

PLANNING JUSTIFICATION REPORT

1755 Pickering Parkway, Pickering

Proposed Mixed Use Development

PREPARED FOR

Bayfield Realty Advisors

PREPARED BY



Zelinka Priamo Ltd.

LAND USE PLANNERS

Original Report: June 3, 2022

Revised Report: April 12, 2024

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1.0 INTRODUCTION AND SUMMARY

1.1 BACKGROUND

On behalf of Bayfield Realty Advisors and Pickering Ridge Lands Inc. (“Bayfield”), Zelinka Priamo Ltd. has applied to the City of Pickering for an Official Plan Amendment and Zoning By-law Amendment related to the proposed redevelopment of the lands at 1755 Pickering Parkway in the City of Pickering (the “Site”). The Site is an existing commercial plaza commonly known as the “Shops at Pickering Ridge”.

The proposed amendments would establish a future vision for the lands to permit the phased redevelopment of the Site for a mix of residential, commercial, office uses, and open space uses, comprised of a proposed 7 phases and 7 new buildings (the “Proposed Redevelopment”). The proposed buildings at full build-out range in height from 20 to 43 storeys (as well as podiums between 3-7 storeys) and will introduce approximately 5,249 dwelling units to the community. The development proposes a mix of uses, including active at-grade uses and a mixed-use office building, for a total of 26,103 sq.m GFA of non-residential use. The redevelopment would achieve a Floor Space Index of approximately 3.41 upon full build out.

The applicant submitted the original Official Plan Amendment and Zoning By-law Amendment Applications on June 6, 2022. The applications submitted at the time were intended to implement the Official Plan Amendment for the entire Site but implement the Zoning By-law amendment for only phase 1 of the Proposed Redevelopment. At the time, it was planned that each subsequent phase would proceed through an independent Zoning By-law amendment process or following a City-initiated Zoning By-law review.

1.1.1 Modified Scope of Applications

Following the submission in June 2022 and a period of municipal review, in consultation with City of Pickering Planning Staff, the applicant requested a “hold” for the applications on January 9, 2023. This hold was intended to allow for the applicant team to broaden the scope of the Zoning By-law Amendment Application to encompass the entire Site, establishing zoning regulations that would guide, not only the first phase, but the subsequent 6 phases of development as well.

As such, Zelinka Priamo Ltd. is pleased to provide this revised resubmission with an expanded scope to establish Official Plan and Zoning permissions for the entire Site. Accordingly, this Planning Justification Report (PJR) is a revised version of our June 3, 2022 PJR. This PJR is updated to account for the revised scope of the applications and address the modified planning policy framework since the initial submission.

This following land use assessment is to provide planning justification for the proposed Official Plan Amendment and Zoning By-law Amendment for the Site. A future Site Plan Approval application will be submitted to the City to facilitate each phase of the Proposed Redevelopment. It is also expected that a Draft Plan of Subdivision will establish the block configuration of the site, prior to redevelopment of future phases.

This report evaluates the Proposed Redevelopment within the context of applicable land use policies and regulations, including:

- Provincial Policy Statement;
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe;
- Durham Region Official Plan;
- New Durham Regional Official Plan (2023);
- City of Pickering Official Plan;
- City of Pickering Zoning By-law;
- Draft OPA 38: Kingston Road Corridor and Brock Mixed Use Node;
- Specialty Retailing Node Development Guidelines; and
- Kingston Road Corridor and Brock Mixed Use Node Urban Design Guidelines.

1.2 PRE-CONSULTATION AND CIRCULATION COMMENTS

An application for Pre-consultation was submitted to the City, following which a Summary of Comments dated September 18, 2020, was provided to the applicant, confirming that an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval applications would be required to facilitate the Proposed Redevelopment.

Following the first submission in June of 2022, the applicant was provided with comments from the following departments and agencies:

- City of Pickering, Development Review and Urban Design;
- City of Pickering, Development Engineering;

- Region of Durham;
- Ministry of Transportation Ontario;
- Toronto and Region Conservation Authority;
- Canadian National Railway;
- Durham District School Board; and
- Durham Catholic District School Board.

These comments have been considered in the preparation of the revised application. For detailed responses to these comments, please refer to the Circulation Comments Matrix included in the resubmission, prepared by Zelinka Priamo Ltd.

1.3 SUMMARY

The report concludes that the Proposed Redevelopment and associated Official Plan and Zoning By-law Amendments are appropriate and desirable for the following reasons:

- The proposed Official Plan Amendment and implementing Zoning By-law Amendment, are consistent with the Provincial Policy Statement, and conform to the Growth Plan and Region of Durham Official Plan;
- It is appropriate and good planning to consider an amendment to the Pickering Official Plan, in the context of and to implement the direction for growth provided for by the Council endorsed Kingston Road Corridor and Specialty Retailing Node: Intensification Plan;
- The proposed Zoning By-law Amendment conforms with the City of Pickering Official Plan, following amendment;
- The proposed Official Plan Amendment establishes a vision and framework to guide comprehensive redevelopment of the Site;
- The vision for the Site is for a phased high-density, mixed-use community that introduces tall buildings on Site. The redevelopment is intended to shift the Site from an auto-oriented commercial plaza to a people-focused community with opportunities to live in a variety of market-based housing types and sizes, with numerous opportunities for local recreation and work opportunities as a result of the mixed-use format that introduces a significant new public park on Site. By intensifying the lands, the node is more supportive of existing transit, and is encouraging modes of transportations alternative to the private automobile;

- The Site is intended to retain commercial function while redevelopment occurs gradually in a phased manner. The proposed policy context reflects this intent in the inherent flexibility that is afforded for future phases, while also ensuring the existing use is considered through redevelopment;
- The Proposed Redevelopment provides a high-quality built form that will urbanize the streetscape and contribute to creating a strong pedestrian realm in an area that has historically been dominated by the private automobile;
- The Proposed Redevelopment will be appropriately transitioned from surrounding land uses;
- The technical submission materials prepared in relation to the Official Plan Amendment and Zoning By-law Amendment support the development as proposed; and
- Future Site Plan Approval applications will be required to facilitate the various phases of development, which will have further consideration of detailed Site design matters.

2.0 BUILT CONTEXT

2.1 DESCRIPTION OF THE SITE

The Site is an irregularly shaped parcel, bounded in part to the north by Pickering Parkway, to the west by Brock Road, to the east by the future Notion Road extension, and to the south by Highway 401 (see Figure 1). The Site is municipally known as 1755 Pickering Parkway.

The Site has an area of approximately 9.48 ha. The Site is an existing developed parcel and is largely flat in nature. There are no known natural heritage features on Site.

The Site has frontage along Brock Road to the west and Pickering Parkway to the north. There is an existing right-in and right-out only access to Brock Road. There are three existing all turns access points to Pickering Parkway, including dedicated left turn lanes. There are no existing signalized intersections on the Site.

Figure 1: Aerial View of 1755 Pickering Parkway.



The Site is developed as an existing commercial plaza referred to as “The Shops at Pickering Ridge”. There are four existing, single storey, commercial buildings on the Site, totalling approximately 26,585.96 sq. m GFA of commercial space that accommodate a range of commercial unit sizes. There are a range of existing commercial type uses located on Site.

Surface parking areas and a number of access aisles are located throughout the Site.

2.1.1 Phase 1 Lands and Subsequent Phases

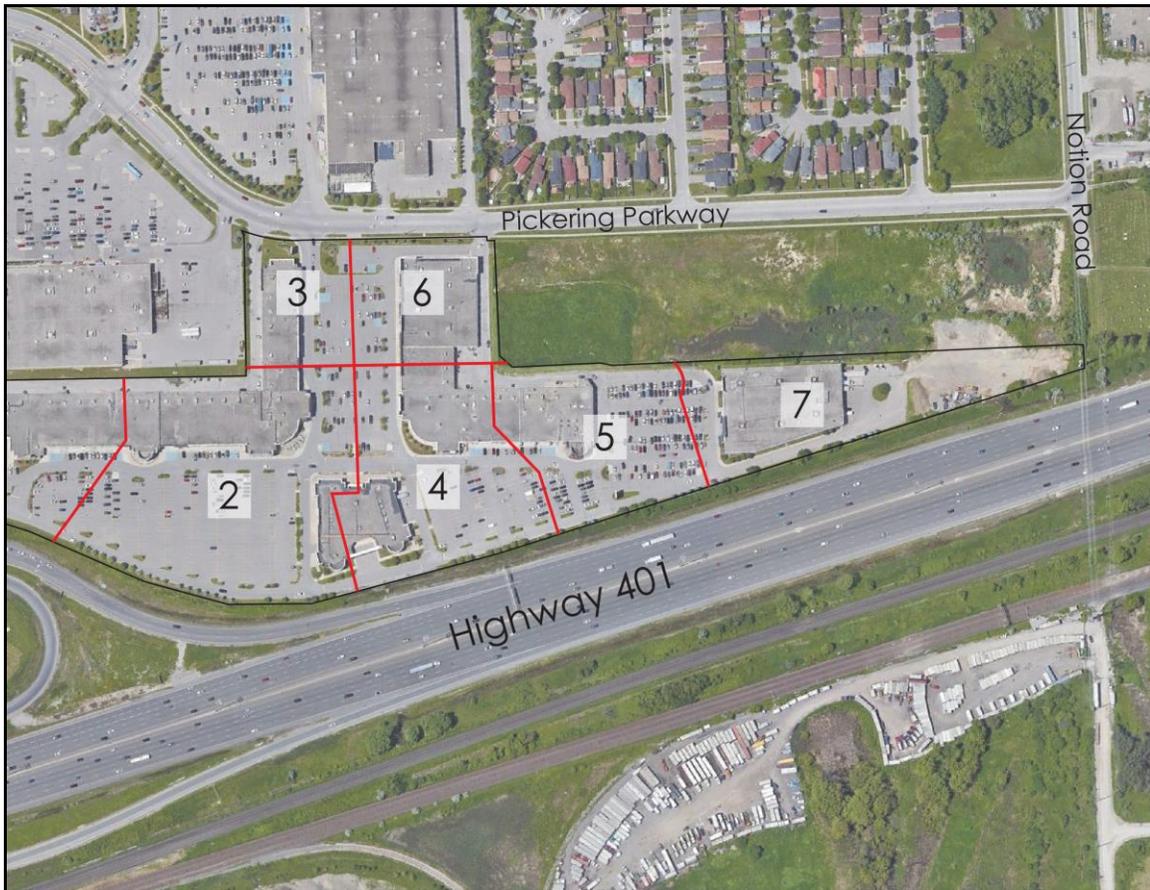
The lands towards the westernmost portion of the Site is proposed as the first phase of redevelopment (“Phase 1 Lands”). The Phase 1 Lands have frontage along Brock Road where there is existing vehicular access and encompass an area of approximately 11,814 sq. m. Portions of an existing commercial building extend onto the Phase 1 Lands. The extent of the Phase 1 Lands is depicted in Figure 2.

Figure 2: Phase 1 of the Proposed Redevelopment.



Subsequent phases 2-7 (“Future Phases”) are shown in Figure 3 and consist of the remaining approximately 8.3 ha of lands and are anticipated for development over the long term.

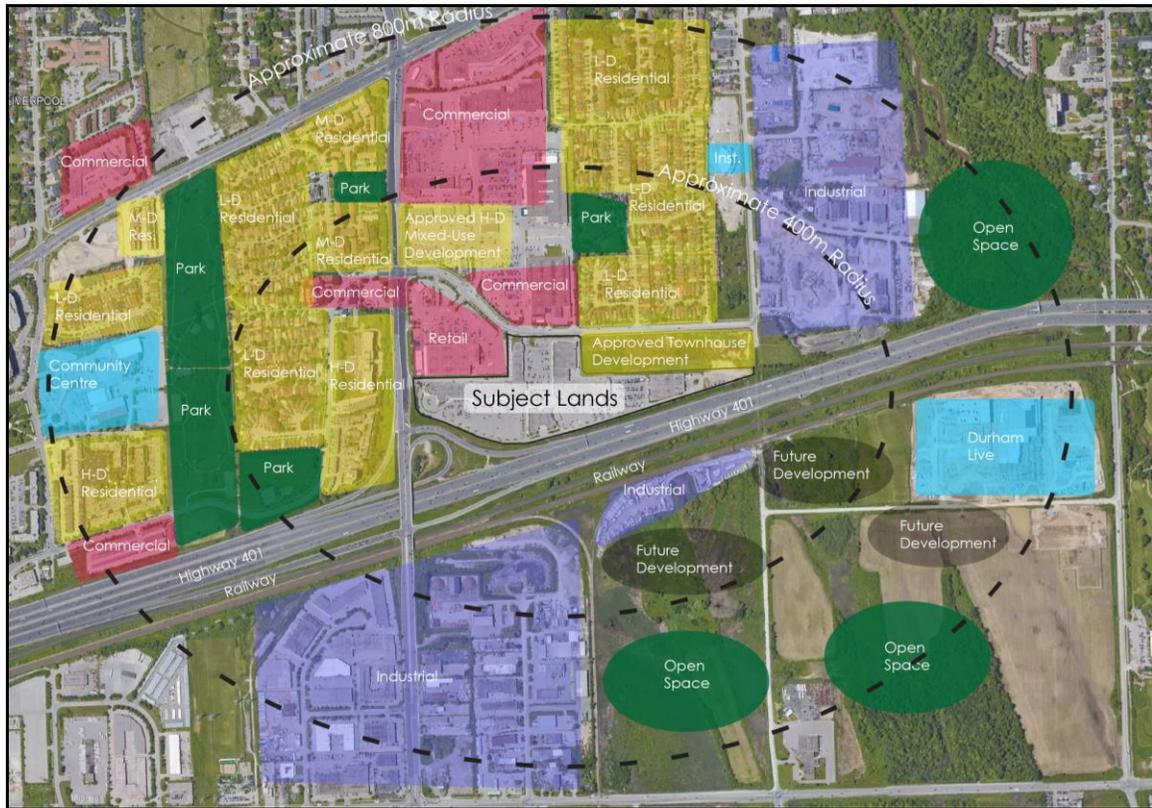
Figure 3: Phases 2 to 7 of the Proposed Redevelopment.



