse blocks are set further back into the site to ensure an appropriate transition in form and scale to the single-detached homes adjacent the rear of the site. This will ensure appropriate transitioning and compatibility of the proposal with the surrounding area and developments.
- c) *where new development is proposed within an existing neighbourhood or established area, encourage building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and building area to site area ratios;*
- The proposal is carefully designed to provide a built form pattern that addresses the street and transitions height to complement the existing built pattern further east. The proposal will strategically incorporate a 20-storey residential building along Brock Road, along with stacked and street townhouses set back towards low density residential development north of the Subject Lands. The proposed development has been designed to deploy appropriate density within a desirable built form which locates the greatest proposed heights along Brock Road in order to minimize the impact on adjacent development while assisting the City in achieving required city-wide density targets and maximums for the Duffins Precinct Development Guidelines area.
- d) *require designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns and internal divisions, to assist in defining human scale and providing visual interest;*
- The proposed 20-storey apartment building placed along Brock Road and Usman Road will feature architectural treatments that will articulate floor and ceiling levels, and will help scale the overall building and provide visual interest.

- e) *discourage the placement of building functions which do not directly support public activities, such as loading bays, utility rooms and other building mechanical features (e.g., exhaust grilles), from being located on building façades adjacent to streets;* Loading bays and parking areas for the proposed development will be located and accessed internally and will not be street facing.
- f) *require the orientation of the main front entrances to commercial, industrial, apartment and public buildings towards the street whenever possible, and to be visible from main pedestrian routes and vehicular approaches;* The primary entrance for the proposed apartment building will be faced onto Brock Road, and secondary entrances will also be provided fronting onto Usman Road.
- h) *require the height, form, massing and articulation of the façade of new buildings to reflect its “position” or significance on the street (e.g., designing a commercial building that capitalizes on special opportunities provided at street corners or at the end of a view corridor);* The 20-storey height of the proposed apartment building has been provided in order to deploy density within a desirable form that minimizes impact on surrounding development. The proposed apartment building and townhouse blocks will be positioned to respect the context of the surrounding roads and developments. The apartment building will be placed along Brock Road which is a major arterial road, and the townhouse blocks will be set back further in the site to capitalize on the lower density uses along Usman Road and Saffron Drive. The site will provide for a transition in height, form, and massing from Brock Road which is an identified Transit Spine, to the rear of the site adjacent existing development and natural features.
- j) *require the incorporation of bicycle storage areas in high density residential, commercial and major industrial buildings and sites;* The proposed development will feature 218 total bicycle parking spaces to promote active transportation.
- k) *encourage the use of high quality, low maintenance building materials to help ensure an attractive appearance over time;* The proposed development will use high quality, low maintenance building materials that preserve an attractive appearance over time.
- l) *discourage the use of corporate image building design and promote design which reflects neighbourhood character;* There will be no corporate images in the proposed development, and the design will remain in



keeping with the context of the surrounding neighbourhood character.

**Section 14.11** of the Official Plan speaks to personal security, and states that *City Council shall*:

- a) *endeavour to ensure that the design of developments minimize conditions that are potentially dangerous to the public without impeding functional and aesthetic characteristics;*
- e) *endeavour to ensure landscaping plants and materials are used in a manner that does not obstruct views into lobbies, windows, parking facilities and pathways, or any other views needed to ensure clear surveillance and safety;*
- h) *endeavour to ensure adequate lighting, early detection (e.g., mirrors and transparency), and remote monitoring (e.g., cameras) are used in locations where personal security risks may be present;*

**Evaluation:** The proposed development will ensure barrier free access and circulation throughout the site and ensure that conflict areas within the site will be easily viewable from all angles and viewpoints. The development will minimize conditions which create visual and shadow impacts through the proposed site design and building placement. In addition, the Subject Lands will be well lit through street lighting and pedestrian scaled lighting features to ensure personal safety. The detailed design of the site will be further determined at the Site Plan Approval stage of the development.

**Section 14.12 (c)** of the Official Plan states that City Council shall *endeavor to ensure that barrier-free features are well integrated with the functional and aesthetic design of developments to preclude the perception of segregation.*

**Evaluation:** The proposed development will incorporate barrier-free design elements and will be in keeping with applicable AODA standards and all applicable Building Code requirements.

### **Summary / Conformity Statement**

**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. The above analysis demonstrates that the proposed development and associated Official Plan and Zoning By-law Amendments 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 site within the Built Boundary of the City's existing Urban Area, where the majority of growth is to occur. The proposed development directs increased density to an area of the Development Site located along Brock Road, an identified Regional Corridor and Transit Spine, and appropriate for intensification.**

**The proposal responds to the City's vision for the Duffins Precinct identified within the Duffins Precinct Development Guidelines by proposing a high-density built form which transitions to lower-density forms adjacent surrounding residential uses. The proposed Official Plan Amendment seeks**

**to permit the proposed residential density of 289.74 units per hectare in order to ensure a transit-supportive and vibrant form of development is achieved along Brock Road within the Brock Ridge neighbourhood. The proposed development is in conformity with the City's natural heritage system policies, and has been carefully designed to protect the existing natural features adjacent the Development Site. The proposed development, and associated Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision therefore conform with and serve to implement the applicable objectives and policies of the City of Pickering Official Plan.**

## **4.6 Duffins Precinct Development Guidelines (1997)**

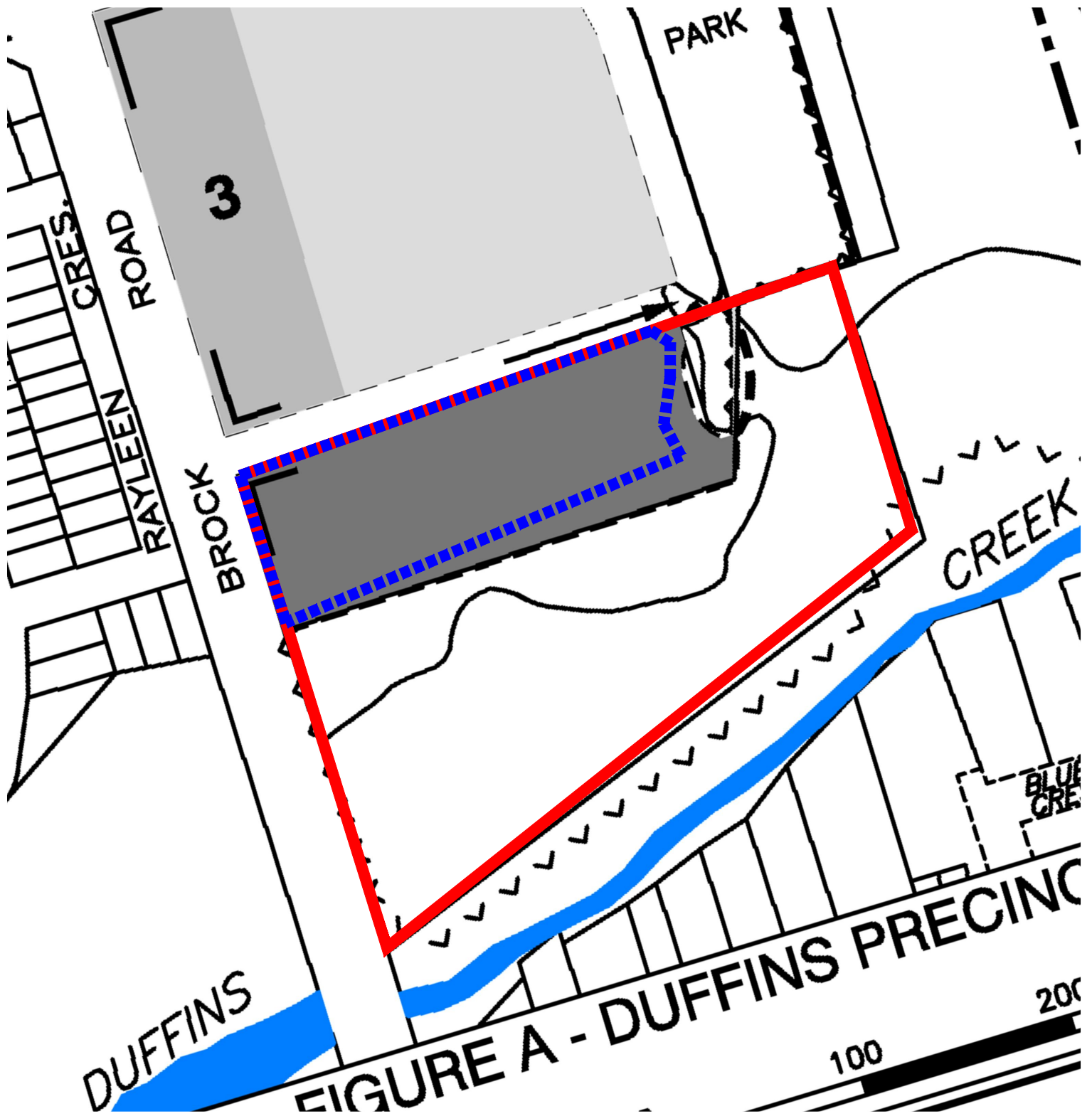
The Duffins Precinct Development Guidelines ('Development Guidelines') were developed by the City of Pickering, and approved by Pickering City Council on August 5, 1997. The Duffins Precinct is comprised of the lands located on the east side of Brock Road, bounded by Ganatsekiagon Creek to the north, Duffins Creek to the east, and West Duffins Creek to the south. The Development Site is located within the Duffins Precinct Development Guidelines Area ('Precinct Area'), the balance of the Subject Lands which are to be conveyed to the Toronto and Region Conservation Authority are located outside of the Precinct Area.

