

October 27, 2022

Cody Morrison, Principal Planner
City Development Department
City of Pickering
1 The Esplanade South
Pickering, ON L1V 6K7

e: cmorrison@pickering.ca

Dear Mr. Morrison:

**RE: PLANNING ADDENDUM LETTER
ZONING BY-LAW AMENDMENT APPLICATION ZBA A05-20 – SECOND RESUBMISSION
2055 BROCK ROAD, BROCK ROAD DUFFINS FOREST INC.
City Files: OPA 20-001/P, ZBA A 05-20, SP-2020-01
OUR FILE: 17134 A**

Please see below for supplemental information and response to the third round of comments received from the City of Pickering and Toronto Region Conservation Authority (TRCA) on July 20, 2022 that pertained to the February 1, 2022 resubmission of the land use applications for Official Plan, Zoning By-law Amendment and Plan of Subdivision for the subject lands.

A revised Zoning By-law Amendment is found attached to this to address the accommodations for Conservation Authority grading and setbacks requirements.

The City's July 20, 2022 comments focused on the following five (5) key themes:

- 1) Site Design & Performance Standards;
- 2) Traffic Impact Study;
- 3) Environmental Impact Study;
- 4) Sustainability;
- 5) Garbage Collection;

while the TRCA's comments focused on an additional five themes:

- 6) Limit of the underground garage;
- 7) Confirmation from City re: retaining walls;
- 8) Clarification re: grading plan;
- 9) De-watering – additional information; and
- 10) Low-Impact Development (LID) details.

The project team has responded more specifically to the City's and TRCA's comments and are outlined within the Comment Matrix attached to this second resubmission.

Revised Draft Concept Plan

The following provides an overview of the main revisions that have been undertaken between the February 1, 2022 resubmitted concept plan and the current submission (e.g. second resubmission). Please note that should any responses to City or TRCA comments not noted below, may be found in the attached Comment Matrix.

1. Site Design & Performance Standards

To confirm, the site land ownership structure will be a standard condominium.

Apartment A

- Tower floor plate has been reduced to the City's requested 810 square metres.
- Indoor common amenity space calculation is: 2 m²/unit
- A multi-purpose room will be provided for a potential prayer room use while providing for diversity and inclusion
- Calculation for provision of Outdoor Private Amenity Space per dwelling unit is: 4.0 m²/dwelling unit with 1.5 m depth to slab edge as required. The combined provision of dwelling unit amenity space is 1,488 m². This total excludes common amenity areas such as POPs and common amenity terraces.
- Please note that two suites on Level Two are provided with Juliette balcony conditions which results in an area less than 4.0 m² external to façade face. However, the total required private amenity area exceeds the minimum total of 4.0 m² per dwelling unit.

Street Townhouses:

Block B

- The retaining wall design along the north property line has been eliminated and replaced by an incremental 2% grade toward valleylands to east.
- Interior garage dimension will be 3.0 m by 6.0 m with a dedicated storage area within garage to accommodate storage of personal items and garbage containers.
- Sidewalk to garage setback will be 6 m as required by City
- The access gates along the rear lot line fence that abut the rear lot lines of single detached dwellings along Saffron Drive, have been removed and a maintenance path has been added.

Back-to-Back Townhouses:

Blocks C and D

- Hard Surface along east side of Block C is in response to required setbacks of the Conservation Authority. The east property line, by Block C, represents natural heritage system (NHS) lands that provide a significant area of soft landscaping.
- Block C's setbacks are provided at a 2 m minimum on the east side and as addressed through the site-specific draft Zoning By-law Amendment and have been reduced due to the required setbacks of the Conservation Authority. The reduced setbacks represent the provision of sufficient livable space (GFA) within each private dwelling unit of Block C.
- The provision of back-to-back townhouses, rather than street townhouses, ensures that the units increase availability of housing unit options for future residents. This addresses Provincial Interest to increase the provision of housing in Durham Region.
- Block D's building setbacks are addressed through the revised draft Zoning By-law Amendment, as attached to this resubmission and noted in the attached Comment Matrix.

- Block C is setback from the private sidewalk along the west facade. The east façade sidewalk provides a 0 m setback to accommodate the required 3 m setback of the Conservation Authority’s regulated area setback requirement. This 3 m setback provides for soft landscaping for the eastward facing units.
- The entryway steps do not encroach upon the private sidewalks.
- Snow storage space may be provided at the north and south ends of the private roadway that parallels the western façade of Block C. It should be noted, that snow removal to off-site areas may be provided based on the future condominium association’s operation and maintenance service agreements and may not be assumed to be stored on site.
- The proposed draft Zoning By-law Amendment regulations address the revised concept plan setbacks.