2.2 SPATIAL ANALYSIS AND NEIGHBOURHOOD CHARACTER

Figure 4 shows the Site, notable features, and land uses with 400m and 800m radii. The two radii represent walking distances of approximately 5 and 10 minutes, respectively, although due to sidewalk networks and other barriers, the radii may not represent true walking times.

Figure 4: Surrounding Context of the Site.



The following section will review the context of the surrounding lands.

2.2.1 Circulation

The Site has frontage along Brock Road to the west, and Pickering Parkway to the north, Type B and C Arterial Roads respectively, as identified by the Official Plan. Under current conditions, the Site has existing vehicular access to both Brock Road and Pickering Parkway. Brock Road is a north-south road with a six-lane width proximate to the Site, under the jurisdiction of the Region of Durham. Pickering Parkway is an east-west road with a two-lane cross section, under the jurisdiction of the City of Pickering.

Notion Road is located to the northeast of the Site, where it currently terminates at the intersection of Pickering Parkway. The City of Pickering, in partnership, completed a Municipal Class Environmental Assessment for a new Highway 401 crossing to connect Notion Road to Squires Beach Road. The preferred design is a bridge crossing of

Highway 401 and the rail corridor, which includes a sidewalk and multi-use path. The roads are anticipated to undergo realignment to accommodate the road design, as is Pickering Parkway where it approaches Notion Road. The EA study was completed October 17, 2019. The completion of the overpass construction will improve the connectivity of the area immediately surrounding the Site and provide additional opportunity to cross major infrastructure.

The Site is located along provincial Highway 401 to the south. There is existing access to the 401 at Brock Road, just southwest of the Site. The 401 represents a connection regionally to other municipalities and regions in the greater golden horseshoe and beyond. Highway 401 is under the jurisdiction of the Province of Ontario and represents a prominent east-west vehicular connection throughout Ontario, connecting municipalities across the Province.

The Site is proximate to a range of transit options. Transit in the City of Pickering is provided by Durham Region Transit. As it relates to the Site, Route 291 provides service directly to the Site with service along Pickering Parkway (Route 291 has been suspended since the initial submission). There are a number of additional routes with service that brings users to the intersection of Brock Road and Kingston Road, just north of the Site. These routes all connect with the Pickering Parkway Terminal, approximately 2 kilometres west of the Site. A summary of the transit routes in proximity to the Site is as follows:

- Eastbound/Westbound/Northbound stops at Kingston Road and Brock Road (approximately 700m north of the Site)
 - Route 92 (Oshawa GO) – Operates 7 days a week, travelling from the Yorkdale Bus Terminal to the Oshawa GO station;
 - Route 900 (PULSE) – Operates 7 days a week, travelling from Centennial College Morningside Campus to Downtown Oshawa;
 - Route 916 – Operates 7 days a week, travelling from the Pickering Parkway Terminal to the Harmony Terminal; and
 - Route 920 – Operates 7 days a week, travelling from McCowan Station to Ontario Tech/Durham College North Campus.

2.2.2 400m Radius

The lands within a 400m radius (5 minutes walking) of the Site are developed for a broad range of uses.

To the north of the Site exist a range of commercial and retail uses, generally in a large, automobile-oriented big-box format. Immediately to the northwest of the Site is an existing Canadian Tire, which is generally an independently functioning site that does not share reciprocal access with the Site. North of Pickering Parkway and on the east side of Brock Road are additional large format retail/commercial uses, designed as an outdoor shopping plaza. The site is anchored by tenants that include Walmart, Lowes, LCBO, amongst numerous other uses. A portion of the commercial lands to the north of Pickering Parkway have recently been approved for a high-density mixed-use redevelopment (discussed further in Section 2.2.4 of this Report).

A range of predominantly residential uses are located on the west side of Brock Road, north of Highway 401. Uses are generally separated from Brock Road by way of setbacks and landscape buffers, providing little animation or presence to the street. The exception to this condition is gas station located at the southwest of the intersection of Brock Road and Pickering Parkway. The mix of residential uses west of the Site includes several high and medium density residential uses, including apartment buildings and different forms of townhouse units. Those high and medium density uses are largely located on the east side of Pickering Parkway (where it turns southbound) and west of Brock Road. Beyond Pickering Parkway to the west are generally low-density residential uses, in a broad range of formats that from single detached, semi detached, and traditional townhouse units. An existing public park is located on the south end of the residential community – Village East Park.

Northeast of the Site are lands located on the south side of Pickering Parkway between the Site and Notion Road that are under development as a townhouse community, which recently received planning approvals (discussed further in Section 2.2.4). Further to the north, beyond Pickering Parkway, is an existing low density residential neighbourhood, predominantly consisting of single detached dwellings. Within the residential community is an existing public park – Beechlawn Park.

Existing industrial lands are located to the east and south of the Site, generally separated by existing infrastructure. Highway 401 and the adjacent rail corridor act as a substantial buffer that separates the Site from the land uses located immediately south, including the industrial lands. While the industrial lands are located within the 400m radius of the Site, the actual travel distance is anticipated to be greater by way of the existing and future highway crossings.

2.2.3 800m Radius

The lands within an 800m radius of the Site are developed for a similar mix of uses as what is present in the 400m context, as described in the previous section.

The commercial uses forming part of the plaza to the north, continue to Kingston Road. Medium- and low-density residential uses continue to be located west of Brock Road, including a linear park along an existing hydro corridor. Low density residential uses and industrial uses continue to be located to the northeast of the Site. Industrial uses continue to be the dominant type of land use to the south of the 401 along Brock Road.

Several institutional type uses are located with 800m of the Site. This includes a place of religious assembly along Brock Road to the east, as well as the Durham Regional Police station at Kingston Road and Brock Road. West of the Site is an existing community centre, being Chestnut Hill Recreational Complex, which offers a range of facilities and recreational opportunity.

Southeast of the Site is the location of the Durham Live, generally at northwest corner of Church Street and Bayly Street. Durham Live is described as an entertainment and tourism district, anchored by a casino resort and hotel. Also anticipated as part of the entertainment district include a convention centre, amphitheatre, restaurants, cinemas, an indoor water park, performance venues, an office tower, and film studios.

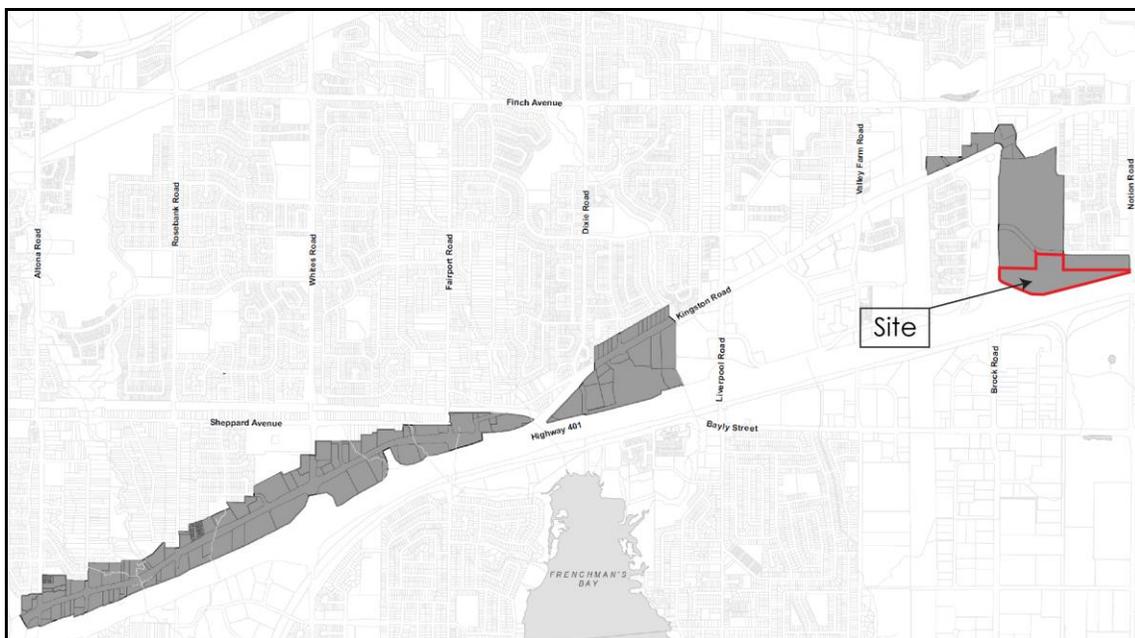
A number of areas southeast of the Site is currently used for open space or agricultural purposes.

2.2.4 Planned Context

The Site is in an area that is undergoing considerable redevelopment and growth. As will be described further in Section 7.5, the Site is located within the boundary of the Kingston Road Corridor Intensification Area, which includes the Brock Node that the lands form a part of, and which will guide comprehensive redevelopment of the South Pickering Area, primarily along the Kingston Road Corridor. Within the surrounding neighbourhood and including areas subject to the Kingston Road Corridor Intensification Area, a number of planning applications have been received by the municipality for redevelopment. Applications are at various stages of review and are for a range of uses, though generally in the form of intensification.

Official Plan Amendment 38 (“OPA 38”) was approved by Pickering Council on January 24, 2022 (by By-law No. 7899/22), which allows for and anticipates redevelopment of the Kingston Road Corridor Intensification Area for a range of higher density uses. Since the initial submission, the Region of Durham approved OPA 38 on November 4, 2022, with modifications. OPA 38 was subsequently appealed to the Ontario Land Tribunal (OLT File: 22-004770), where it currently remains. The boundaries of the area impacted by OPA 38 are shown in Figure 5.

Figure 5: City of Pickering South Pickering Intensification Study.



It is evident that the area around and including the Site is undergoing significant change, planned for by the municipality. In addition, there are a number of recent development applications that propose intensification and redevelopment.

The following table provides a summary of current development activity for the lands located in the Village East neighbourhood (current as of March 2024):

Table 1: Development Activity in the Village East Neighbourhood as of March 2024.

Address	Distance from Site	Application File No(s).	# of Units	Status
1865 Pickering Parkway (Figure 9)	Adjacent (northeast)	CP2018-06, S11/18	130	Approved
1899 Brock Road (Figure 7 & 8)	180 metres (northwest)	OPA20-003/P, A007/20, S06/20	1,599	Approved
1970 Brock Road	730 metres (northwest)	OPA20-008/P A013/20	675	Received
1640 Kingston Road	930 metres (west)	S04/21	346	Received
Guild Road and Finch Avenue	1 kilometre (northwest)	A026/03	12	Received
2055 Brock Road	1 kilometre (north)	S07/23	372	Received
Total Units			3,134	

Note: Information is retrieved from City of Pickering 'Pickering Developments' webpage and may not be up to date.

Figure 6: Proposed Developments within Close Proximity of Site.

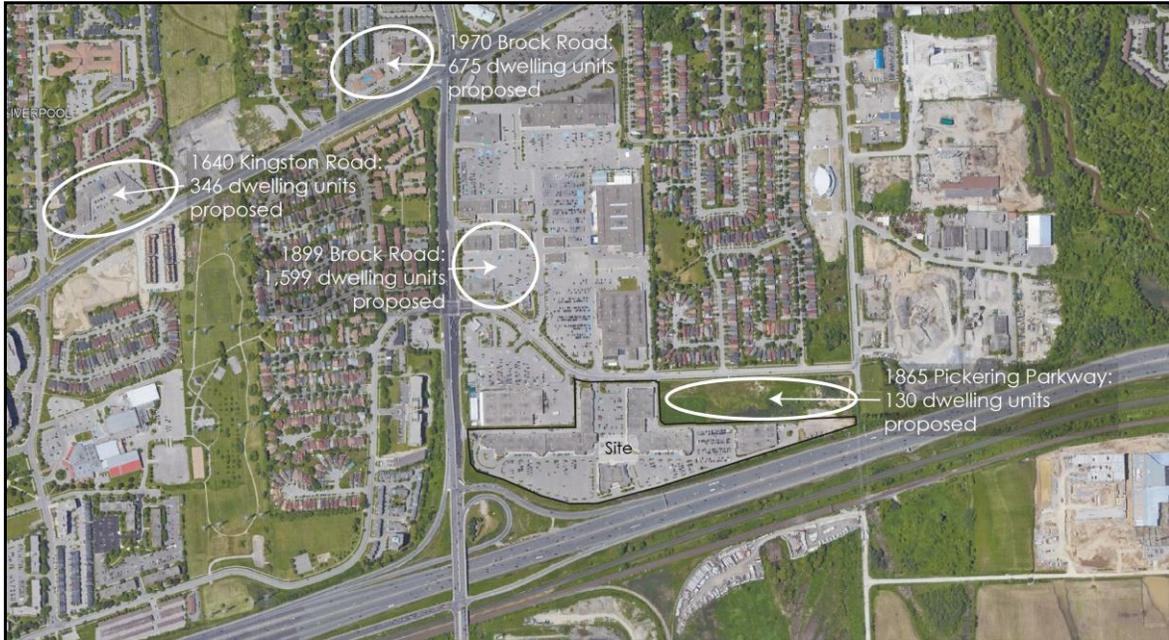


Figure 7: Rendering of Proposed Development at 1899 Brock. Retrieved from City of Pickering Staff Report PLN 30-22 dated June 6, 2022.



Figure 8: Site Plan of Phase 1 (west) and Phase 2 (east) of Proposed Development at 1899 Brock Road. Retrieved from City of Pickering Staff Report PLN 30-22 dated June 6, 2022.