The Precinct Area is divided into five development areas (1-5), each with its own density targets and permissible heights. The Development Site is located within Area 2 of the Precinct Area in accordance with the Duffins Precinct Tertiary Plan (see **Figure 15**). The following is a summary of the policies from the Development Guidelines applicable to the proposed development.

**Section M1.1** of the Development Guidelines provides a general description of the Precinct Area, stating that *the Duffins Precinct is planned to accommodate a maximum of 1,040 residential units east of Brock Road, based on sanitary sewer capacity.*

**Evaluation:** As demonstrated in **Table 1** of this report, within the Precinct Area there are currently 196 units constructed, approved, and proposed with an average density of 36.6 units per hectare. The proposed development consists of 380 residential dwelling units of various sizes, types, and configurations on a 1.311 hectare Development Site with an overall density of 289.74 units per hectare. Existing development within the Duffins Precinct Development Guidelines area does not achieve the Region-wide density target of 50 residents and jobs per hectare, or the density-target for Regional Corridors of 60 residents and jobs per hectare as required in the Regional Official Plan. The proposed development will therefore assist the Region and City in achieving their overall density targets, as well as in achieving the maximum residential units as noted in the Development Guidelines.

**Section M1.2** provides the development framework for the Precinct Area, stating that *the Duffins Precinct is to be a residential neighbourhood with a compact urban form featuring a broad variety of housing types. The design of future development must be sensitive to the proximity of Brock Road, yet provide for an attractive streetscape along this Type 'A' Arterial. Development must maintain a connection with the surrounding valleylands, both physically and visually, which will be accomplished through careful internal design and*



Data Source: Figure A - Duffins Precinct Tertiary Plan (July 1997)

Figure 15  
**Duffins Precinct  
 Development  
 Guidelines:**  
 Tertiary Plan

2055 Brock Road,  
 Pickering, Ontario

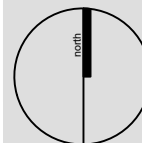
**LEGEND**

- Subject Lands
- Development Site
- Forested Area

- Regional Floodline
- 5 Development Areas
- Major Spink ESA Boundary
- Build-To Lines

DATE: 4/2/20

SCALE 1 : 2,500




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

**Evaluation:** The proposed development will provide for 380 residential dwelling units within a compact urban built form and containing a variety of unit types, configurations and sizes which will contribute to the overall mix of housing types within the Precinct Area. The proposed development has been planned and designed to recognize the function of Brock Road, and locates the proposed apartment building fronting onto Brock Road in order to frame the street and buffer the lower-density forms of development within the rear of the Development Site. The proposed development has been designed to complement the adjacent natural areas through the placement of pedestrian walkways and outdoor amenity space, and through the placement of the proposed townhouse blocks. The proposal represents a comprehensive development which will provide a cohesive built form that is well-connected to the surrounding context, including Brock Road, Duffins Creek, and the Duffins Precinct.

**Section M1.3** of the Development Guidelines states that *development of the Precinct must provide:*

- a) *a range of housing types including detached, semi-detached, townhomes, and multi-unit dwellings;*
- b) *community and cultural facilities creating focal points within the Precinct through building siting and architectural design;*
- c) *building form adjacent to Brock Road that is sensitive to the potential impacts of the road, but does not turn its back on it;*
- d) *building form and a mix of land uses in the community node that provide a focus of activity for the Precinct;*
- e) *streetscape and architectural designs that are aesthetically pleasing, diverse, encourages social interaction within a neighbourhood, and supports safe environments; and*
- f) *development that embraces the natural environment.*

**Evaluation:** The proposed development will provide for a range of housing types, configurations, and sizes, including an apartment, stacked townhouses, and street townhouse forms. The primary entrance to the proposed apartment building fronts onto Brock Road, and will provide for an attractive streetscape along the recognized Regional Corridor. As previously discussed, existing development within the Precinct Area has not achieved a density of development consistent with the Development Guidelines, City of Pickering Official Plan or Region of Durham Official Plan. The proposed development, consisting of 380 residential units, will contribute to the vibrancy and diversity of the Brock Ridge neighbourhood, and has been designed to integrate with the adjacent development patterns while providing a high-quality of architectural design which complements the adjacent natural environment.

**Section M1.4.1** describes each of the five development areas within the Precinct Area. Table 1 of the Development Guidelines provides specific unit yield and building height breakdowns as follows:

**Table 6: Duffins Precinct Development Areas**

Area	Net Developable Area	Minimum Permitted Units	Maximum Permitted Units	Minimum Number of Storeys	Maximum Number of Storeys
Area 1	3.18	95	254	2	4

Area 2	2.82	226	395	4	8
Area 3	4.12	124	330	3	5
Area 4	3.25	97	260	2	4
Area 5	1.49	45	119	4	8
Total	14.86 hectares	587 units	1,358 units		

**Evaluation:** The Development Site is located within Area 2 of the Development Guidelines. As noted, previous development within the Precinct Area has achieved an overall density of 36.6 units per hectare, significantly less than the density targets described in the Regional Official Plan. The proposed development, although exceeding the planned height within Area 2, will assist the City of Pickering in achieving its overall density target, and ensure a vibrant community within the Precinct Area. As described below, the proposed development provides for the form and design of building anticipated within the Development Guidelines. The proposed height of 20-storeys has been provided in order to accommodate the level of intensity required for the Duffins Precinct Development Guidelines Area to achieve its planned maximum unit count and overall density target. The proposed increase in building height for the proposed development serves to deploy density in a desirable built form with the least impact on the surrounding area by placing the highest density along Brock Road, transitioning built form to the surrounding developments, and minimizing shadow impacts. The proposed increase in height is therefore appropriate for the Development Site as it will enable sufficient density to assist the City in achieving planned targets for the Duffins Precinct within a built form that minimizes impacts while contributing to the vibrancy of the surrounding area through transit-supportive, high quality development.

**Section M1.4.4** speaks to the requirements for the Brock Road Streetscape. Development Area 2 is *intended to support building masses that can accommodate multi-unit, multi-floor buildings. Buildings adjacent to Brock Road are to be designed such that outdoor amenity areas are separated from the road by building mass.*

**Evaluation:** The proposed development consists of a 20-storey residential apartment building with 4-storey podium, 2 blocks of stacked townhouses and 1 block of street townhouses, consistent with the supported building masses in Development Area 2. The proposed increased building height is consistent with the multi-unit, multi-floor development envisioned within Development Area 2 of the Duffins Precinct, and is provided within a built form that makes efficient use of the site while deploying density in a manner that minimizes impact through the transition of height and density across the site. The proposed outdoor amenity space is to be located in the centre of the Development Site, physically separated from Brock Road by the mass of the proposed apartment building and adjacent the natural area adjacent the Development Site.

**Summary / Conformity Statement**

**The Duffins Precinct Development Guidelines developed by the City of Pickering outline the intended pattern and form of development for the lands along the east side of Brock Road, and adjacent Duffins Creek. Although the Development Guidelines are not policy, they identify the City’s vision for growth and development within the Precinct Area. The proposed development and**

associated Official Plan and Zoning By-law Amendments generally conform to the intent of the Development Guidelines by providing for a compact urban residential built form with a variety of housing types in a comprehensively planned development. Recognizing that existing development within the Precinct Area has achieved an average density of 36.6 units per hectare, the proposed development exceeds the maximum height of the Development Guidelines in order to assist the City in achieving the intended density and population within the Precinct Area, and will contribute to the vibrancy of the Duffins Precinct.