Projections into Required Yards

The revised draft Zoning By-law Amendment, submitted with the resubmission package, has revised the regulations governing projections into required yards. The Apartment building’s projections represent the accommodation of an entryway canopy by Brock Road and the private residential terraces of the four (4) and six (6) storey building extensions along both Brock and Usman Roads. Similarly, for Blocks B, C and D, projections into setbacks are addressed through site-specific exceptions to allow for patio, patio stairwells, garage chutes and stairwell to underground parking within the required yards. The amendments to the regulations are a result of addressing the setback requirements from natural heritage system boundaries and the removal of the proposed retaining wall along the lot line adjacent to the rear lot lines of residential lots fronting Saffron Drive.

Bicycle Parking

Bicycle parking is not required for Apartment Dwellings in Zoning By-law 3036. Indoor bicycle parking will be provided within the underground parking area. Based on the Traffic Impact Study by Crozier, the provision of bicycle parking spaces is based on the recommended 1:1 ratio of units to bikes. The bicycle parking spaces support active transportation and related Low Impact Development aspects. A total of three hundred and seventy-two (372) spaces will be provided in the underground parking area. No outdoor storage is proposed.

Cross-Section Elevation

Cross-section elevations are provided for the town-house and back-to-back townhouse units. The Cross-section highlights how the two blocks of units highlight the compatibility of the building heights to the existing low-density dwelling units to the north. The cross-section also identifies the grading plan elevations from east to west and adjacent to the rear lot lines of the abutting properties that front onto Saffron Drive.

2. Transportation

As Durham Region has not provided any comments regarding the creation of an intersection at the south Usman Road entry/exit point at Brock Road, nor signalization of the intersection, it remains an inter-municipal decision between the City of Pickering and the Region of Durham rather than this application. As a result, the Council directive to signalize the intersection prior to construction of 2055 Brock Road may not be considered applicable nor implementable until Durham Region agrees to such an intersection. As noted in the City’s Engineer Department’s comments, signalization of a desired intersection at Brock Road, “is under the jurisdiction of the Region of Durham.”

Crozier did engage with Region of Durham regarding the feasibility of signalization of Brock Road/Usman Road and the Region has verbally indicated that it does not, and will not, support Council's motion of February 22, 2021.

All other responses to the City's July comments, are found within the attached comment matrix.

3. Environmental Impact Study

The architects have worked in coordination with TRCA to ensure that the proposed underground garage's exterior south wall may be built to the lot line without a setback requirement. And to ensure access to the exterior below grade garage wall for future maintenance purposes, TRCA agrees with allowing for a 3.0 metre easement along the south property line over the 'to be conveyed' lands that will be conveyed to the TRCA.

4. Sustainability

It is noted that an updated Sustainable Development Report will be required with the Site Plan Application.

5. Garbage Collection

A Waste Collection Standards is attached to this resubmission package as Sheet A102, that satisfies the Region of Durham's request for a Waste Management Plan. The revised concept plan has provided for a 13.0 metre turning radius which is an increased radius of 1.0 metres and is shown on the applicable resubmitted plans with this package.

6. Detailed Site Design Matters

- Underground parking garage vents have been setback 4.0 m from lot lines as required and are no longer located between a building and streetline.
- Visitor Parking: 2 accessible parking spaces are now provided and identified by icon on plans for an increase of one additional space
- Building Block B, south façade, has increased soft landscaping area
- Block C and D risers do not encroach onto private walkways and have increased provision of soft landscaping areas
- Walkway widths are 1.5 m throughout site area.
- Air-cooling systems for Blocks B are proposed within the private rear yards, and for Blocks C and D will be located within rooftop amenity areas and are identified on the submitted concept plan.

7. Engineering Services Department

- Functional Servicing Report (FSR) comments are addressed within the revised FSR submitted with this resubmission;
- HydroGeological Assessment Report has been revised to clarify the location of the closest wetland feature.
- Traffic comments are addressed through the revised Traffic Impact Study and transportation plans submitted with this resubmission.
- The proposed, revised POPs has been redesigned and provides two sidewalk entry points from the west and from the northeast into the park area. A pathway connection has been added that extends southward toward the southwestern park area and the southern lot line from the central area of the park and is now connected to the walkway along the south side extent of Block D.