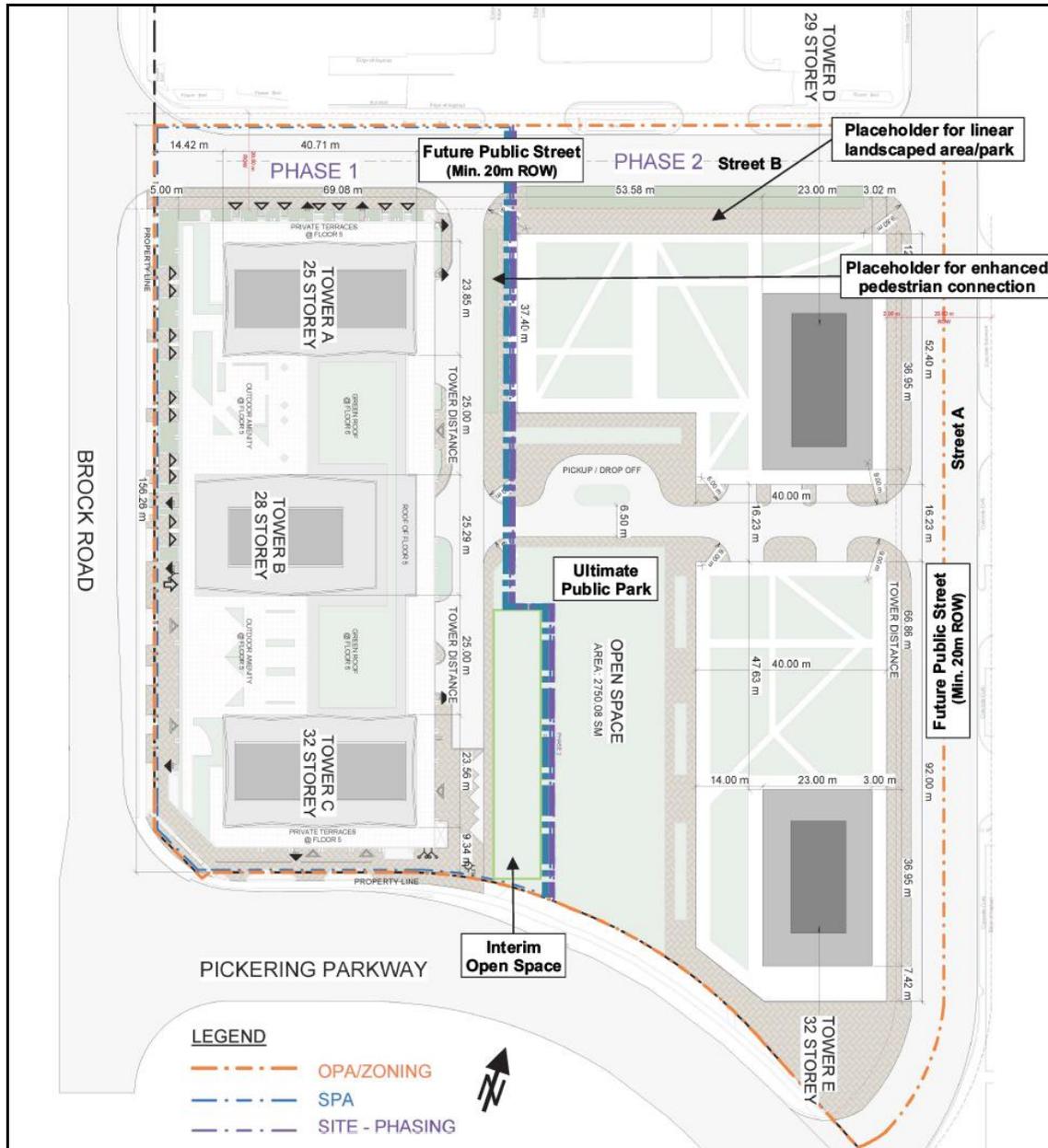
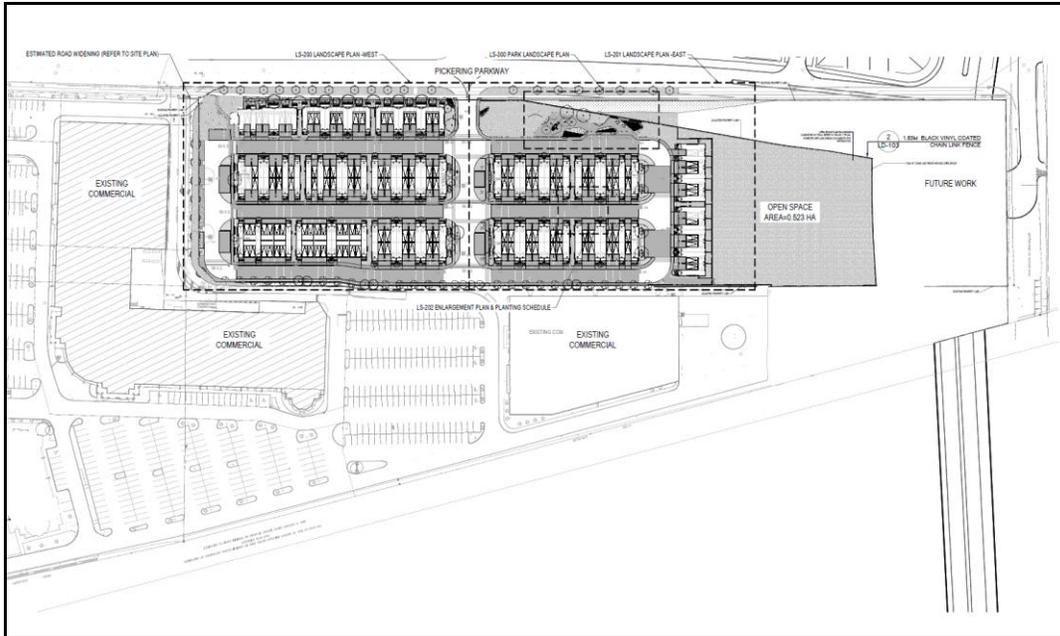


Figure 9: Site Plan Approved Townhouse Development located Northeast of Site (Metropia Development). Site Plan prepared by SudioTLA.



2.2.5 Summary Overview: Neighbourhood Character

The Site is located in an area which has historically been characterized as an automobile-oriented shopping node within the City of Pickering. Accordingly, the Site is surrounded by major road networks, which provide visibility to the lands and convenient vehicular access. This includes municipal arterial roads under both Regional and Local jurisdiction, as well as frontage along Provincial Highway 401, with access to this highway to the southwest of the Site. The Site is located just south of Kingston Road, which is a main east-west thoroughfare that extends through the City of Pickering and provides connection to the City Centre.

The Site is surrounded in every direction by major roadways, as referenced above. The lands have frontage along Highway 401, which provides distinctive context for the lands. Highway 401 travels east-west through the entirety of the City of Pickering, connecting municipalities across Ontario. Highway 401 effectively bisects the City and limits the number of feasible connections in a north-south direction. As it relates to the Site, there is minimal interface or direct connection to the land uses immediately to the south, beyond the Highway. The 401 also represents an opportunity for the Site and potential

redevelopment, as there is significant visibility and exposure to the Site from the travelling public. There is opportunity for the Site to act as a gateway to the City of Pickering, through landmark building placement and development.

The Site and other lands within the shopping plaza, are surrounded by a wide range and mix of uses. This includes a mix of low to high density residential uses in the surrounding area, institutional uses that support those residential land uses such as a community centre and place of religious assembly, parks and open spaces, as well as employment land uses primarily located to the south and east of the Site where they are separated by existing built infrastructure.

The Site surroundings are undergoing significant growth and change. This is evidenced by the development applications being considered and/or recently approved in the Village East Neighbourhood, which combined propose over 3,000 additional dwelling units (amongst other matters). It is also evidenced by OPA 38, and the land use studies that intend to guide development of the area in the future (Section 7 of this report). OPA 38 anticipates a mixed-use community in the Brock node that the Site forms a part of, as well as westward along Kingston Road. A high density, mix of uses is anticipated to replace the existing suburban shopping plaza over time, based on the proposed policy framework.

3.0 THE PROPOSAL

Bayfield is proposing the phased and comprehensive redevelopment of the Site for a mix of uses in a high-density format, in accordance with the direction for growth endorsed by Council for the Brock Mixed Use Node. The following section provides a summary of the Proposed Redevelopment, including the master plan and phasing vision, within the context of the proposed Official Plan Amendment and Zoning By-law Amendment applications for the Site.

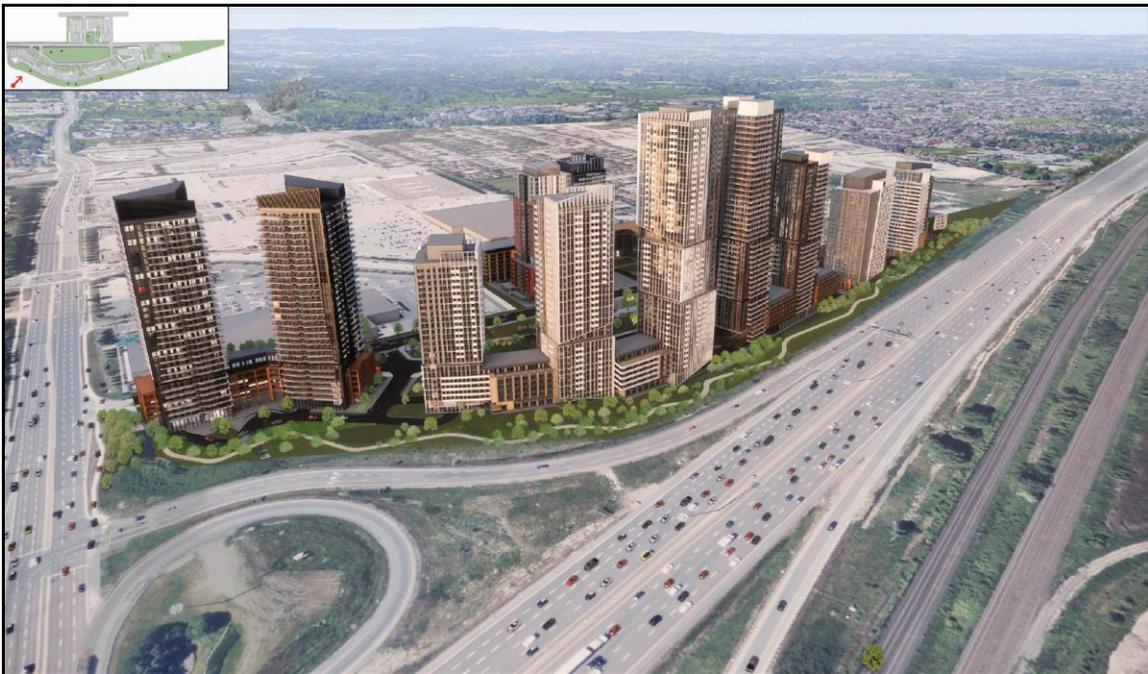
Bayfield intends to proceed with development of the first phase immediately, and an application for Site Plan Approval will be filed following the Official Plan and Zoning Amendment process. Future Phases remain an important component of the Official Plan and Zoning applications, which seek to establish standards for redevelopment

subsequent to the Phase 1 Lands and ensure that the area is developed in a comprehensive and appropriate manner.

3.1 COMPREHENSIVE REDEVELOPMENT VISION

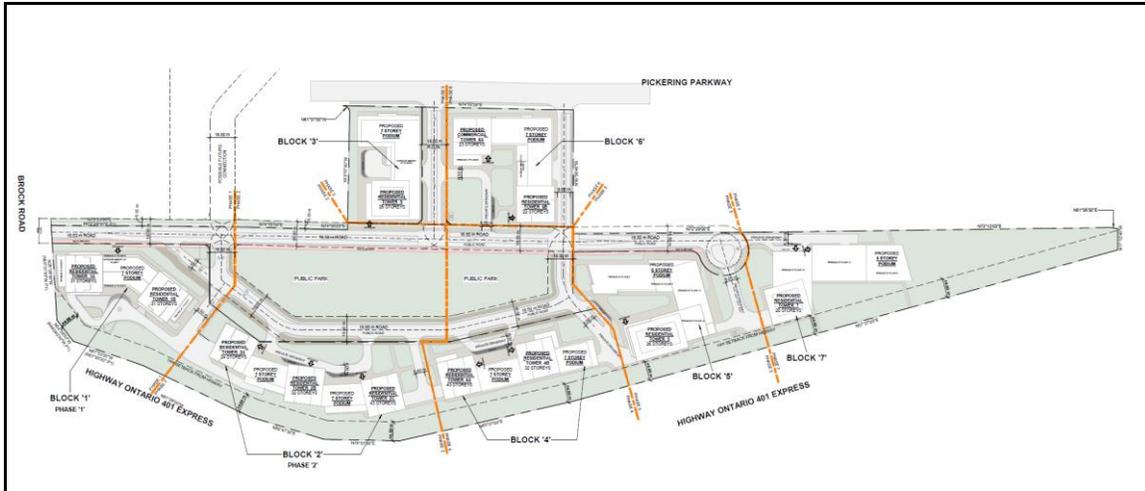
Bayfield is proposing comprehensive redevelopment of the Site for a mix of uses, generally in a high-density format as shown in Figure 10. The Master Plan has been developed generally in accordance with the Council endorsed Kingston Road Intensification Study for the type of redevelopment contemplated for the Site.

Figure 10: Rendering of the Proposed Development by Turner Fleischer Architects Inc.