## 4.7 City of Pickering Zoning By-law

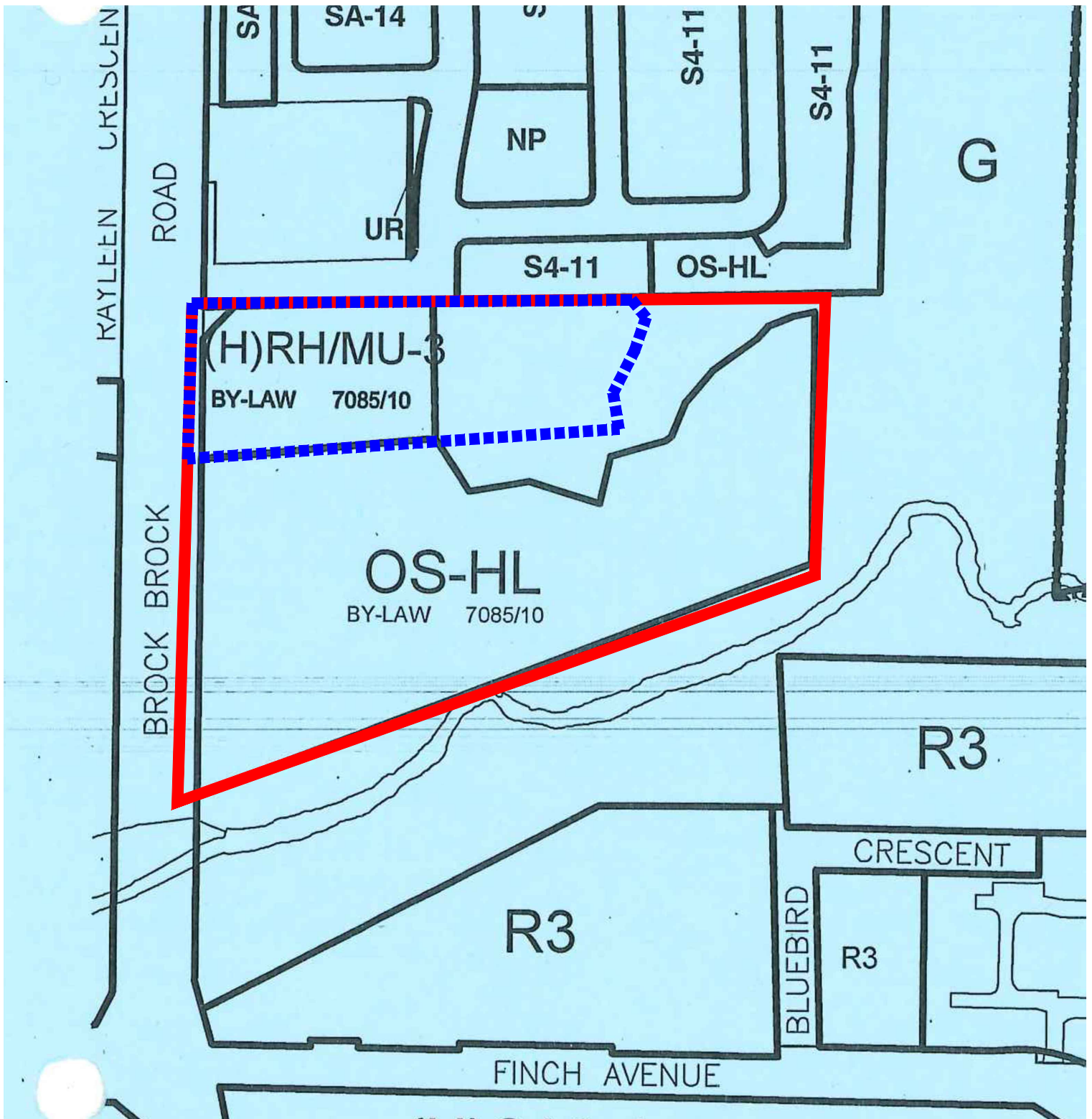
The City of Pickering Zoning By-law 3036 was approved by Council in August 1965, and further approved by the Ontario Municipal Board in October 1996. Zoning By-law 3036 is in full force and effect for the Subject Lands.

As shown in **Figure 16**, the City's Zoning By-law 3036 as amended currently split zones the Subject Lands as Multi-Residential/Mixed Use (RH/MU-3), Open Space Hazard Lands (OS-HL), and Greenbelt Conservation (G).

Mixed commercial, office, and multiple residential uses are permitted within the Multi-Residential/Mixed Use Zone. The Open Space Hazard Lands Zone and Greenbelt Conservation Zone restrict the use to recreation uses, preservation and conservation activities, and/or buildings or structures designed to be used for flood and erosion control, resource management, pedestrian trail, and parks and recreation purposes.

The Multi-Residential/Mixed Use Zone was approved in 2010 and reflects the zoning to implement the previous Phase 1 plan for the Subject Lands. Following approval of Phase 1, a Zoning By-law Amendment was submitted for Phase 2, as noted previously in **Section 1.2** of this report. It has since been determined that Phases 1 and 2 should be consolidated to provide for a more comprehensive and connected development. **Table 6** below summarizes the uses permitted in the RH/MU-3, OS-HL, and G Zones:

***Table 6: Permitted Uses in the RH/MU-3, OS-HL, and G Zones***



Data Source: Map S50 of City of Pickering Zoning By-law 3036 (October 1966)

Figure 16  
**City of Pickering  
 Zoning By-law  
 3036:  
 Map S50**

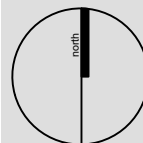
2055 Brock Road,  
 Pickering, Ontario

**LEGEND**

- Subject Lands
- Development Site

DATE: 4/2/20

SCALE 1 : 2,500



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	RH/MU-3 ZONE	OS-HL ZONE	G ZONE
Permitted Uses	<ul style="list-style-type: none"> <li>▪ Bakery;</li> <li>▪ Business Office;</li> <li>▪ Convenience Store;</li> <li>▪ Commercial Club;</li> <li>▪ Commercial Music School;</li> <li>▪ Commercial School;</li> <li>▪ Day Nursery;</li> <li>▪ Dry Cleaning Depot;</li> <li>▪ Financial Institution;</li> <li>▪ Food Store;</li> <li>▪ Laundromat;</li> <li>▪ Multiple Dwelling-Horizontal;</li> <li>▪ Multiple Dwelling-Vertical;</li> <li>▪ Personal Service Shop;</li> <li>▪ Professional Office;</li> <li>▪ Restaurant-Type A; and,</li> <li>▪ Retail Store.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Preservation and Conservation of the Natural Environment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parks;</li> <li>▪ Walks;</li> <li>▪ Status;</li> <li>▪ Fountains;</li> <li>▪ Play Lots;</li> <li>▪ Wading Pools;</li> <li>▪ Playing Fields;</li> <li>▪ Playgrounds;</li> <li>▪ Athletic Fieldhouses;</li> <li>▪ Community Centres;</li> <li>▪ Bleachers;</li> <li>▪ Swimming Pools;</li> <li>▪ Bandstands;</li> <li>▪ Skating Rinks;</li> <li>▪ Bowling Greens;</li> <li>▪ Tennis Courts;</li> <li>▪ Badminton Clubs;</li> <li>▪ Bathing Stations;</li> <li>▪ Forestry;</li> <li>▪ Reforestation;</li> <li>▪ Conservation Activities;</li> <li>▪ Agricultural Uses; and,</li> </ul>
			<ul style="list-style-type: none"> <li>▪ Buildings designed to be used in connection with parks and recreational purposes, and the conservation of soil and wildlife.</li> </ul>

The current zoning applicable to the Subject Lands does not reflect the land use designations identified in the Durham Region Official Plan or the City of Pickering Official Plan. A Zoning By-law Amendment is therefore required in order to rezone the Subject Lands to a zone that implements the Official Plan and to facilitate the development proposal.

In order to allow for the development as proposed, a Single-Attached Zone (SA-XXXX) with site specific provisions is being sought for the Development Site, currently zoned 'RH/MU-3' and 'G'. The balance of the Subject Lands are proposed to be rezoned to 'OS-HL' to ensure the valley lands that are to be conveyed to the Toronto and Region Conservation Authority are in an appropriate open space category.

The proposed Zoning By-law Amendment seeks to permit the proposed Apartment, Stacked Townhouse, and Street Townhouse residential uses, as well as implement site specific development standards for the proposal. The amendment includes the following exceptions:

- I. Addition of the Apartment use as a permissible building type;
- II. Addition of the Stacked Townhouse use as a permissible building type;
- III. Addition of the Street Townhouse use as a permissible building type; and,
- IV. Reduced parking and visitor parking rates for each building type.

**Table 8** below outlines the zone provisions applicable to the Development Site, the requested zone provisions, and the proposed development conditions:

**Table 8: Summary of Existing and Proposed Zone Standards**



RH/MU-3 ZONING PROVISIONS	PROPOSED (SA-XXXX) ZONE	JUSTIFICATION/ANALYSIS
<p>4. (1) (a) Permitted Uses:</p> <ul style="list-style-type: none"> <li>▪ Bakery;</li> <li>▪ Business Office;</li> <li>▪ Convenience Store;</li> <li>▪ Commercial Club;</li> <li>▪ Commercial Music School;</li> <li>▪ Commercial School;</li> <li>▪ Day Nursery;</li> <li>▪ Dry Cleaning Depot;</li> <li>▪ Financial Institution;</li> <li>▪ Food Store;</li> <li>▪ Laundromat;</li> <li>▪ Multiple Dwelling-Horizontal;</li> <li>▪ Multiple Dwelling-Vertical;</li> <li>▪ Personal Service Shop;</li> <li>▪ Professional Office;</li> <li>▪ Restaurant-Type A;</li> <li>▪ Retail Store.</li> </ul>	<p>8. (1) Permitted Uses:</p> <ul style="list-style-type: none"> <li>▪ Apartment dwelling accessed from a private street;</li> <li>▪ Stacked Townhouse dwelling accessed from a private street;</li> <li>▪ Street Townhouse dwelling accessed from a private street.</li> </ul>	<p>The proposed permitted uses are permitted within the Durham Region Official Plan and City of Pickering Official Plan, and are proposed to permit the proposed residential uses necessary to implement the proposed development.</p>
<p>4. (2) (b) Building Height Within 70.0 metres of Brock Road Right of Way:</p> <ul style="list-style-type: none"> <li>▪ Minimum: 3 Storeys and 12.0 metres;</li> <li>▪ Maximum: 8 Storeys and 26.0 metres.</li> </ul>	<p>8. (2) (G) Building Height:</p> <ul style="list-style-type: none"> <li>▪ Maximum 61.0 m</li> </ul>	<p>The increased building height implements provincial policy direction and Regional and City density targets which require transit-supportive density. The proposed maximum building height is required to deploy density within a desirable form that minimizes impact on the surrounding area while making efficient use of the Development Site.</p>
<p>4. (2) (c) (i) Building Location and Setbacks</p> <ul style="list-style-type: none"> <li>▪ Buildings and structures shall be located entirely within the building envelope shown on Schedule II attached within hereto;</li> <li>▪ Front Yard: 3.0 m</li> <li>▪ Side Yard: 6.5 m</li> <li>▪ Side Yard (Brock Road): 3.0 m</li> <li>▪ Rear Yard: 30.0 m</li> </ul>	<p>8. (2) (C-F) Setbacks:</p> <ul style="list-style-type: none"> <li>▪ Front Yard Setback to dwelling unit: 3.0 m</li> <li>▪ Rear Yard Setback to dwelling unit: 3.0 m</li> <li>▪ Interior Side Yard: 0.0 m</li> <li>▪ Flankage Yard: 4.0 m</li> </ul>	<p>The proposed development exhibits a compact urban built form and reduces the amount of surface parking while increasing the provided density. As a result, the above grade site layout has been designed to utilize space as efficiently as possible while a large parking garage has been provided below grade. The Development Site has also been designed as efficiently as possible in recognition that 3.376 hectares of the Subject Lands are to be conveyed to the TRCA for protection of the valley and buffer lands. The proposed setbacks are generally consistent with the existing zone permissions for the Development Site, with the exception of the reduced side yard and rear yard setbacks which are required to provide an appropriate density and transition of development across the Development Site.</p>
<p>4. (2) (c) (ii) Building Location and Setbacks:</p> <ul style="list-style-type: none"> <li>▪ No building, part of a building or structure shall be erected within the</li> </ul>	<p>N/A</p>	<p>N/A</p>

RH/MU-3 ZONING PROVISIONS	PROPOSED (SA-XXXX) ZONE	JUSTIFICATION/ANALYSIS
RH/MU-3 Zone, unless a minimum of 85% of the length of the build-to-zone contains a building or part of a building.		
<p>4. (2) (c) (iii) Building Location and Setbacks:</p> <ul style="list-style-type: none"> <li>▪ For any building in excess of five storeys in height having a front wall located within the build-to-zone, any portion of a building or structure in excess of two storeys in height shall be set back a minimum of 3.0 metres from the main wall of the building or structure at grade.</li> </ul>	N/A	N/A
<p>4. (2) (c) (v) Building Location and Setbacks:</p> <ul style="list-style-type: none"> <li>▪ The horizontal distance between multiple dwelling horizontal buildings shall be a minimum of 1.8 metres.</li> </ul>	N/A	N/A
<p>4. (2) (d) (ii) Parking Requirements:</p> <ul style="list-style-type: none"> <li>▪ For multiple dwelling vertical uses, there shall be provided and maintained a minimum of 1.0 parking space per dwelling unit for residents and 0.25 of a parking space per dwelling unit for visitors. Parking spaces for residents shall be provided in a below grade structure, at grade or both. Visitor parking shall be provided at grade.</li> </ul>	<p>8. (4) (iii) Parking Requirements:</p> <ul style="list-style-type: none"> <li>▪ Apartment Dwelling: 1.0 spaces per dwelling unit</li> <li>▪ Stacked Townhouse Dwelling: 1.25 spaces per dwelling unit</li> <li>▪ Street Townhouse Dwelling: 2.0 spaces per dwelling unit</li> <li>▪ 0.25 visitor parking spaces per dwelling unit</li> </ul>	As previously mentioned, the Development Site is proposed to be re-zoned with site specific provisions to implement the proposed development. The proposed parking rates are consistent with the parking requirements of the former zone, and provide for a higher parking requirement for stacked and street townhouse dwellings than those of the previous zone. The proposed development therefore provides for sufficient parking under both the former and proposed zone requirements.
<p>4. (2) (e) (vi) Special Regulations:</p> <ul style="list-style-type: none"> <li>▪ For residential uses, the lands shall be developed at a density of over 30 units per net hectare and up to and including 80 units per net hectare, up to a maximum of 60 units.</li> </ul>	<p>8. (4) (iv) Special Regulation:</p> <ul style="list-style-type: none"> <li>▪ Maximum of 380 dwelling units</li> </ul>	The proposed development has been designed in order to maximize the efficiency of site design and assist the City and Region in achieving planned density targets. The propose site-specific provisions therefore permit a maximum of 380 dwelling units in order to implement the proposed development and level of density proposed for the Development Site.

As previously stated, a copy of the Draft Zoning By-law Amendment is included in **Appendix C** of this Report.

Furthermore, notwithstanding Section 45 (1) (3) and in accordance with Section 45(1) (4) of the *Planning Act*, it is requested that at the time of rendering a decision on the application, Council also resolve to allow the submission of a minor variance application during the two (2) year period after the Zoning By-law Amendment ('ZBA') has been passed, provided that the variances are not related to building height, density

or parking provisions. This is being requested to allow the resolution of any unforeseen issues that may arise during the detailed design stage of the project, particularly during the processing of the future Site Plan Control application.

## 5.0

# Summary and Conclusions

As outlined above, together with the supporting studies, the proposed development and associated Zoning By-law Amendment, Official Plan Amendment, and Draft Plan of Subdivision represent an appropriate and desirable development for the Subject Lands that is in keeping with the policies and intent of the Region of Durham Official Plan, City of Pickering Official Plan, and Duffins Precinct Development Guidelines. Based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal within the current policy and regulatory context of the Province, Region, and City, the following is concluded:

1. The proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision represent appropriate development of the Subject Lands given the existing use of the site and the surrounding context;
2. The proposed development provides for appropriately designed and compatible development for the Brock Ridge neighbourhood and Duffins Precinct that will contribute to the provision of new residential units, protection of the adjacent natural environment, and the achievement of a complete community;
3. The proposed Draft Plan of Subdivision is consistent with the Draft Plan of Subdivision requirements set out in the *Planning Act*;
4. The proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, are consistent with the Provincial Policy Statement, 2020;
5. The proposal conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019;
6. The proposed development, and associated Official Plan and Zoning By-law Amendments conform to the policy directions of the City of Pickering Official Plan;
7. The proposed development, and associated Official Plan and Zoning By-law Amendments conform to the overall intent and direction of the Duffins Precinct Development Guidelines;
8. The proposal integrates protection of the identified natural features associated within Duffins Creek through the planned conveyance of 3.736 hectares to the Toronto and Region Conservation Authority;

9. The proposed development can be adequately serviced and does not create any adverse impacts to the existing site and surrounding area; and,
10. The proposed development provides an opportunity for compact urban residential development within the City's Built-Up area. The proposed development upholds the overall urban structure set out in the Region of Durham Official Plan and City of Pickering Official Plan.

It is concluded that the proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision represent good planning and implement City, Regional, and Provincial policies.

Respectfully submitted,

**MHBC**



Dana Anderson, MA, FCIP, RPP  
Partner



# **Appendix A**

## Pre-Consultation Form

**Subject:** PRE007/19  
2055 Brock Road  
Brock Road Duffins Forest Inc.

**Applicant:** Alison Li Lin, Brock Road Duffin Forest Inc.

**Agents:** Dana Anderson, MHBC  
Taylor Gascoigne, MHBC  
Harvy Kohn, Kohn Architects  
Elyse Snyder, Kohn Architects

**Attendees:** Vanessa Aubrey, Toronto and Region Conservation Authority

Nilesh Surti, Manager, Development Review & Urban Design  
Rory McNeil, Planner I  
Jeremy Bender, Supervisor, Building Permits  
Margaret Kish, Principal Planner, Policy  
Paal Helgesen, Manager, Development Services  
Nadeem Zahoor, Transportation Engineer  
Irina Marouchko, Sr. Water Resources Engineer  
Rollie Oriol, Project Manager, Development Approvals  
Arnold Mostert, Sr. Landscape & Parks Development  
Robert Watson, Fire Inspector

<b>Item/ Ref #</b>	<b>Details &amp; Discussion &amp; Conclusion</b> (summary of discussion)	<b>Action Items/Status</b>
<b>1.</b>	<b>Current Official Plan and Zoning</b>	
	<p><b>Official Plan Designation:</b></p> <ul style="list-style-type: none"> <li>• “Urban Residential Areas – Medium Density Areas” within the Brock Ridge Neighbourhood</li> </ul> <p><b>Zoning By-law 3036, as amended by By-law 7085/10:</b></p> <ul style="list-style-type: none"> <li>• “RH/MU-3” – Residential Horizontal/Mixed Use Zone and “OS-HL” – Open Space – Hazard Lands Zone.</li> </ul>	