8. Fire Department (Robert Watson comments)

- Siamese connections are within 45 m of fire hydrant;
- Principal entrance is within 3 to 25 m of fire route.

9. TRCA

- Limit of Underground garage has been addressed between architects and TRCA; the resubmitted concept plan reflects agreement that a zero lot line beneath grade abutting the south lot line is acceptable to the TRCA; the TRCA also agrees to a 3.0 access easement along the south line that provides future opportunity for maintenance functions to the below grade parking wall's exterior southerly façade;
- The retaining walls have been replaced by grading lands with one to two percent (1-2%) grade changes that reflect existing topography and drainage toward valleylands;
- Grading Plan has been revised and should provide sufficient clarity to TRCA;
- De-watering information is provided to the extent permissible through the HydroGeological Report with this resubmission package; Accurate and specific de-watering information will be provided during the Site Plan application stage;
- Low Impact Development (LID) details will be provided with the Site Plan Application.
- Further TRCA Comment Matrix chart comments are addressed within current resubmission package's Comment Matrix.

As noted above, the revised reports, concept and landscape plans address the July 20, 2022 comments and the requests received from the City of Pickering and the Toronto Region Conservation Authority. The draft Zoning By-law Amendment has been revised to ensure that the addressed revisions provide appropriate and applicable regulations for site plan conformity.

Yours Truly,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner



Tamara Tannis, MCIP, MCP, RPP
Associate

cc. A. Lin, S. Lawrence, K. Bell, M. Potter, J. Kraft

Attach. Revised Draft Zoning By-law Amendment

Revised - Draft Zoning By-law Amendment

The Corporation of the City of Pickering

By-law No. XXXX/22

Being a by-law to amend Restricted Area (Zoning) By-law 3036, as amended, to implement the Official Plan of the City of Pickering, Region of Durham, at 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 apartment dwellings, **back-to-back 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:

1. Schedule I

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

2. Area Restricted

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

3. General Provisions

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

4. Definitions

In this By-law,

- (1) *“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 balustrade 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.
- (4) *“Condominium, Standard”* shall mean lands that contain buildings that are subdivided into units that include exclusive use areas and common elements.

5. 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) **Back-to-Back** 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): **1 ha**
- B. Lot Coverage (minimum): **36%**
- C. Lot Frontage (minimum): **40 m**
- D. Density (maximum): **300 uph**
- E. *Amenity Area* – combined (minimum): **1,225 sq m**
- F. Front Yard setback, **exterior, abutting Regional public road** (minimum):
 - i) Apartment **4 m**
- G. **Front Yard setback, interior, from extent of private roads** (minimum):
 - i) **Street Townhouse (Block B)** **6.5 m**
 - ii) **Back-to-Back Townhouse (east) (Block C)** **2 m**
 - iii) **Back-to-Back Townhouse (south) (Block D)** **3.5 m**
- H. Rear Yard setback to lot line (minimum): **4.5 m**
- I. **Side Yard setbacks, exterior, to lot lines** (minimum): **3 m**
- J. Side Yard setbacks interior (minimum): **1 m**
- K. Yard setback, below grade (minimum): **0 m**
- L. Drive aisle width (maximum): **6.5 m**
- M. Residential Driveway Width (maximum): **3.0 m**
- N. Despite clauses F through L above, **the maximum allowable projections into required front, side or rear yards shall be as follows:**
 - a. **Apartment Complex (Block A):**

- i. At-Grade awning, canopy or similar weather-shielding structure and related stairs facing a regional public road 4 m
- ii. Roof 1 m
- iii. Residential Terraces: 2 m
- b. Street Townhouse (Block B)
 - Rear Patio stairs 4 m
- c. Back-to-Back Townhouses
 - Stairwell to underground 3.1 m

(ii) ZONING REQUIREMENTS FOR EACH BLOCK:

- a. Apartment (Block A)
 - i. Gross Floor Area (maximum): 24,000 sq m
 - ii. Building Height (maximum): 65 m or 20 storeys (excl. mph)
 - iii. Building Depth (minimum): 76 m
 - iv. Building Length (minimum): 60 m
 - v. Tower floor plate (maximum): 810 sq m
- b. Street Townhouse (Block B)
 - i. Gross Floor Area (maximum): 2,200 sq m
 - ii. Building Height (maximum): 11 m or 3 storeys
 - iii. Lot Area per dwelling unit (minimum): 48 sq m
 - iv. Lot Frontage per dwelling unit (minimum): 5.5 m
 - v. Building Length (minimum): 50 m
 - vi. Building Depth (minimum): 14 m
- c. Back-to-Back Townhouses (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 (minimum): 40 m
 - iv. Building Depth (minimum): 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. Back-to Back 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.