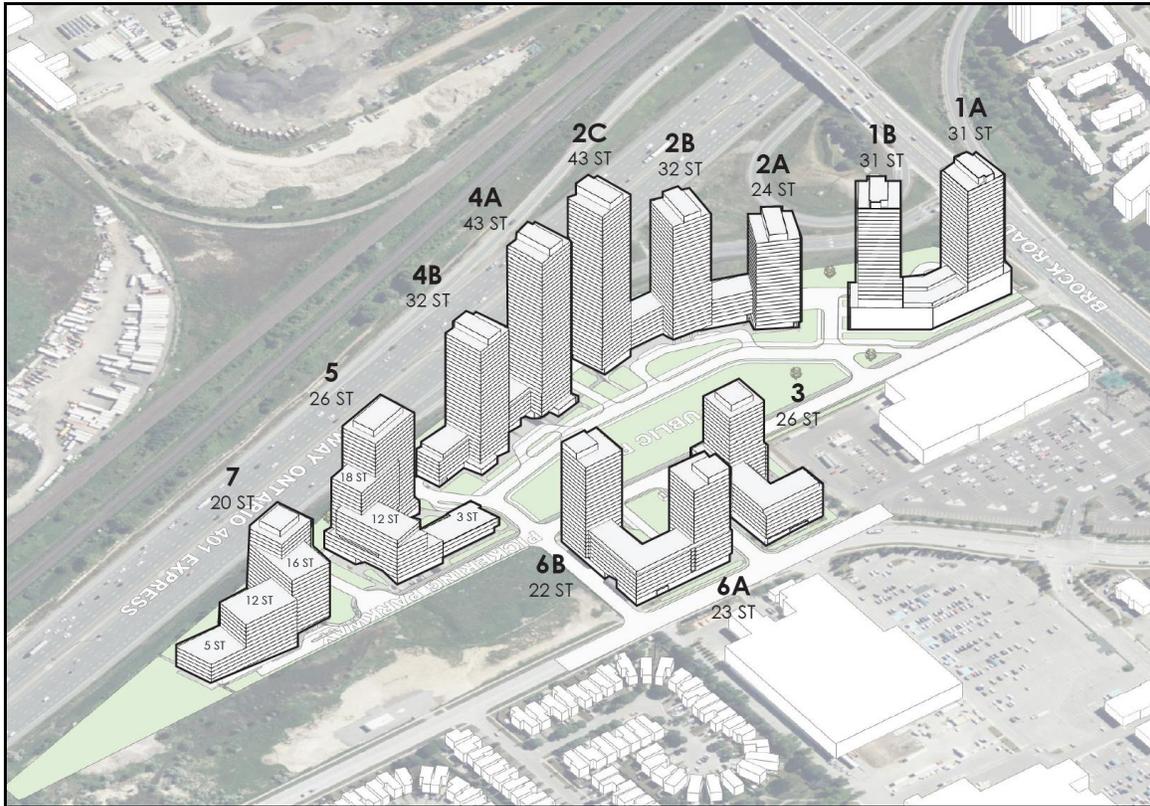
The Master Plan establishes a block structure to help guide future redevelopment of the Site (Figure 11). A total of seven blocks have been identified as part of the Master Plan. While the phasing and overall structure is intended to retain flexibility, each block identified effectively represents each phase of redevelopment, and will assist in ensuring logical and orderly growth can be accommodated.

Figure 11: Master Development and Phasing Plan prepared by Turner Fleischer Architects Inc.



The block structure is oriented around a network of new private and public streets that contribute to fragmenting the existing large singular parcel, into more human-scaled block sizes. New public streets are contemplated in both an east-west and north-south direction, providing connection to the existing public road network at Brock Road and Pickering Parkway. The new public roads are interconnected and provide access to the various phases of redevelopment. The roads will be designed to municipal standards and assumed by the municipality at an appropriate time. The public road network is intended to align with the future road network of lands to the north to create a new intersection along Pickering Parkway.

Figure 12: Conceptual Massing Plan prepared by Turner Fleischer Architects Inc.



As illustrated in Figure 12, the comprehensive redevelopment of the Site anticipates a complete community, generally consisting of the following elements:

- 7 buildings, with 12 towers that provide a variation in massing, ranging in height from 20-43 storeys;
- Buildings are sited and massed to provide transition to surrounding areas, including the east-northeast where low-rise residential communities are both existent and planned. Building towers are oriented so as to generally align with Highway 401 and create a focal point where the most prominent heights are anticipated;
- A mix of residential and non-residential uses are contemplated in the proposed buildings, anticipating approximately 341,185 sq.m of residential GFA, and 26,693 sq.m non-residential GFA, achieving a total Floor Space Index of approximately 3.41 and a total of approximately 5,249 dwelling units;

- The master plan identifies Active At-Grade Frontage areas, where active grade related uses are anticipated and encouraged, which will contribute to animating key public areas and help guide the orientation of the built form;
- The community is designed around a new centralized public park feature, providing amenity to future and existing residents
- Opportunities for privately owned, publicly accessible amenity spaces throughout the site; and
- Parking is intended to be predominantly located underground or as part of the structure, to have minimal impact to the public realm.

The Master Plan area is the subject of the Proposed Official Plan and Zoning By-law Amendments, which seeks to establish the vision for the Site to facilitate their coordinated and master planned growth.

3.2 PHASE 1 DEVELOPMENT

The westernmost portion of the Site is proposed as the first phase of redevelopment. The phase 1 lands are partially occupied by an existing commercial building, as well as surface parking area, to be demolished in order to accommodate redevelopment. The phase 1 lands have frontage along Brock Road, where there is an existing vehicular access. The phase 1 lands are approximately 11,814 sq.m in size.

The phase 1 redevelopment is proposed within the context of the area wide master plan concept, as described previously. Due to the nearer-term time frame of this phase of development, additional detail has been prepared in relation to the later phases, which would be subject to holding provisions to require further detailed evaluation. For the purpose of this Planning Justification Report, this additional detail can serve as a useful precedent for the general nature and character of development that is to follow in later phases.

The phase 1 redevelopment anticipates a modified “L” shaped building, consisting of two 31-storey towers atop a seven-storey podium base that connects the towers. The building base is stepped back at upper floors. Figure 13 displays a conceptual massing of the proposed building as prepared by Turner Fleischer Architects Inc.

Figure 13: Rendering of the Proposed Redevelopment (Phase 1 Highlighted) prepared by Turner Fleischer Architects Inc.



Phase 1 proposes a total gross floor area of approximately 55,945 sq.m, consisting of 52,738 sq.m residential GFA and 1,669 sq.m non-residential GFA. This equates to approximately 678 dwelling units total, and represents a total floor space index of approximately 4.75 for phase 1. A range of unit sizes are accommodated, including a almost half of units as family sized (multi-bedroom units). The proposed unit mix is 5.5% studio, 49.6% one-bedroom, 32.4% two-bedroom, and 12.5% three-bedroom. The non-residential land use is located at the ground floor where the Site has frontage on the new east-west road network.

Phase 1 accommodates ample private amenity space, both indoor and outdoor, for residents. A total of approximately 1,538 square metres of indoor amenity space is provided in an expansive sixth and seventh floor amenity room connected by outdoor amenity space on the roof of the podium. In addition to this elevated outdoor amenity space, two other outdoor landscape areas are proposed at grade, to the northeast of the building, as well as to the south. Finally, private balconies are proposed for many of the units, bringing the total amenity space to be well in-excess of the proposed 4.0m²/unit,

which is standard in other current development proposals in Pickering, including in the City Centre.

Based on the preliminary landscape plans, the southernmost grade related landscape area is sufficiently sized to be used as a pet relief area, and the northeast landscape area is intended as an urban plaza style parkette. A range of programming opportunities are available within the functionality sized amenity locations.

Access to the phase 1 development is anticipated primarily from Brock Road to the west, where there is an existing right-in and right-out access. The development also accommodates access to and from the existing retail plaza to the east, with an ultimate connection to Pickering Parkway at the north.

Parking is predominantly located within four levels of structured underground parking. A total of approximately 702 parking spaces are proposed, which is at a rate of approximately 0.80 resident spaces per dwelling unit, 0.15 visitor spaces per dwelling unit, and 3.5 per 100 sq.m of non-residential space.

Bicycle parking is also accommodated as part of the phase 1 redevelopment, including long term and short-term parking space design. Through the implementing Zoning By-law Amendment, a minimum of 0.5 bicycle spaces per dwelling unit will be required. Long-term bicycle parking is located internal to the building, primarily at the first floor. A total of 10 short term bicycle parking spaces are proposed at grade, generally to accommodate visitors or non-residential uses.

3.3 REDEVELOPMENT PHASING CONSIDERATIONS

There are a number of matters to consider when proceeding with phased redevelopment of existing developed lands, and in particular on such a large scale (geographically). The existing development continues to provide a function to the community as a destination for commercial uses. As described previously, the Site is currently developed as a retail plaza with approximately 26,585 sq.m GFA of retail/commercial GFA. This existing development is not only a destination for shopping for the community, but a place where businesses locate, and people are employed.

Indeed, as the City of Toronto has seen a surge in proposals for the redevelopment of existing urban and suburban mall Sites within their municipal boundary, they have prepared a set of principles (dated 2021) to assist in the long-term redevelopment of these expansive areas (there does not appear to be a City of Pickering equivalent document). Of the five principles in the Guide, one of the principles relates specifically to phasing considerations. There is a recognition that redevelopment will often occur long-term and be balanced by multiple factors that include the consideration of existing lease obligations, and the continued success and function of the mall Site for its original intended purpose in the community, as well as other factors that include infrastructure.

3.3.1 Block Context Plan

One of the principles of the Mall Redevelopment guidelines is related to the preparation of a block context plan to guide phasing and redevelopment. The proposed redevelopment is contemplated in the context of a broader master concept plan for the full redevelopment of the lands (as described further in Section 3.1 of this Report). The master concept plan provides for the block structure and general layout for the comprehensive and phased redevelopment of the Site. In addition, several supporting figures have also been prepared, including a phasing plan.

The phase one redevelopment is proposed within the context of the master concept plan for the area. Upon full development, Phase 1 will fit harmoniously with the broader redevelopment. In the interim, Phase 1 is proposed to proceed in the context of the existing commercial function of the lands, which will be retained in the short term.

The intent of the Block Context plan is, in part, to ensure redevelopment of such an expansive area is coordinated appropriately. A substantial element of the master plan and ensuring appropriate phasing, is to maintain adequate access for both the retained and redeveloped areas.

3.3.2 Access

The Site have existing access from two public roads, including Brock Road to the west and Pickering Parkway to the north. There are three existing full moves access points to Pickering Parkway and a single right-in-right-out access point to Brock Road. The proposed redevelopment intends to maintain access to Brock Road and Pickering

Parkway, while modifying the location, orientation, and signalization of specific access points, where appropriate to do so, and consolidate the number of access points to Pickering Parkway from three to two.

It is imperative that access throughout the Site be maintained throughout redevelopment, to the greatest extent feasible. To this end, a Traffic Impact Study has been prepared (Section 6.3 of this report) which demonstrates the traffic feasibility of the Proposed Redevelopment, and details recommended measures to be taken over time.

3.3.3 Public Realm Considerations

It is appropriate for the public realm elements of the plan to be introduced in phases, as development proceeds. The proposed centralized park is in the location of existing commercial businesses. It is not the intent of the applications to displace these existing places of business as part of the first phase of redevelopment to accommodate the centralized park. The centralized park feature is intended to be introduced in future phases of redevelopment, the majority being implemented in phase 2, with the remainder in phase 4, to allow for the continued function of the Site as a commercial destination in the interim.

As part of the first phase of redevelopment, certain outdoor amenity spaces are intended to be introduced. This includes landscaped areas to the south of the existing building, as well as an urban plaza to the northeast of the phase one area, where ultimately it will interface with the public park.

3.3.4 Tenant Relocation Strategy

A principle of the redevelopment of the Site is to facilitate the continuation of existing retail function of the Site and maintain their viability. Accordingly, the phased redevelopment is planned to replace the existing retail uses in an incremental manner.

The proposed redevelopment seeks to proceed with the first phase of redevelopment, where it can be accommodated at the westernmost portion of the Site. One of the existing buildings is proposed for partial demolition. We understand that the landowner has been in discussion with tenants impacted by the first phase of redevelopment for their relocation elsewhere on Site or in the resulting commercial space that phase 1

proposes. Future phases will be proceed based on a number of factors, including what existing lease obligations allow and to balance retained commercial GFA with proposed redevelopment, in an efficient manner.

It is the Owner's intent that all tenants on Site will either be accommodated elsewhere on the Site as the phased development progresses or be part of the future redevelopment, where feasible.

Future phases are anticipated to proceed in concert with tenants' existing lease obligations, amongst other factors.

3.3.5 Staging of Servicing

The applicant team has considered the staging of servicing, to ensure that the each development phase can be adequately serviced without impeding the operations of the later, yet undeveloped stages. To this end, a Master Servicing Strategy (Section 6.2 of this report) has been prepared detailing the approach for the phased construction of servicing infrastructure.

4.0 PROPOSED OFFICIAL PLAN AMENDMENT

The Site is positioned in an existing node that is suitable to accommodate a significant and comprehensively planned redevelopment within the City. This is reflected by the City's efforts to advance the South Pickering Intensification Study that identifies the Site as part of the Brock Mixed Use Node, where intensification is to be directed as per OPA 38.

It is appropriate to establish a Site-specific policy context for the lands that will establish a vision to guide redevelopment; in particular, to ensure that appropriate phasing is considered, and allow for flexibility to respond to Site constraints that are inherent in an existing developed Site of the size.

The draft Official Plan Amendment would implement the South Pickering Intensification Study as it relates to the Site by recognizing, on a Site-specific basis, a new maximum density and height for the Site, and allowing for a broader range of uses. New policy will

permit high-density, mixed-use redevelopment of the Site and guide their future redevelopment.

A draft Official Plan Amendment for the site is attached to this Report as Appendix B.

5.0 PROPOSED ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment seeks to implement the applicable zoning framework to regulate all phases of the Proposed Redevelopment.

A draft Zoning By-law Amendment for the Site is attached to this Report at Appendix C.