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)	Action Items/Status
2.	<p><b>Background</b></p> <p>In 2010 City Council approved a site specific rezoning application to facilitate the development of the westerly portion of the lands for a mixed-use development consisting of a 3-storey office building with ground floor retail and 12 live-work townhouse units. Valley lands associated with the Duffins Creek were rezoned to Open Space – Hazard Land Zone and are to be conveyed to the TRCA.</p> <p>Subsequent changes in ownership resulted in new proposals for the lands. Most recently, Brock Road Duffins Forest Inc. submitted revised applications to facilitate the development of a residential condominium development consisting of 59 townhouse dwellings. Draft Plan of Condominium Application CP-2016-04(R) and Zoning By-law Amendment Application A 11/16(R) were submitted in July 2017.</p>	
3.	<p><b>Proposal</b></p> <p>The applicant is now proposing a residential development consisting of a total of 375 units within an apartment building and townhouse units, for a residential density of 289 units per net hectare.</p> <p>A 20-storey residential apartment building is proposed on the westerly portion of the property housing 330 units. The easterly portion of the property is proposed to be developed for a mix of stacked and traditional townhomes, totaling 45 units.</p> <p>Access to the site is proposed from Usman Road, and resident and visitor parking will be provided both at-grade and within two levels of underground parking.</p> <p>Almost 1,000 square metres of outdoor amenity space is proposed to be located between the apartment building and the townhouse blocks.</p> <p>Parking is proposed to be provided at rate of 1.0 space per unit for the apartment and stacked townhouse units, 2.0 spaces per unit for the townhouse units and 0.25 spaces per unit for visitor parking. Visitor parking is proposed in separate parking areas and in tandem with resident parking for the stacked townhouse units.</p>	

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)	Action Items/Status
4.	<b>Type of Applications</b>	
	<p>Official Plan Amendment</p> <p>Zoning By-law Amendment</p> <p>Draft Plan of Condominium</p> <p>Site Plan (City Development Department preference is for the submission of a Site Plan Review application after the statutory public meeting is held for the Zoning By-law Amendment application)</p>	
5.	<b>Discussion</b>	
<p><b>Engineering Services</b></p> <p>Paal Helgesen, Manager, Development Services</p>	<p>The applicant is required to enter into the Duffins South Community Cost Sharing Agreement. The applicant can contact David Brand for details.</p> <p>The Usman Road Right of Way is currently sufficient and no widening needs to be shown on the submitted plan.</p>	
<p>Irina Marouchko, Sr. Water Resources Engineer</p>	<p>The subject site is a tributary to the existing pond within the Kindwin Development. The existing pond capacity is based on the site area of 0.98ha at 95% imperviousness. Minor system flows from 0.98ha should be directed to the pond, major system to the creek. Runoff from the rooftop area of 0.42 ha should be directed to the existing wetland to the south.</p> <p>Groundwater discharge from the underground parking drainage system into municipal storm sewers will not be permitted.</p> <p><b>A Geotechnical Report, Hydrogeological Report and Functional Site Servicing Report</b> are required.</p> <p><b>A Stormwater Management Report</b> will be required for the site plan application.</p>	
<p>Arnold Mostert, Sr. Landscape &amp; Parks Development</p>	<p>The outdoor amenity space should feature children's play features. The amenity space should tie-in to the natural area to the south.</p> <p>The applicant should explore options to add green roofs on the podium of the apartment building.</p>	



<b>Item/ Ref #</b>	<b>Details &amp; Discussion &amp; Conclusion</b> (summary of discussion)	<b>Action Items/Status</b>
Nadeem Zahoor, Transportation Engineer	<p>A <b>revised Transportation Impact Study (TIS)</b> is required to discuss the traffic impacts from the additional units.</p> <p>The applicant is required to submit autoturn templates for fire and waste vehicles.</p>	
<b>Fire Services</b>  Rob Watson, Fire Inspector	<p>The driveway route around the visitor parking island should be wide enough to accommodate City fire trucks. Turning radii should be shown from the centre line, with a minimum of 12 metres.</p> <p>The required fire hydrants are to be noted on the site plan and need to be within 90 metres of principal entrances to buildings.</p>	
<b>Building Services</b>  Jeremey Bender, Supervisor, Building Permits	<p>The applicant is encouraged to meet with Building staff to discuss issues that frequently arise with stacked townhouse developments. Staff is also available to discuss options for sustainable building.</p> <p>Building staff will require a third party structural review at a later stage.</p>	
<b>Planning &amp; Design</b>  Margaret Kish, Principal Planner, Policy	<p>The “Urban Residential Areas – Medium Density” designation provides for a maximum residential density of 80 units per net hectare. The proposed density of 289 units per net hectare well exceeds the maximum density permitted by the Official Plan.</p> <p>Particular attention should be paid to attractive physical design, well developed pedestrian environments, especially along the Brock Road frontage and connections to the community to the north, and emphasis on road orientation and building massing that features and frames prominent views of natural areas to the south and east of the site.</p> <p>A portion of the site along the north and south property lines is within the “Natural Heritage System” overlay of the Official Plan. Further, portions of the site are identified as being within Significant Woodlands, Shorelines, Significant Valley Lands and Stream Corridors. The Official Plan identifies minimum areas of influence and vegetation protection zones that must be</p>	

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)	Action Items/Status
	<p>addressed through an <b>Environmental Impact Study</b>.</p> <p>The site is identified as being within the Groundwater Recharge Area, and as such a <b>Hydrogeology and Water Balance Study</b> is required to address mitigation strategies to ensure no loss of water recharge quantity or quality.</p> <p>The Duffins Precinct Design Guidelines identifies overall maximum residential units and height limits within the Duffins Precinct. The applicant is required to submit a <b>Duffins Precinct Design Guidelines Statement</b> as to how the proposal meets the intent of the Guidelines. This statement may be included as part of the <b>Planning Justification Report</b>.</p>	
<p>Nilesh Surti, Manager, Development Services</p>	<p>A draft OPA and Zoning By-law will be required with the <b>Planning Justification Report</b>.</p> <p>A <b>Sustainability Report, Shadow Study, Bird Strike Analysis</b> and <b>Parking Justification Analysis</b> are required.</p> <p>The City recently implemented Official Plan Amendment 27 which added minimum vegetation buffers which will have to be addressed in the <b>Environmental Impact Study</b>.</p> <p>The City may use an ‘H’ Holding provision in the zoning by-law amendment to ensure that appropriate landowner’s cost sharing arrangements have been satisfied.</p> <p>The Brock Road right turn taper lane is to be shown on the Concept Site Plan.</p> <p>Proposed parking of 1.0 space per unit for the stacked townhouse units may not be sufficient. The applicant should consider providing between 1.25 to 1.5 spaces per unit.</p> <p>Visitor parking is partially provided in separate visitor parking areas and partially in tandem with resident parking for the stacked townhouse units. All visitor parking should be provided in separated visitor parking areas.</p> <p>The applicant should provide details on the portions of the property located behind the townhouse blocks. The</p>	

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)	Action Items/Status
	<p>space has the potential for backyards for the townhouse units, common amenity space, etc.</p> <p>Balconies and rooftop terraces may be undesirable for the northern units of stacked townhouse Block C. The proximity to the detached homes to the north may create privacy impacts.</p> <p>The applicant should explore options for increasing the connectivity of the site to surrounding areas, including access to Brock Road through the apartment building and along the south lot line, and connections to the green space to the south.</p> <p>The apartment building should be designed with a high level of architectural consideration. The façade should be appropriately articulated to prevent a smooth, blank wall.</p> <p>The general area suffers from a lack of parkland and the additional residents will further strain existing parks. The applicant should explore options for providing community benefits.</p>	
<p><b>External Agencies</b></p> <p>Toronto &amp; Region Conservation Authority</p> <p>Vanessa Aubrey</p>	<p>An updated <b>Stormwater Management Scheme, Water Balance Study, and Functional Site Servicing Report</b> are required.</p> <p>An updated <b>Environmental Impact Study</b> is required.</p> <p>The current site layout may not be sufficient to accommodate stormwater management features.</p> <p>The conveyance of open space lands to the TRCA will be required.</p> <p>Please contact Vanessa Aubrey at the TRCA for full comments on the proposal.</p>	
<p>Region of Durham, Planning and Economic Development Department</p> <p>Valerie Hendry</p>	<p>The Region of Durham Official Plan (ROP) designates the subject site as “Living Areas” in the Urban System with a “Regional Corridor” overly along Brock Road. The built form should include a wide variety of building forms, generally mid-rise in height, with some higher buildings with development oriented to the corridor. Developments will be required to have consideration for supporting and providing access to public transit.</p> <p>The ROP recognizes Brock Road as Type ‘A’ Arterial Road and a Transit Spine. Type ‘A’ Arterial Roads are</p>	