6. 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.

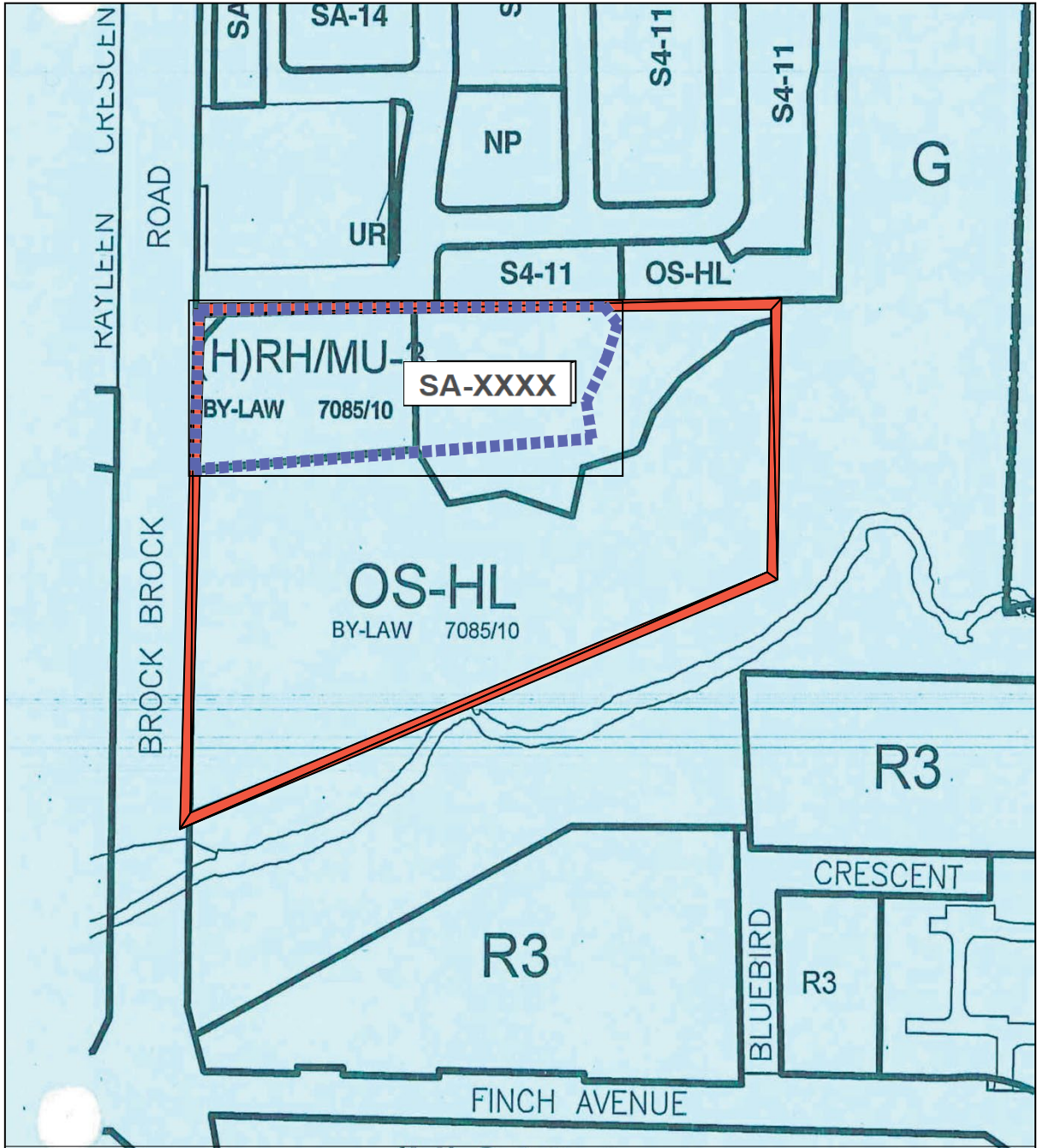
7. Effective Date

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

By-law passed this _____ day of _____ 2022.

Mayor

City Clerk



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

LEGEND



SUBJECT LANDS

DEVELOPMENT SITE

2055 Brock Road, Pickering, Ontario