The proposed Zoning By-law Amendment would introduce a site-specific by-law for the Site in a manner consistent with the Official Plan Amendment and the direction of OPA 38 (under appeal), and that is consistent and conforms with the provincial policy framework, and in consideration of relevant design guidelines.

The Zoning By-law has consideration for and incorporates elements of the existing Urban Mixed-Use by-law and City Centre Zoning By-law. The City Centre Zoning By-law establishes zoning provisions and development parameters for similar forms of mixed-use redevelopment. The City Centre Zoning By-law establishes zoning standards that would facilitate redevelopment. Reference to the established provisions of the City Centre Zoning By-law is consistent with the approved zoning for other applications for mixed-use redevelopment in the area.

The Site-specific development standards proposed by the draft zoning by-law include matters related to permitted uses, parking standards (vehicular and bicycle); tower floorplate; amenity area; height; and establishing a building envelope, among other site-specific matters such as minimum landscape area and separation distances. An analysis of the draft Zoning By-law Amendment is provided for below:

Table 2: Analysis of Zoning By-law Provisions.

Proposed Zoning Provision	Planning Analysis
A range of definitions to be added.	A range of terms are to be added to the site specific by-law of by-law 3036. The definitions are largely consistent with those contained within the City Centre Zoning By-law, and are added to ensure the terms of the by-law are understood, and consistent with definitions elsewhere in the City.

A range of uses to be permitted.	The range of uses that are proposed is generally consistent with the range of uses permitted by the City Centre Zoning By-law. The area is expected to be developed as a complete, urban community, where a wide scope of uses including residential, employment, commercial, and institutional uses are located. The range of uses is appropriate for the intended function of the lands as a mixed use community.
Floor Space Index	The Floor Space Index maximum is consistent with the maximum that is proposed to be established by both the Official Plan Amendment application, and by OPA 38.
Building Setbacks	The building minimum setbacks are consistent with that required by the City Centre Zoning By-law, and is an appropriate rate for the urban context in order to ensure that buildings are designed to be able to frame the public realm.
Setbacks for Below Grade Parking	The setback for underground parking is consistent with that required by the City Centre Zoning By-law, and is an appropriate rate for the urban context to allow efficient underground parking structures.
Building Height	The maximum building height is consistent with the maximum that is proposed to be established by the Official Plan Amendment application.
Main Wall Stepback (buildings greater than 37.5 metres)	The main wall stepback is generally consistent with what is required by the City Centre Zoning By-law, and will require that the tower portion of buildings be set back from the podium.
Tower Floor Plate	The maximum tower floor plate is consistent with that required by the City Centre Zoning By-law, and is an appropriate maximum for the urban context in order to ensure that buildings towers are designed to not impose large shadows and ensure a slender profile.
Building Separation	The minimum building separation is consistent with that required by the City Centre Zoning By-law, and is an appropriate standard for the urban context in order to ensure that buildings are appropriately separated to maximize sunlight and privacy for residents.
Amenity Space Requirements	The amenity space requirements are consistent with that required by the City Centre Zoning By-law, as well as recommended by the Sustainable Development Guidelines, at a rate of 4.0 square metres per unit. The rate is appropriate.
Landscape Area	The landscape area requirements are consistent with that required by the City Centre Zoning By-law, and is an appropriate rate for the urban context.
Permitted encroachments and daylight triangles	The requirements are consistent with that required by the City Centre Zoning By-law, and is appropriate for the urban context.
Vehicular parking requirements	The vehicular parking requirements are generally consistent with that required by the City Centre Zoning By-law, and is appropriate for the urban context. The parking rate is informed by the Transportation Impact Study prepared by RVAnderson.
Bicycle parking requirements	The bicycle parking requirements are generally consistent with that required by the City Centre Zoning By-law, and is appropriate for the urban context. The bicycle parking rate is informed by the Transportation Impact Study prepared by

	RVAnderson.
Loading Standards	The loading standards are consistent with that required by the City Centre Zoning By-law, and are appropriate for the urban context.
Holding Provision	<p>The holding provision would apply to all future phase lands (not including the urban park). The intent of the holding provision is to ensure further detailed evaluation is provided prior to each phase of redevelopment, including an evaluation of site services, transportation impacts, noise and vibration, etc.</p> <p>It is essential that the viability of the existing commercial use of the lands be maintained as the phases of redevelopment proceed. It is expected that redevelopment will occur over several years, and will be coordinated with the existing operations. Therefore, the hold directs back to the in-force zoning, prior to the lifting of the hold.</p>
Open Space Zone	The central park area is proposed to be zoned to permit a public park, and will allow for encroachment of infrastructure required as per the Civil Engineering plans.

The proposed site-specific development standards are to be confirmed and refined subject to a review of the application by Staff through the approvals process.

6.0 SUPPORTING SUBMISSION MATERIALS

This PJR relies, in part, on the supporting submission materials as outlined below. The supporting submission materials were prepared to meet to the submission requirements as identified in the Pre-Consultation Summary of Comments dated September 18, 2020 and as subsequently provided in a document titled “Requirements for Revised Rezoning Application” checklist for the expanded ZBA scope dated February 2, 2023.

6.1 TREE INVENTORY AND PRESERVATION PLAN

Kuntz Forestry Consulting Inc. prepared a Tree Inventory and Preservation Plan Report dated June 18, 2021 as it relates to the proposed redevelopment of the Site. The Report describes existing trees on Site as landscape trees, totaling 75 trees on or within 6 m of the Site. A total of 9 trees are anticipated to be removed in order to accommodate the Proposed Redevelopment, and the remaining trees can be retained (subject to tree preservation measures). The Report notes that the tree preservation may be subject to change through detailed Site design, as refinements to the plan are undertaken.

6.2 MASTER SERVICING AND STORMWATER MANAGEMENT REPORT

A Master Servicing and Stormwater Management Report was prepared by Odan Detech Group, dated April 10, 2024, presenting a master servicing strategy for the seven (7) phases of development of the Site. The Report concludes that the Site is serviceable with respect to sanitary, water, and storm by connecting to the existing infrastructure surrounding the Site. It is recommended that the sanitary sewer be constructed by the proponent on Pickering Parkway from 1899 Brock Road to Notion Road and looping the watermain to Notion Road, Pickering Parkway, and Brock Road to provide redundancy to the development.

Water quality and quantity will be managed through a combination of Low Impact Development measures and Oil Grit Separator to be further detailed at the Site Plan Approval stage.

6.3 TRAFFIC IMPACT STUDY

A Traffic Impact Study was prepared in support of the proposed redevelopment by RV Anderson Associates Limited, dated February 22, 2024. For the purpose of analyzing existing and future traffic conditions, the report assumes a development build-out timeline of 2026 for Phase 1, 2031, for Phases 2-4, and 2036 for Phases 5-7.

The report states that the Brock Road and Kingston Road intersection operates poorly in peak hour conditions and the signalized Brock Road and Highway 401 W-N/S Off-Ramp/N/S-E On-Ramp is approaching capacity during peak hours. The unsignalized intersections along Pickering Parkway operate well.

The addition of Site generated traffic from Phase 1 of the proposed redevelopment will have only a minor impact to the already poorly performing intersections operating within the area. The existing right-in-right-out intersection onto Brock Road is forecast to operate well. Phases 2-4 are expected to warrant signalization of the intersection of Street 'D' and Pickering Parkway.

The report also considers an appropriate parking rate for the proposed redevelopment of 0.8 resident spaces per dwelling unit, 0.15 visitor spaces per dwelling unit, and 3.5 spaces per 100 m² of Retail floor area.

In summary, the report acknowledges a significant level of intensification occurring in the surrounding area, and it is expected that the study area road network will require capacity improvements to accommodate the forecasted traffic growth while maintaining an acceptable level of service at intersections.

6.4 NOISE FEASIBILITY STUDY

A Traffic and Land Use Noise Compatibility Study was prepared by HGC Engineering dated March 4, 2024. The report examines the potential impact of road, rail, and neighbouring uses on the proposed redevelopment.

The report finds that future road and rail traffic noise levels may exceed MECP Guidelines. Preliminary recommendations for mitigation measures including ventilation systems, building façade constructions, and noise warning clauses are provided. It is noted that the Municipality may choose to introduce a Class 4 designation for the Site to reduce mitigation requirements.

In summary, the proposed redevelopment is feasible from a noise impact perspective, and more detailed noise studies should be completed at the time of future detailed development applications.

6.5 AIR QUALITY, DUST, AND ODOUR COMPATIBILITY STUDY

SLR Consulting Ltd. prepared a Compatibility Study dated March 11, 2024, focusing on air quality, odour, and dust in support of the Proposed Redevelopment. The report examined the surrounding uses, identifying several Class III Heavy Industries within 300 metres of the Site.

The air quality, dust, and odour were evaluated with regard to the prescribed standards and it was concluded that the Site is anticipated to be compatible with the surrounding land uses in this regard. The Proposed Redevelopment will further not affect the ability for these industrial facilities to obtain or maintain compliance with applicable Provincial environmental policies.

6.6 PEDESTRIAN LEVEL WIND STUDY

Gradient Wind prepared a Pedestrian Level Wind Study dated February 1, 2024, as it relates to the proposed Official Plan Amendment and Zoning By-law Amendment applications. The Study is completed using computer simulations related to the Proposed Redevelopment in the context of the surrounding lands (including existing / proposed redevelopment).

The study finds that most grade-level areas within and surrounding the subject Site is expected to experience acceptable conditions for their intended pedestrian uses through the year. Windier conditions are predicted in some specific areas, including the northwest corner of Block 1 and private driveways between Blocks 1 and 2, and between Blocks 4 and 5. This is expected on account of the generally low-rise nature of the area surrounding the Site.

The report outlines certain mitigation strategies that may be considered by the design team in the detailed design phase of the project to minimize wind impact on pedestrians, to be addressed through future Site Plan Control applications. Nevertheless, the proposed redevelopment is viable with regard to wind conditions.

6.7 GEOTECHNICAL INVESTIGATION

Geotechnical Reports were prepared by Terraprobe Inc. as it relates to the proposed redevelopment. Report dated March 24, 2022, were prepared for both the phase 1 redevelopment area, and the future phase 2-7 areas. The Reports provide a summary of subsurface conditions based on a borehole investigation of soil samples. The Reports then proceed to offer recommendations as to preliminary geotechnical engineering design, pavement design, and design considerations for constructability.

6.8 PHASE I AND II ENVIRONMENTAL SITE ASSESSMENT

DS Consultants Ltd. was retained to complete an Environmental Site Assessment (ESA) for the Site. A Phase One ESA was previously completed for the Block 1 lands by Terraprobe in 2021. DS Consultants' April 21, 2022, report updated these findings. The scope of the Phase One ESA was expanded to the entire Site (Blocks 1-7) in a March 15, 2023 report, where a Phase Two ESA was recommended.

The Phase Two ESA was completed for the Site as per the March 14, 2023 report. The investigation identified antimony and arsenic impacts in soil, which were accordingly remediated in 2022. Please refer to the full report for a more fulsome description of Site condition.

7.0 PLANNING DOCUMENTS AND ANALYSIS

7.1 PROVINCIAL POLICY STATEMENT

The 2020 Provincial Policy Statement (PPS), issued under the authority of Section 3 of the *Planning Act*, “provides policy direction on matters of provincial interest related to land use planning and development” to ensure efficient, cost-effective development and the protection of resources. The PPS requires that decisions affecting planning matters “shall be consistent with” the policy direction established by the Plan.

The following PPS policies are of particular relevance to the development of the Site:

- *Policy 1.1.1 states that healthy, liveable and safe communities are sustained by:*
 - *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
 - *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
 - *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;*

- *Policy 1.1.3.1 states that Settlement areas shall be the focus of growth and development;*
- *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:*
 - *Efficiently use land and resources;*
 - *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;*
 - *Support active transportation; and*
 - *Are transit supportive, where transit is planned, exists or may be developed;*
- *Policy 1.1.3.2 further states that land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated;*
- *Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield Sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs;*
- *Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety;*
- *Policy 1.2.6.1 states that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures;*
- *Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and*

affordable housing needs of current and future residents of the regional market area by:

- *permitting and facilitating:*
 - *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3*
- *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;*
- *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; and*
- *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety*
- *Policy 1.6.7.4 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.*

7.1.1 Planning Analysis

The proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Policy Statement for reasons including:

- The proposal will assist in achieving the Province's policy direction of promoting efficient development and land use patterns that sustain the financial well-being of the Province and the City of Pickering over the long-term (Policy 1.1.1.a);

- The proposal will assist the City of Pickering in meeting the long-term needs for residential uses, including an appropriate market-based range of unit types and sizes (Policy 1.1.1.b);
- The proposal promotes cost-effective development, minimizes land consumption and reduce servicing costs as it is within the urban boundary, within the built-up area, and the lands are serviced by municipal infrastructure including proximity to existing transit (Policy 1.1.1.e);
- The Site is located within the City of Pickering, which is a settlement area where growth and development is generally to be focused (Policy 1.1.3.1);
- The density and uses proposed as part of the proposal contribute to a land use pattern that is an efficient use of land, resources, and existing infrastructure, and that are supportive of transit and active transportation (Policy 1.1.3.2). The proposal represents the introduction of residential uses, immediately proximate to a range of commercial opportunities, and anticipates the realization of a mixed-use community. The synergistic relationship of the proposed mix of uses to be permitted, can translate to a reduction in the length and number of vehicle trips generated (Policy 1.6.7.4);
- The Site is an appropriate location of growth and development as it is located within an area that has been targeted by the municipality for growth and intensification within a settlement area (Policy 1.1.3.3);
- The proposed applications would introduce development standards that will facilitate a compact form of intensification and mix of uses to the area, and represents a density that allows for the efficient use of land, existing infrastructure, and public service facilities in an area targeted and appropriate for intensification (Policies 1.1.3.4 and 1.4.3); and
- The Proposed Redevelopment would introduce a sensitive land use along a major road within the municipality, and accordingly a noise study has been prepared that offers recommendations to mitigate/minimize the impact of potential noise sources on future residents, as described further in Section 6.4 of this Report (Policy 1.2.6.1).