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)	Action Items/Status
	<p>designed to carry large volumes of traffic at moderate to high speeds, have some access restrictions and generally have a right-of-way width ranging from 36 metres to 45 metres. These corridors should be developed to their fullest potential. Transit Spines are intended to facilitate inter-regional and inter-municipal services along arterial roads. They shall intersect with local transit services which shall provide for complementary higher densities and mixed uses and buildings oriented towards the street to reduce walking distances to transit facilities.</p> <p>The proposed development is situated on a Regional Corridor and Transit Spine which could support the proposed uses and the site is within close proximity to transit and active transportation. Appropriate development applications, such as a Local Official Plan Amendment will be considered to determine if the development conforms with the ROP and exempt from Regional approval. In particular, the proposed density of the subject site will have to be reviewed to determine it can be supported in the Duffin Heights Neighbourhood.</p> <p>Key natural heritage and/or hydrologic features associated with the West Duffins Creek tributary exists at the south-easterly property lot line. The applicant shall consult with the TRCA on defining any development limits, setbacks, and other additional requirements. The applicant may need to update existing supporting information to reflect the revised development. Further consultation and supporting comments on the revised development from the TRCA may be required.</p> <p><b><i>Environmental Site Assessment</i></b></p> <ul style="list-style-type: none"> <li>• The applicant is required to address site contamination. A <b>Record of Site Condition (RSC) Compliant “Phase One Environmental Site Assessment”, (Phase One ESA)</b> of the subject site will need to be submitted to the Region of Durham. Depending on the findings of the Phase One ESA, an RSC Compliant Phase Two ESA and possibly an RSC filed with the Ministry of Environment, Conservation and Parks (MOECP) may also be required.</li> <li>• The Qualified Person who conducts the ESA report(s) must complete and sign the Region’s “Reliance Letter” and “Certificate of Insurance”</li> </ul>	

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)	Action Items/Status
	<p>forms (see attached templates) to extend reliance to the Region for the ESA report(s).</p> <p><b>Noise Impact Study</b></p> <ul style="list-style-type: none"> <li>The proposed development is adjacent to Brock Road, designated as a Type “A” Arterial Road. The applicant will be required submit a <b>Noise Impact Study</b>, prepared by an acoustic’s consultant to support the proposed residential development.</li> </ul> <p><b>Archeological Site Assessment</b></p> <ul style="list-style-type: none"> <li>An <b>Archeological Site Assessment</b> of the subject site was submitted with the previous application A 11/16(R). Confirmation from the Ministry of Tourism, Culture and Sport should be provided that they are satisfied that all matters have been resolved should be provided with the revised applications.</li> </ul>	
<p>Region of Durham, Works Department</p> <p>Peter Castellan</p>	<p><b>Regional Municipal Services</b></p> <p>Regional standards and by-laws will only permit one water service connection for one property. The applicant will need to indicate the location of the meter room/building as all units will be bulk metered from the one location. If individual metering is required, it will be the responsibility of the proponent to provide private meters in each unit.</p> <p>There is adequate water supply and sanitary sewer capacity for this development proposal.</p> <p><b>Municipal Waste Collection</b></p> <p>Further information is required to make a final decision on municipal waste collection. A waste plan is recommended. Further details are required with respect the high rise 20-storey building, identifying the waste collection point, and an internal layout of the waste room to ensure it meets the Region’s waste management requirements. An auto-turn showing the movement of the waste vehicle on the private road network is recommended. Clear delineation of waste set set-out for units in Blocks C and D is required, as there is no driveway for four units in each block and therefore no established set-out point.</p>	

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)	Action Items/Status
	<p>As per the Guidelines for Municipal Waste Collection service on Private Property found in Schedule “P” of the Regional Waste Bylaw 46-2011 roads must be 6.5m in width and a 13m turn radius provided. The road configuration enables the waste vehicle to move in a forward motion without reversing as per municipal waste collection guidelines. Once occupancy reaches &gt;50% an “Application of Service on Private Property and Indemnification Form” is required to be submitted. A site review will be scheduled at that time to confirm the site meets the requirements.</p> <p><b>Transportation</b></p> <p>A <b>Traffic Study</b> for the proposed development is required. The transportation consultant shall submit a terms of reference for our review prior to commencing the traffic study.</p>	
<b>6.</b>	<b>Additional Information</b>	
	<p>The applicant should comply with the City’s Stormwater Management Design (SWM) Guidelines.</p> <p>A link to the City’s SWM guidelines is provided below:  <a href="http://www.pickering.ca/en/business/resources/SWM_Guidelines.pdf">http://www.pickering.ca/en/business/resources/SWM_Guidelines.pdf</a></p> <p>The applicant should incorporate sustainable elements into their proposal</p> <p>For more information on the City’s Sustainable Development Guidelines Report, visit the website link below:  <a href="http://www.pickering.ca/en/living/resources/mainreportfinalmay07developmentguidelines.pdf">http://www.pickering.ca/en/living/resources/mainreportfinalmay07developmentguidelines.pdf</a></p> <p>The development should include all required sustainability elements and a specific number of optional elements; there are three levels of sustainability (Levels 1, 2 and 3); the more optional elements included, the higher the level of sustainability.</p>	
<b>7.</b>	<b>Technical Reports Required</b>	
	Please see attached Technical Report Check List	
<b>8.</b>	<b>Fees Requirement</b>	
	<b>Fees are subject to change depending on the application submission date and in accordance with</b>	

Item/ Ref #	Details & Discussion & Conclusion (summary of discussion)	Action Items/Status
	<p><b>the City's General Municipal Fees By-law.</b></p> <p>For the proposed development the following fees are required:</p> <p>City of Pickering, City Development:</p> <ul style="list-style-type: none"> <li>• Pickering Official Plan Amendment – Major: \$42,000.00</li> <li>• Zoning By-law Amendment – Major: \$15,400.00 plus,  First 25 units (1-25): \$400.00 per unit  Next 75 units (26-100): \$300.00 per unit  Next 100 units (101-200): \$200.00 per unit  Next 800 units (201-1000): \$100.00 per unit</li> </ul> <p>City of Pickering, Engineering Services:</p> <ul style="list-style-type: none"> <li>• Please see the attached Development Services User Fee schedule. An Engineering Review Fee, Development Services Inspection Fee, and Stormwater Maintenance Fee will be required at the site plan stage.</li> </ul> <p>Region of Durham Planning &amp; Economic Development Department:</p> <ul style="list-style-type: none"> <li>• Please find attached a copy of the Region's review fee schedule. Certain fees shall be submitted depending on the type of development application.</li> </ul> <p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> <li>• Please contact the TRCA for details.</li> </ul>	

Meeting Adjourned: 3:30 PM

Copy: Alison Li Lin, Brock Road Duffin Forest Inc.  
Dana Anderson, MHBC  
Taylor Gascoigne, MHBC  
Harvy Kohn, Kohn Architects  
Elyse Snyder, Kohn Architects  
Vanessa Aubrey, Toronto and Region Conservation Authority  
Valerie Hendry, Durham Region  
Peter Castellan, Durham Region  
Nilesh Surti, City Development  
Rory McNeil, City Development  
Jeremy Bender, City Development  
Margaret Kish, City Development  
Paal Helgesen, Engineering Services  
Nadeem Zahoor, Engineering Services  
Irina Marouchko, Engineering Services  
Rollie Oriol, Engineering Services  
Arnold Mostert, Engineering Services  
Robert Watson, Fire Services

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**Minutes/Meeting Summary**

2055 Brock Road (Brock Road Duffins Forest Inc.)  
April 15, 2019



**Materials and Studies Required for 2055 Brock Road  
(Brock Road Duffins Forest Inc.)  
(list appears in section 16.5A of the Pickering Official Plan)**

<b>Plans/Studies/Reports</b>	<b>POP Reference</b>	<b>Required (✓) Not Applicable (N/A)</b>	<b>Comments</b>
<b>Planning Rationale Report</b>	<b>16.5A(i)</b>	✓	Required to include a draft OPA, Zoning By-law and Duffin Precinct Design Guideline Statement.  10 copies
<b>Transportation Study</b>	<b>16.5A(ii)</b>	✓	A revised Traffic Impact Study is required.  Sign and stamped by a P.Eng. 10 copies
<b>Shadow Study</b>	<b>16.5A(iii)</b>	✓	10 copies
Wind Study	16.5A(iv)		
Heritage Conservation Compliance Statement	16.5A(v)		
<b>Archaeological Assessment</b>	<b>16.5A(vi)</b>	*	Confirmation from the MTCS that they are satisfied that all matters have been resolved is required.  5 copies
<b>Functional Servicing Study/ Site Servicing Study</b>	<b>16.5A(vii)</b>	✓	Sign and stamped by a P.Eng. 10 copies
<b>Drainage and Stormwater Management Study</b>	<b>16.5A(viii)</b>	✓	Stormwater Management Scheme required.  Sign and stamped by a P.Eng. 10 copies
Flood Plain Impact Engineering Study	16.5A(ix)		
Agricultural Report	16.5A(x)		
Site Suitability Study	16.5A(xi)		
<b>Environmental Report</b>	<b>16.5A(xii)</b>	✓	An updated Environmental Impact Study (EIS) is required. Must address minimum areas of influence and vegetation protection zones.  10 copies
Natural Heritage Evaluation	16.5A(xiii)		
Hydrological Evaluation	16.5A(xiv)		

<b>Plans/Studies/Reports</b>	<b>POP Reference</b>	<b>Required (✓) Not Applicable (N/A)</b>	<b>Comments</b>
<b>Hydrogeology and Water Budget Study</b>	<b>16.5A(xv)</b>	✓	Required to address mitigation strategies.  10 copies
Watershed/Sub-watershed Study	16.5A(xvi)		
Aggregate Extraction Impact Study	16.5A(xvii)		
Aggregate Extraction Assessment Study	16.5A(xviii)		
Assessment of Lands within 500 metres of Known Waste Disposal Site	16.5A(xix)		
<b>Phase I Environmental Site Assessment</b>	<b>16.5A(xx)</b>	✓	An RSC Compliant Phase One ESA is required to be prepared and signed by a Qualified Person (QP). Depending on the findings of the Phase One ESA, an RSC Compliant Phase Two ESA and possibly an RSC filed with the MOECP.  The QP must complete and sign the Region's "Reliance Letter" and "Certificate of Insurance" forms.  5 copies
Phase II Environmental Site Assessment			
Record of Site Condition			
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)		
<b>Noise Study</b>	<b>16.5A(xxiv)</b>	✓	Required to prepared by an acoustic's consultant.  10 copies
Vibration Study	16.5A(xxv)		
Dust/Odour Control Study	16.5A(xxvi)		
Lighting Study	16.5A(xxvii)		
Retail Impact Study	16.5A(xxviii)		
<b>Sustainable Development</b>	<b>16.5A(xxix)</b>	✓	10 copies

<b>Plans/Studies/Reports</b>	<b>POP Reference</b>	<b>Required (✓) Not Applicable (N/A)</b>	<b>Comments</b>
<b>Report</b>			
Rental Housing Conversion Study	16.5A(xxx)		
Urban Design Brief	16.5A(xxxi)		
Financial Impact Study	16.5A(xxxii)		
Architectural Design Study	16.5A(xxxiii)		
Railway Corridor Safety Study	16.5A(xxxiv)		
Other Reports (such as): • <b>Parking Standard Analysis/Justification</b>		✓	Parking Justification Analysis Required. Can be included in the Traffic Impact Study.  10 copies
• Construction Management			
• Implementation / Phasing Report			
• Tree/Vegetation Inventory Report			
• <b>Bird Strike Analysis</b>		✓	10 copies
• <b>Geotechnical Report</b>		✓	10 copies
• <b>Concept Site Plan</b>		✓	15 copies
• <b>Electronic copies of all materials in .pdf format</b>		✓	3 USB drives
• <b>Additional copies of Application Forms</b>		✓	15 copies

# **Appendix B**

## Draft Official Plan Amendment

The Corporation of the City of Pickering

By-law No. XXXX/20

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 2055 Brock Road, in the City of Pickering to permit a residential development consisting of apartment, stacked townhouse and street townhouse dwelling.

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 – High 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 2055 Brock Road and as follows:

- I. Minimum and Maximum Net Residential Density – Over 80 and up to and including 290 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 \_\_\_\_ 2020.

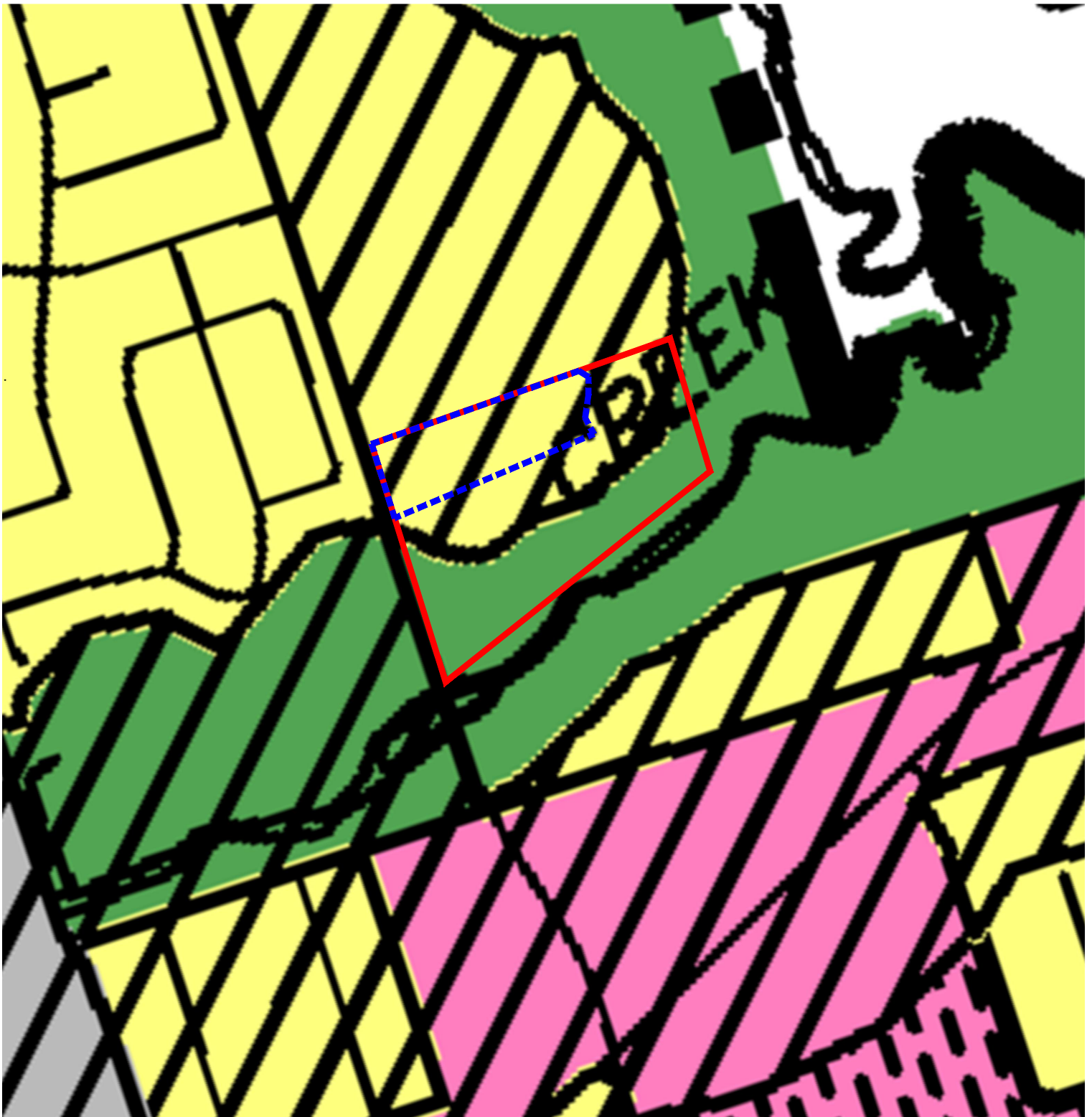
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Mayor

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City Clerk





Data Source: Schedule I to the Pickering Official Plan - Land Use Structure



**Draft Official Plan  
Amendment – Schedule I**  
SCHEDULE I TO OFFICIAL PLAN  
PASSED THIS \_\_\_\_\_  
DAY OF \_\_\_\_\_

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

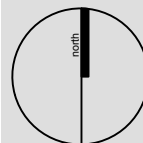
**2055 Brock Road,  
Pickering, Ontario**

**LEGEND**

-  Subject Lands
-  Development Site

DATE: 4/3/20

SCALE 1 : 5,000



**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM

# **Appendix C**

## Draft Zoning By-law Amendment



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The Corporation of the City of Pickering

By-law No. XXXX/20

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 2055 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 2055 Brock Road, in the City of Pickering to permit the development of a of apartment dwellings, stacked townhouses, and street townhouses;

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:

**4. Schedule I**

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

**5. Area Restricted**

The provisions of this By-law shall apply to those lands being 2055 Brock Road, City of Pickering, and designated SA-XX on Schedule I to this By-law.

**6. 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.

**7. Definitions**

In this By-law,

- (1) *“Amenity Area”* shall mean 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.
- (2) *“Balcony”* shall mean an attached covered or uncovered platform projecting from the face of an exterior wall, including above a porch, which is only directly accessible from within a building, usually surrounded by a ballastrude or railing, and does not have direct access to grade.
- (3) *“Condominium, Common Element”* shall mean spaces and features owned in common by all shareholders in a condominium and may include private streets, walkways and parking and amenity areas.

**8. Provisions (SA-XX Zone)**

**(1) Uses Permitted**

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 for any purpose except the following:

- (i) Apartment dwelling accessed from a private street;
- (ii) Stacked Townhouse dwelling accessed from a private street;
- (iii) Street Townhouse dwelling accessed from a private street.