7.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was approved and modified by the Province, coming into effect May 16, 2019. Amendment 1 to the Growth Plan took effect August 28, 2020. All decisions that affect a planning matter will conform to the Growth Plan.

According to Schedule 2: A Place to Grow Concept, the Site is within the Built-Up Area – Conceptual (see Figure 14). In addition, the Site is to the north of Highway 401, identified as an Existing Major Highway, as well as to the north of the GO Transit Lakeshore East Rail Line, identified as a Priority Transit Corridor and Existing Higher Order Transit.

The Site is shown under the Growth Plan Schedules as proximate to an Urban Growth Centre. However, as more specifically delineated by the local municipality, the Site is not located within the Downtown Pickering Urban Growth Centre.

Figure 14: Growth Plan for the Greater Golden Horseshoe, Schedule 2 – A Place to Grow Concept.



Relevant managing growth policies include:

- *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 (2.2.1.2.a);*
- *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 (2.2.1.2.c);*
- *Applying the policies of this Plan will support the achievement of complete communities that (2.2.1.4):*
 - *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - *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; and iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - *provide for a more compact built form and a vibrant public realm, including public open spaces.*

By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows: a) A minimum of 50 per cent of all residential development occurring annually within the Region of Durham will be within the delineated built-up area (2.2.2.1).

All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will (2.2.2.3):

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c) *encourage intensification generally throughout the delineated built-up area;*
 - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*
- *Policy 2.2.5.3 states that retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
 - *Section 2.2.5.15 states that the retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.*

7.2.1 Planning Analysis

The proposed Official Plan Amendment and Zoning By-law Amendment conforms with the Growth Plan and the goal to build compact, vibrant and complete communities for reasons including:

- The proposal provides new residential uses within the Pickering settlement area on lands that have access to existing municipal water and wastewater systems. The introduction and proposed scale of new residential uses within this existing community, and the manner in which the proposal supports active transportation and street activity, is supportive of the achievement of complete communities (Policy 2.2.1.2.a);
- The Site is located within a delineated built-up area, within the Brock Node intensification area, and is in proximity to existing local transit services (Policy 2.2.1.2.c);
- The proposed built form, in considering the existing and planned context, will assist in achieving the overall policy direction of encouraging cities to develop as complete communities with a diverse mix of land uses, a range and mix of

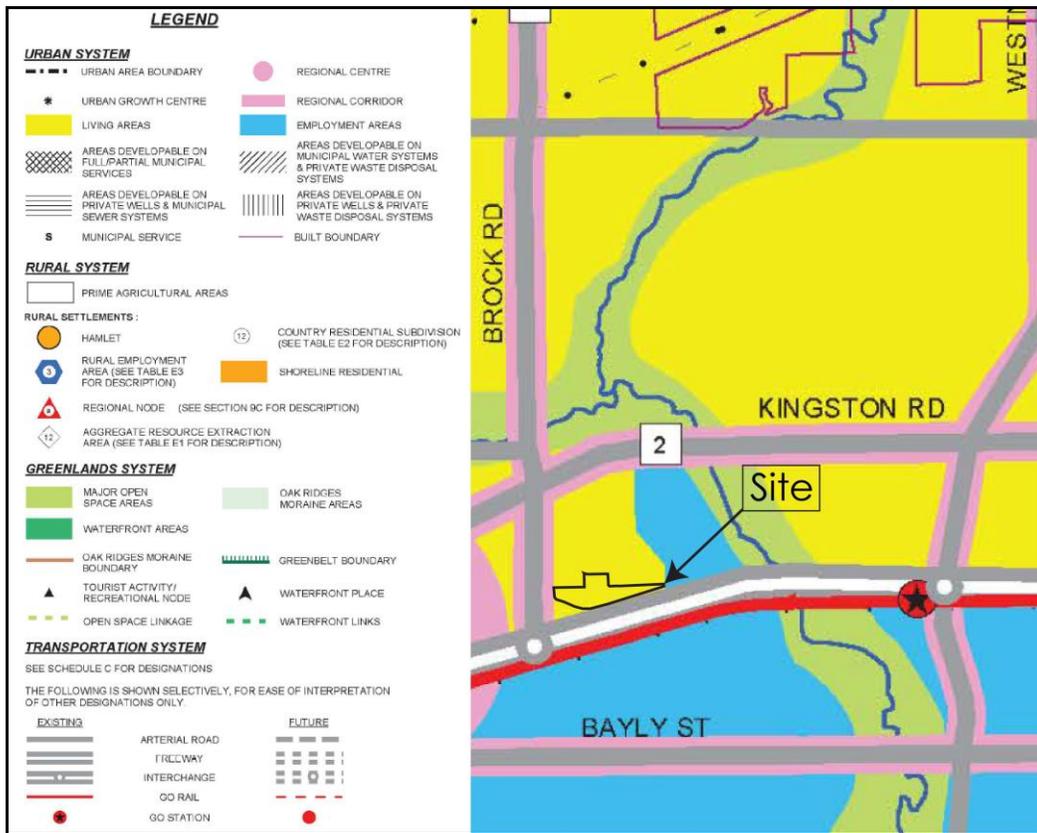
- housing options, convenient access to services a range of transit options, and a high quality, compact built form and an attractive public realm (Policy 2.2.1.4);
- The Proposed Redevelopment will contribute to Pickering meeting Provincial growth targets (Policy 2.2.2.1);
 - The applications will establish municipal policy framework that will facilitate an appropriate degree of intensification to achieve a complete community, in an area that is intended as a strategic growth area where development is anticipated to be directed (Policy 2.2.2.3); and
 - The Proposed Redevelopment would introduce residential uses to the Site, proximate to the existing retail and commercial uses. It is intended that the Site upon full build-out will achieve a mix of uses reflective of their positioning as a strategic growth node. The synergistic relationship between the proposed mix of uses (including residential and commercial uses), and their location that can be supportive of active transportation upon full build-out, will support the retail sector (Policies 2.2.5.15 and 2.2.5.3).

7.3 DURHAM REGION OFFICIAL PLAN

The Region of Durham Official Plan (“Regional OP”) was approved by the Minister of Municipal Affairs and Housing on November 24, 1993, and has since been subject to several amendments. The Regional OP provides guidance for growth and development within the Region of Durham.

According to Schedule A (Map A4), Regional Structure, the Site is located within the “Urban System” designation and is primarily within the “Living Areas”. Brock Road, where the Site has frontage along, is identified as a “Regional Corridor”. See Figure 15.

Figure 15: Durham Regional Official Plan, Schedule A (Map A4) – Regional Structure.



The Durham Region Official Plan establishes an Urban Structure to guide development patterns within the Region, which includes an Urban System, as the Site is considered. We note the following policies as they relate to the Urban Structure:

- 7.3.9 Urban Areas shall be planned to achieve the following growth management objectives on a Region-wide basis:
 - a) by 2015, and each year thereafter, accommodate a minimum 40% of all residential development occurring annually through intensification within built-up areas in accordance with Schedule 'E' – Table 'E9';
- 7.3.17 Area municipal intensification strategies shall be based on the following:
 - a) the growth management objectives of Policy 7.3.9;
 - b) intensification in appropriate locations throughout the built-up area;
 - c) the identification of intensification areas;

- *d) the recognition of Urban Growth Centres, Regional and Local Centres, Corridors, Waterfront Places and Transportation Hubs and Commuter Stations as the key focus for intensification;*
- *e) the identification of the appropriate scale of development in intensification areas;*
- *f) the provision of a range and mix of housing, taking into account affordable housing needs;*
- *g) the permission of secondary suites; and*
- *h) the provision of a diverse and compatible mix of land uses, to support vibrant neighbourhoods, providing high quality public open spaces with Site design and urban design standards that create attractive and vibrant places, support transit, walking and cycling and achieve an appropriate transition to adjacent areas. Despite the intensification objectives herein, new or intensified development shall only be permitted in accordance with approved Floodplain Special Policy Area provisions in an area municipal official plan.*

The proposed redevelopment represents intensification within the existing built boundary and will contribute positively towards the Region's growth targets for the Urban Area. The growth is located in an area where intensification potential has been identified, and where growth is appropriate to occur.

7.3.1 Urban System

The Site is located within the Urban System component of the Regional Structure. As described by Policy 8.3.1, the Urban System components include Urban Growth Centres, Regional Centres, Corridors, Living Areas, and Employment Areas. The Site is classified as Living Area and is located along a Regional Corridor (Brock Road).

We note the following relevant policies applicable to the Urban Areas:

- *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 (Policy 8.2.1):

- a) a more compact urban form which promotes transit-supportive Urban Areas and accommodates the population and employment forecasts in Policy 7.3.3;*
- b) a mixture of uses in appropriate locations, with particular consideration given to Centres and Corridors;*
- c) intensification, with particular regard to Policies 4.3.2, 7.3.9 and 8B.2.4 d);*
- d) good urban design principles;*
- e) increased public transit usage;*
- f) linkages for pedestrians and cyclists which link communities internally and externally and to the public transit system;*
- g) a grid system of arterial roads, and collector roads, where necessary, to provide for a transit-supportive road pattern while recognizing environmental constraints; and*
- Urban Areas shall be developed on the basis of full municipal services unless otherwise specified in this Plan (Policy 8.2.2);*
- Commercial uses shall be concentrated in locations that are supportive of the function of Regional and Local Centres and Corridors, in accordance with the policies of this Plan (Policy 8.3.6);*
- Existing shopping centres shall be encouraged to redevelop with a full array of compatible uses, particularly residential uses, in accordance with any other relevant provisions of this Plan (Policy 8.3.7);*
- In the preparation of area municipal official plans, Councils of the area municipalities shall ensure the inclusion of (Policy 8.3.10):*
 - a) policies and designations to implement the intent of this Plan and the provisions of this Section, and particularly Policy 8.2.1;*
 - b) a variety of mixed uses and intensification;*
 - c) urban design guidelines and solutions; and*
 - d) policies to promote transit-supportive development forms and patterns*

A number of policies are applicable specifically to the Regional Corridor, which the Site have frontage along. According to Policy 8A.2.8, Regional Corridors are designated as

an overlay of the underlying land-use designation on Schedule 'A'. We note the following Regional Corridor Policies:

- *8A.1.4 Corridors form the key connections between Centres and are considered the main arteries of the Region's urban structure. They provide for the movement of people and goods between the Centres to support their vitality (Policy 8A.1.4);*
- *Corridors shall be developed in accordance with the principles contained in Policy 8.2.1 and the following (Policy 8A.1.5):*
 - *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.*
- *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 density 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 (Policy 8A.2.9).*

The Regional Official Plan identifies centres on Schedule A, including the Urban Growth Centres and Regional Centres. As detailed by Policy 8A.2.1, local official plans are to specifically delineate the boundaries of the centres, and may establish local centres:

Urban Growth Centres and Regional Centres are designated on Schedule 'A'. The detailed boundaries of Urban Growth Centres and the Regional Centres shall be designated in area municipal official plans. Local centres, consisting of

Urban Centres, Community Centres and Neighbourhood Centres, may be designated in area municipal official plans, within the Living Areas in accordance with the provisions of this Plan (Policy 8A.2.1).

Policy 8A.2.2c) describes the function of Local Centres as follows:

- *Local Centres designated in area municipal official plans shall be planned and developed in accordance with the following:*
 - *i) Urban Centres shall be planned and developed similar to, but generally smaller in scale than, the Regional Centres in order to serve large segments of Urban Areas through the provision of uses which complement those offered within the Regional Centres. Urban Centres shall support an overall, long-term density target of at least 30 residential units per gross hectare and a floor space index of 2.0. The built form should be a wide variety, generally mid-rise in height, with some lower and higher buildings, as determined by area municipalities;*

The Site is identified as being within the Living Areas, which are described by Section 8B.1.1 as follows:

Living Areas shall be comprised of communities with boundaries which shall be defined within area municipal official plans. Each community shall be developed to incorporate the widest possible variety of housing types, sizes and tenure to provide living accommodations that address various socioeconomic factors.

We note the following Living Areas policies:

- *Living Areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads (Policy 8B.1.2);*
- *Living Areas shall be developed with particular consideration for supporting and providing access to public transit (Policy 8B.1.3);*
- *Living Areas, as designated on Schedule 'A', shall be used predominantly for housing purposes, including group homes. In addition, the following may be permitted (Policy 8B.2.1):*

- a) certain home occupations and convenience stores which are compatible with their surroundings, and certain public and recreational uses which are compatible with their surroundings; and
- b) limited office development and limited retailing of goods and services, in appropriate locations, as components of mixed use developments, provided that Local Centres are designated in the area municipal official plan, and the functions and characteristics of such Centres are not adversely affected.
- 8B.2.2 Subject to the inclusion of appropriate provisions and designations in the area municipal official plan, the following uses may also be permitted in Living Areas (Policy 8B.2.2):
 - a) Local Centres and Corridors, in accordance with the provisions of SubSection 8A;
- 8B.2.3 In the consideration of development applications in Living Areas, regard shall be had for the following (Policy 8B.2.3):
 - a) the intent of this Plan to achieve a compact urban form, including intensive residential, office, retail and service and mixed uses along arterial roads and in conjunction with present and potential transit facilities;
 - b) the use of good urban design principles including, but not limited to, the following:
 - i) the concentration of commercial uses into Centres and Corridors, with particular emphasis on common internal traffic circulation and restricted access to arterial roads by means of service or collector roads, wherever possible;
 - ii) the attenuation of noise through measures other than fences, such as innovative designs, berms and the orientation of higher density developments; and
 - iii) the orientation and design of buildings to maximize the exposure to direct sunlight;
 - c) the provision of convenient pedestrian access to public transit, educational facilities and parks;

The proposed redevelopment of the Site is anticipated to exceed the minimum density targets established by the Regional Official Plan, which is for a minimum of 2.5 Floor Space Index and 60 residential units per gross hectare along Regional Corridors. The redevelopment of the Site is done so in a compact form and with a mix of uses, as guided by the Regional Official Plan.

The Regional Official Plan encourages the comprehensive redevelopment and intensification of existing shopping centres (Policy 8.3.7) as proposed for the Site. In accordance with Policy 8A.1.5, the Site is proposed to be redeveloped to accommodate transit supportive densities and an appropriate mix of uses.

7.3.2 Housing

Section 4 of the Region of Durham Official Plan outlines housing policies to guide development within the Region, with the overarching goal: “To provide a wide diversity of residential dwellings by type, size and tenure in Urban Areas to satisfy the social and economic needs of present and future residents of the Region” (Policy 4.1.1). We note the following Regional Housing policies:

- *In the consideration of development applications, Regional Council shall, in conjunction with the respective area municipality, ensure that a wide range of housing is provided in Urban Areas. In areas outside of Urban Areas, housing choice shall largely be limited to single detached dwellings, consistent with the character of the area (Policy 4.3.1); and*
- *Regional Council shall support opportunities to increase the supply of housing in Urban Areas through intensification, taking into account the adequacy of municipal services and the physical potential of the housing stock. Housing intensification shall include, but not be limited to, the following (Policy 4.3.2):*
 - *b) the conversion of industrial or commercial buildings, or portions thereof, into residential units, in accordance with Policy 8C.2.16 and other objectives of this Plan;*
 - *c) the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas; and*

- d) the creation of residential units above commercial uses, with preference being given to development located adjacent to arterial roads and/or in close proximity to transit routes.

The proposed redevelopment of the Site will contribute to the housing supply within the Region, in an appropriate form that is proximate to existing transit, with frontage on arterial roads, and which is in conjunction with non-residential (commercial) uses.

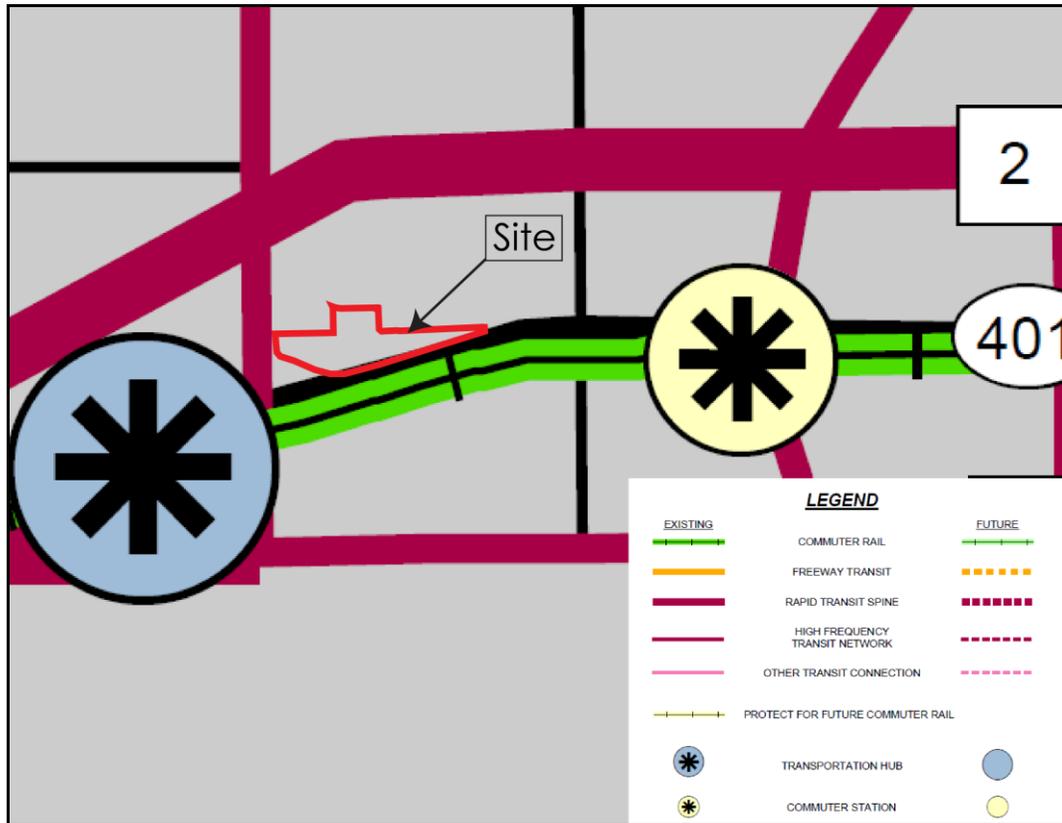
7.3.3 Road and Transit Network

The Site have frontage along Brock Road and Pickering Parkway. As shown on Schedule C Map C2, Brock Road is identified as a Type A Arterial and Pickering Parkway is identified as a Type C Arterial (see Figure 16). On Schedule C Map C3, Brock Road is identified as a Rapid Transit Spine (see Figure 17).

Figure 16: Durham Regional Official Plan, Schedule C (Map C2) – Road Network.



Figure 17: Durham Regional Official Plan, Schedule C (Map C3) - Transit Priority Network.



The Region of Durham Official Plan directs that:

- *In support of existing and future transit services, development adjacent to a Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for (Policy 11.3.19):*
 - *complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;*
 - *buildings oriented towards the street, to reduce walking distances to transit facilities;*

- *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*
- *limited surface parking and the potential redevelopment of existing surface parking.*

The proposed redevelopment is located along Brock Road, which is identified as a Rapid Transit Spine. The redevelopment of the Site has been proposed so as to accommodate phase one along Brock Road, which will improve the Site's interface with this main corridor. The redevelopment is intended to limit surface parking areas and locate a majority of parking underground. The introduction of additional dwelling units along the rapid transit spine will help make more efficient use of the existing infrastructure.

7.3.4 Planning Analysis

The proposed Official Plan Amendment and Zoning By-law Amendment conforms with the Region of Durham Official Plan for reasons that include:

- The redevelopment of the Site represents intensification of existing developed lands, in an area intended for such intensification. The Regional Official Plan encourages the comprehensive redevelopment of existing shopping plazas (Policy 8.3.7);
- The Site is in an area identified by the Region for growth, being along a Regional Corridor (Brock Road). Further, the Region allows for municipalities to identify local centres where growth is to be directed. The proposed redevelopment is consistent with the direction for growth in the area, exceeding the minimum floor space and dwelling unit per hectare requirements;
- The proposed redevelopment will create new local roads, which will provide ultimate connection to the surrounding arterial road system, therefore limiting the amount of private access points to arterial roads;
- The redevelopment will be transit supportive, and make efficient use of existing and future transit infrastructure; and
- The proposed redevelopment of the Site will contribute to the housing supply within the Region, in an appropriate form that is proximate to existing transit, with frontage on arterial roads, and which is in conjunction with non-residential

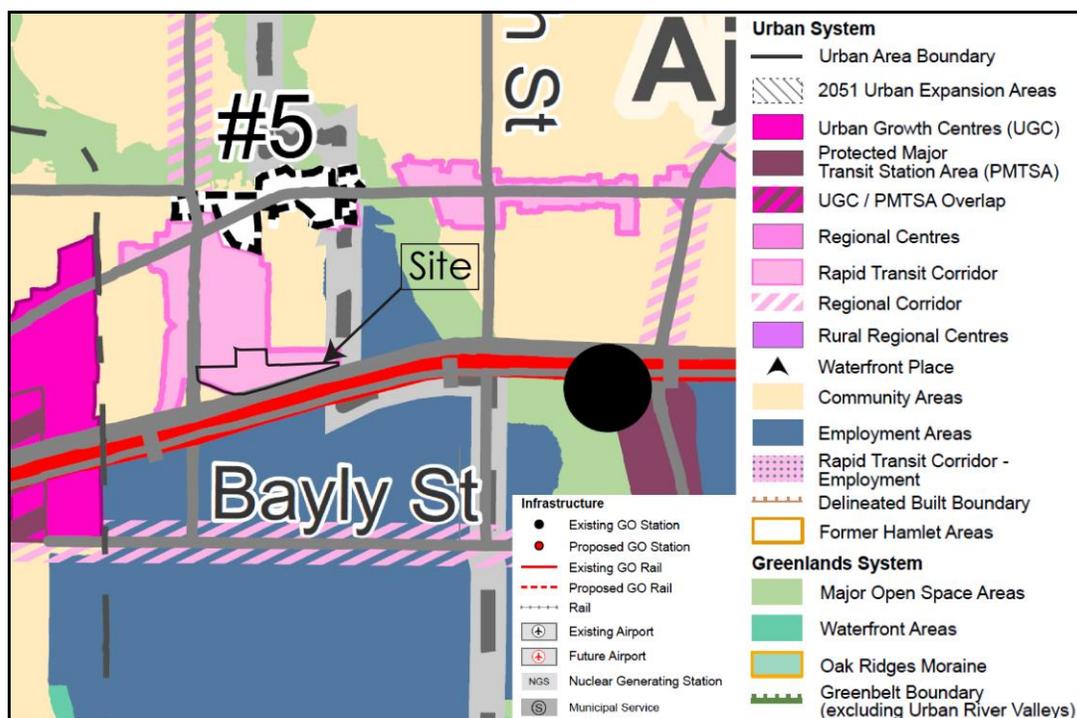
(commercial) uses, consistent with the housing policies of Section 4 of the Regional Official Plan.

7.4 REGION OF DURHAM NEW OFFICIAL PLAN

On May 17, 2023, Durham Regional Council adopted the recommended New Durham Regional Official Plan (“New Durham OP”), as modified and approved by the Minister of Municipal Affairs and Housing. The New Durham Official Plan applications for Official Plan amendment and Zoning By-law amendment were made in advance of the New Durham OP and are therefore subject to the policies in effect at the time of application. The New Durham OP is therefore informative for the applications but is not determinative.

According to Map 1, Regional Structure – Urban and Rural Systems of the New Durham OP, the Site is located within the “Rapid Transit Corridor”, within the “Delineated Built Boundary” and within the “Urban Area Boundary”. See Figure 18.

Figure 18: Durham Regional Official Plan (2023), Map 1 Regional Structure – Urban and Rural Systems.



The New Durham OP directs that the Urban Area is where a majority of future growth is directed, and in particular intensification within the existing delineated built-up area. Relevant policies include:

- *Plan for a minimum of 50% of all new residential units across the region to be provided through intensification on an annual basis within the delineated built-up area. The boundaries of the delineated built-up area are shown on Map 1 (Policy 5.1.6);*
- *Plan for intensification based on the forecasts and area municipal intensification targets contained in Figure 9 (Policy 5.1.7);*
- *Strive to ensure development within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities, by prioritizing and promoting intensification, redevelopment and growth within: a) Strategic Growth Areas, including: iv) Rapid Transit Corridors (Policy 5.1.8);*
- *Achieve, on an annual basis, a minimum of 50% of all new residential units across the Region as intensification and be constructed within the delineated built-up area (Policy 5.1.11);*
- *Prioritize intensification within the delineated built-up area in accordance with the hierarchy of places, as outlined in Policy 5.1.8 (Policy 5.1.12);*
- *Require area municipal official plans to provide intensification strategies in consultation with the Region, that would include the following: c) achieving the planned function and minimum density targets for Strategic Growth Areas and other nodes and corridors designated in this Plan; f) updating area municipal official plans, secondary plans, and zoning by-laws that support the achievement of minimum density targets (Policy 5.1.14);*
- *Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles, which include (among others) (Policy 5.1.15):*
 - *the achievement of compact, urban and pedestrian-oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;*
 - *a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other*

recreational facilities, services, shopping, job opportunities and public service facilities;

- commercial uses are provided in appropriate locations, with larger concentrations directed to Strategic Growth Areas as deemed appropriate in area municipal official plans, as well as Rural Regional Centres, Regional Corridors, and Local Centres and Corridors;*
- existing underutilized shopping centres and plazas are encouraged to redevelop at higher densities with a mix of uses including residential uses, incorporating transit supportive and pedestrian oriented built form, particularly within Strategic Growth Areas;*
- providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity, in accordance with Section 8.2;*

As noted, the Site is located within a Rapid Transit Corridor, which is considered a Strategic Growth Area. These are areas where significant growth and redevelopment is to be directed. Relevant policies include:

- Direct intensification and higher density, compact forms of residential, commercial and employment generating uses such as office and major office, major institutional uses and mixed-use development to Strategic Growth Areas (Policy 5.2.2);*
- Plan for the achievement of the following long-term transit supportive density targets within Strategic Growth Areas. The targets apply to the entirety of the area within the boundary delineation and when measuring are not netted of undevelopable features and are not applied on the basis of individual parcels: Rapid Transit Corridor: 150 people and jobs per gross hectare (Policy 5.2.3);*
- Allow Strategic Growth Areas to achieve their planned potential by protecting these areas from uses and activities that should be accommodated in other designations, including low-density residential uses, automobile-oriented uses and low-density employment uses, such as warehousing, self-storage, car washes, gas stations and similar single storey buildings. Existing uses may continue but are encouraged to intensify consistent with the policies of this Plan (Policy 5.2.5);*

- *Require area municipalities to update official plans, secondary plans and zoning by-laws to (Policy 5.2.6):*
 - *delineate the boundaries of Strategic Growth Areas; b) designate appropriate:*
 - *land uses;*
 - *establish residential and employment density targets;*
 - *identify permissible built forms;*
 - *provide minimum and maximum building heights;*
 - *include transition policies to guide appropriate building heights, siting, land use compatibility, and scale of new development in relation to surrounding neighbourhoods and areas;*
 - *plan for appropriate public service facilities, parks and recreational space, and other supporting social and cultural amenities within and surrounding Strategic Growth Areas;*
 - *include urban design policies, guidelines or approaches to promote placemaking, active transportation, pedestrian and transit-oriented land uses and built form; and*
 - *consider a full range of implementation strategies to advance development within Strategic Growth Areas that include as-of-right zoning, streamlining development approvals, introducing community planning permit systems in accordance with Policy 11.3.2, or other approaches as applicable.*
- *Not support reducing densities on sites in a Strategic Growth Area that have been designated or approved for medium or high-density development (Policy 5.2.7).*

The New Durham OP provides Goals, Objectives, and Policies to support the achievement of healthy communities. The Goals for achieving healthy communities are:

- *Provide a wide range of diverse housing options by type, size and tenure, including affordable and special needs housing.*
- *Prepare built and natural environments to be low carbon and climate resilient.*
- *Plan for complete communities that improve the quality of life for residents.*
- *Enhance community health, safety and well-being by planning for sufficient community services.*

- *Recognize the diversity of Durham’s population and ensure residents have access to healthy built, social, economic and natural environments that enable opportunities to live to their fullest potential, regardless of race, ethnicity, gender, income, age and ability.*

Map 3 identifies the following as it relates to the Site:

- On Map 3a, Transit Priority Network, Kingston Road is identified as “Rapid Transit Spine” and Brock Road is identified as “High Frequency Transit Network”;
- On Map 3b, Road Network, Brock Road is identified as “Type A Arterial” and Kingston Road is identified as “Type B Arterial”
- On Map 3c Strategic Goods Movement, Highway 401 is identified as “Freeway” and Brock Road is identified as “Existing Arterial Road”;
- On Map 3d Active Transportation Network “Future PCN Facility”
- On Map 3e Regional Road Right-of-Way Requirements, Brock Road is identified with a width of 45m.