**(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-XXX ZONE):**

A. Lot Area (minimum):	13,115 sq m
B. Lot Coverage (minimum):	36%
C. Lot Frontage (minimum):	40 m
D. Density (maximum):	300 uph
E. <i>Amenity Area</i> (minimum):	1,228 sq m
F. Front Yard setback (minimum):	3 m
G. Rear Yard setback (minimum):	5 m
H. Side Yard setback exterior (minimum):	3 m
I. Side Yard setback interior (minimum):	15 m
J. Setback to underground parking (minimum):	0 m
K. Drive aisle width (maximum):	6.5 m
L. Residential Driveway Width (maximum):	3.0 m

M. Despite clause F through I above, front yard or side yard balconies, verandahs and decks both covered and uncovered, may project a maximum of 1.5 metres into any required yard.

(ii) ZONING REQUIREMENTS FOR EACH BLOCK:

a. Block A

- i. Gross Floor Area (maximum): 22,000 sq m
- ii. Building Height (maximum): 65 m or 20 storeys
- iii. Building Depth: 76 m
- iv. Building Length: 62 m
- v. Tower floor plate: 850 sq m

b. Block B

- i. Gross Floor Area (maximum): 1,700 sq m
- ii. Building Height (maximum): 11 m or 3 storeys
- iii. Lot Area per dwelling unit (minimum): 48.0 sq m
- iv. Lot Frontage per dwelling unit (minimum): 5.5 m
- v. Building Length: 50 m
- vi. Building Depth: 14 m

c. Block C and D (per block)

- i. Gross Floor Area (maximum): 3,300 sq m
- ii. Building Height (maximum): 16 m or 3 storeys
- iii. Building Length: 48 m
- iv. Building Depth: 16 m

(iii) PARKING REQUIREMENTS:

A. For each dwelling unit there shall be provided and maintained the following:

- i. Apartment Dwelling: 1.0 parking spaces per dwelling unit
- ii. Stacked Townhouse Dwelling: 1.25 parking spaces per dwelling unit
- iii. Street Townhouse Dwelling: 2.0 parking spaces per dwelling unit

B. A minimum of 0.25 visitor parking spaces per dwelling unit shall be provided.

C. Any vehicular entrance for a private garage shall be located a minimum of 5 metres from any lot line that abuts a street or private road that provides vehicle access to the private garage.

(iv) SPECIAL REGULATIONS:

A. Despite the provisions of Section 5 of By-law 3036, the requirement for frontage on a public street shall be satisfied by establishing frontage on a private road.

**9. 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 area set out in Schedule I attached hereto. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provisions of By-law 3036, as amended.

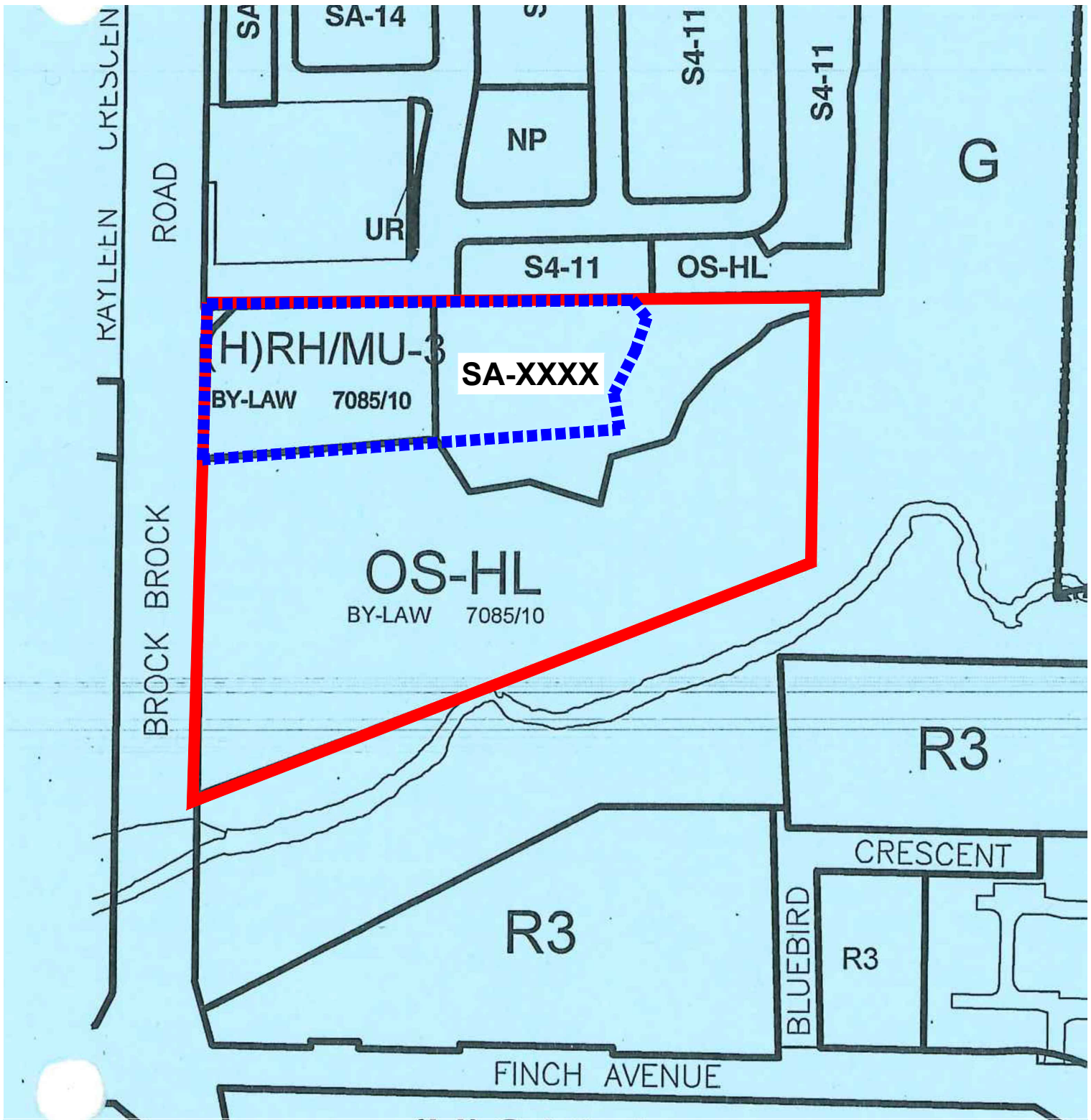
**10. Effective Date**

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

By-law passed this \_\_\_\_\_ day of \_\_\_\_\_ 2020.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk



Data Source: Map S50 of City of Pickering Zoning By-law 3036 (October 1966)

**Draft Zoning By-law  
Amendment – Schedule I**

SCHEDULE I TO ZONING BY LAW  
3036

PASSED THIS \_\_\_\_\_  
DAY OF \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
\_\_\_\_\_  
CLERK

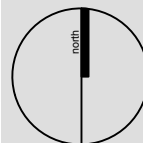
**2055 Brock Road,  
Pickering, Ontario**

**LEGEND**

- Subject Lands
- Development Site

DATE: 4/2/20

SCALE 1 : 2,500




**PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE**  
 230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
 P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM

# Appendix D

## Site Chronology

Application Type	Date	Status
<b>Zoning By-law Amendment</b> to permit the development of the Phase 1 lands (western half of Development Site) to facilitate the development of a 3 storey office and 12 live work townhouse units. This approval consisted of a (H) Holding Symbol on the lands until the completion of several items including an Environmental Servicing Plan, Stormwater Management and Hydrogeological Report, Ministry of Culture approval of a Stage 1 and 2 Archaeological Report, Noise Impact study, Phase 1 ESA and registration of a Development Agreement. TRCA Lands were to be conveyed prior to the issuance of the first building permit.	2008 – approximately	Approved
<b>Site Plan Approval and Lifting of the Holding Symbol</b> , building permit application submission for Phase 1	2016 – approximately	Phase 1: Approved and Holding Provision Lifted TRCA lands were not conveyed.
<b>Minor variance</b> approval to permit a 68% building frontage along Brock Road whereas 85% was required	January -2016	
<b>Draft Plan of Subdivision and Zoning By-law Amendment</b> application for Phase 2 lands consisting of 3 townhouse blocks comprised of 25 townhouse units.	November 2016	Phase 2 Public meeting  Draft Plan of Subdivision withdrawn
<b>New Owner (current owner) took possession of Subject Lands</b>	<b>April 2017</b>	
<b>Resubmission of Zoning By-law Amendment and Draft Plan of Condominium</b> application for the entirety of the Development Site consisting of 7 townhouse blocks comprised of 39 townhouse units	June 2017 – application was deemed complete and circulated in November 2017	Application was deemed complete and circulated in November 2017

	March 2018	Statutory Public Meeting at City of Pickering
Meeting to Discuss revised Concept Plan with City Staff with increased height and density	November 2018	
Request for Pre-Consultation Meeting	March 2019	
Pre-Consultation Meeting	April 2019	
Closure of all active files associated with Subject Lands	April 2020	
Submission of current proposal and applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision	April 2020	



**MHBC**  
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