7.4.1 Planning Analysis

The New Durham OP identifies the Site as being within the Established Built Boundary, within the Urban Area Boundary, and as a Rapid Transit Corridor. This context is such that the lands are considered a Strategic Growth Area by the Region, which are areas where growth and development is directed to be located. Strategic Growth Areas, as the Site is considered, are planned to provide a broad range and mix of uses to facilitate the creation of complete communities. The New Durham OP establishes minimum density targets for this Strategic Growth Area. Higher density development is supported, and forms of development that would preclude the achievement of density targets is discouraged.

Intensification of the Site, as proposed, is supported and encouraged by the New Durham OP. The proposed Official Plan Amendment and Zoning By-law Amendment conform with the Region of Durham Official Plan.

7.5 CITY OF PICKERING OFFICIAL PLAN

The City of Pickering Official Plan was adopted by Council 1997, and since this time has been subject to a number of amendments. Edition 8 of the Pickering Official Plan is

dated October 2018, and contains all amendments to that date; since this time, six additional amendments have been made to the Official Plan.

7.5.1 Pickering's Urban System

The lands are located within the South Pickering Urban Area Urban System as shown on Map 2. The South Pickering Urban Area is divided into 15 urban neighbourhoods. The Site is located within the Village East Neighbourhood, the policies for which are discussed further in Section 7.4.3 of this Report.

The following policies are relevant for consideration for the Urban System:

- *2.7 City Council shall:*
 - *(a) encourage a variety of uses in close proximity to one another through a well designed, compact urban form;*
 - *(b) make efficient use of infrastructure, land and services, and facilitate local economic and social interactions between people;*
 - *(c) increase overall the number and variety of housing, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area;*
 - *(d) direct new residents, jobs and activities to areas where adequate amenities, services and facilities either exist or will be provided;*
 - *(e) encourage the integration of people of varied backgrounds, cultures and lifestyles into the urban system;*
 - *(f) encourage alternatives to the private automobile for moving around and through the urban area; and*
 - *(g) improve the physical design of neighbourhoods, streets and the public realm, making them safer, more attractive, more comfortable, more human in scale, and more respectful of cultural and natural heritage.*
- *2.9 City Council:*
 - *(a) recognizes neighbourhoods as the fundamental building blocks of its urban system; and*
 - *(b) shall endeavour to maintain the different identities and characters of its neighbourhoods as they evolve over time.*
- *2.10 City Council:*

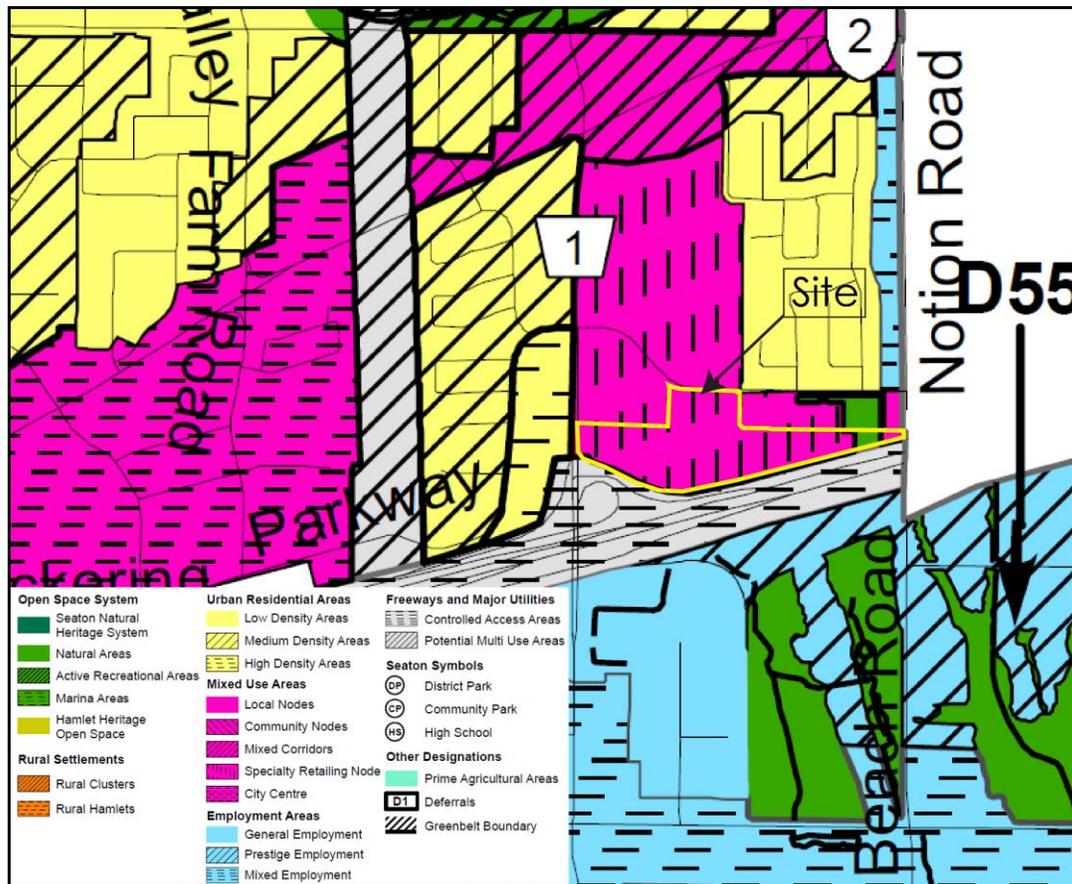
- (a) adopts a population target for the South Pickering Urban Area of 100,500 people for the year 2016; and
- (b) shall endeavour to accommodate this population over the time frame of the Plan generally as set out in Table 1;
- (c) despite Sections 2.10(a) and (b), adopts a population target for the City Centre of 13,500 people for the year 2031.

The Proposed Redevelopment and implementing applications conform to the Urban System policies and goals. The Official Plan recognizes that neighbourhoods will change over time, and the applications represent such change in an appropriate location. The development represents a more efficient use of the Site, and in a high-density format that integrates different residential and non-residential uses. The Official Plan supports this form of development by encouraging a variety of uses within close proximity, which make efficient use of existing infrastructure, while adding to the housing supply and assisting the Municipality in achieving growth targets. The form of development and block structure results in a built form that is less reliant on the private automobile, consistent with direction of the Official Plan.

7.5.2 Designated Specialty Retailing Node

The Site is designated as Mixed Use Areas, which is the primary land use category applicable (see Figure 19). There are various sub-categories identified, which includes the Specialty Retail Node, as the Site is considered.

Figure 19: Pickering Official Plan, Schedule I – Land Use Structure.



The Official Plan outlines the overall land use objectives for the Municipality, including the following:

- 3.2 City Council shall:
 - (d) promote a land use pattern in urban areas in support of compact urban form, active transportation, placemaking, public transit and energy conservation; and
 - (e) while maintaining the character of stable residential neighbourhoods, increase the variety and intensity of land uses and activities in the urban area, particularly on lands designated Mixed Use Areas, and Employment Areas.

As it relates to Mixed Use Areas as the Site is considered, the following policies are relevant for consideration:

- **3.6 City Council:**
 - (a) shall recognize as Mixed Use Areas on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;
 - (b) may zone lands designated Mixed Use Areas for one or more purposes as set out in Table 5, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 6;
 - (c) in establishing performance standards, restrictions and provisions for Mixed Use Areas, shall have particular regard to the following: (i) encouraging development in an integrated manner for a wide variety of uses and purposes; and (ii) encouraging intensification over time, up to the maximum net residential densities and maximum floorspace indices;
 - (d) despite Section 3.6(c)(ii) and Table 6, may limit net residential densities, floorspace indices, and gross leasable floorspace for the retailing of goods and services below the maximums set out in the Table:
 - (i) to address concerns related to such matters as design, compatibility and scale of development; and
 - (ii) in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12);
 - (f) shall ensure Mixed Use Areas are designed and developed consistent with the community design provisions of this Plan (Chapters 9 and 14), and any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);
 - (g) within the Specialty Retailing Node:
 - (i) prior to zoning for significant retail floor space, shall require the submission of a retail impact study justifying, to the City's satisfaction in consultation with the Region of Durham, that the addition of such floor space will not adversely affect the planned function of the City Centre, the Community Nodes, and nearby Main Central Areas in other municipalities in the Region;
 - (ii) for lands north of Pickering Parkway, shall establish a minimum gross leasable floor area of 500 square metres for any permitted individual retail unit, except that up to an aggregate of 1,400

square metres of gross leasable floor area may be devoted for any permitted individual retail unit of less than 500 square metres of gross leasable floor area, but not less than 300 square metres of gross leasable floor area;

- *(iii) for lands north of Pickering Parkway, shall establish a maximum aggregate gross leasable floor area of 55,000 square metres for all special purpose commercial uses permitted by Table 5;*
- *(iv) shall not permit an enclosed shopping centre or pedestrian mall;*

Table 5 of the Official Plan provides the uses permitted for lands designated Mixed Use Areas. Those uses permitted for the Specialty Retailing Node include:

Hotels; Special Purpose Commercial uses such as: large format retailers (including large format food stores and large format discount stores); retail warehouses; membership clubs; theme and/or specialty retailers; automotive uses; and, ancillary retailing of other goods and services including restaurants; Limited offices; Community, cultural and recreational uses; Community gardens; Farmers' markets; Limited residential development at higher densities as an integral part of an overall development scheme.

Policy 3.6(h) notes that for the purposes of Table 5, "large format discount stores" shall be defined to include a discount department store as defined by Statistics Canada, such as but not limited to Zellers and Walmart, engaged in general merchandising of a wide range of commodities and services which may include, but is not limited to, apparel, hardware and household goods, garden supplies, automotive supplies, leisure, pet and drug items and toys, but shall not include a major department store as defined by Statistics Canada, such as but not limited to, Eatons, Sears, and The Bay

Table 6 of the Official Plan provides direction for the Specialty Retailing Node as it relates to the scale and form of development, as follows:

- Maximum and Minimum Net Residential Density (in dwellings per hectare) = over 80 and up to and including 180

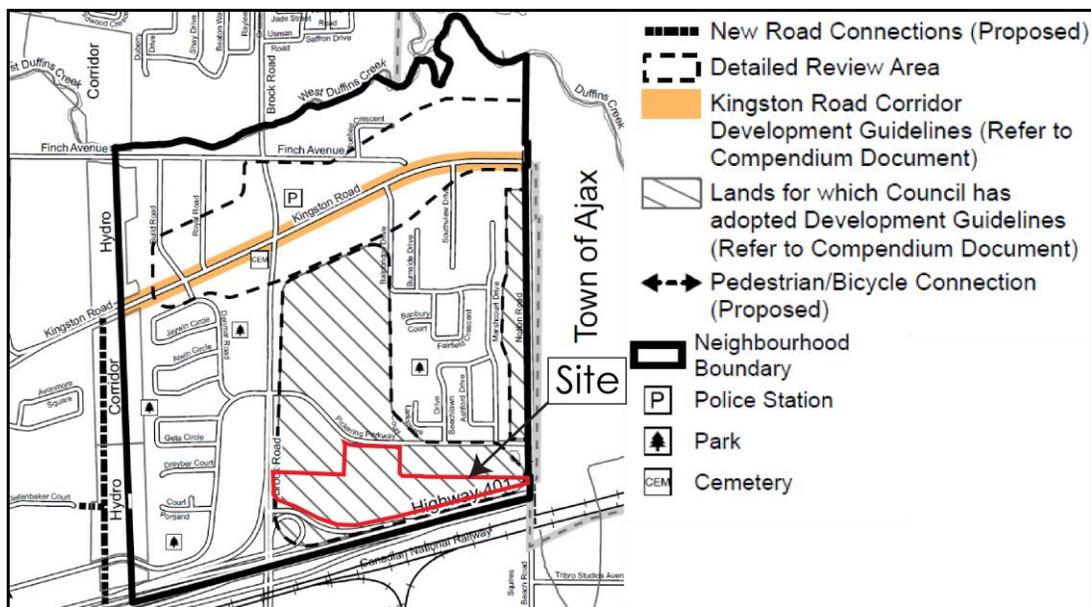
- Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres) = determined by Site-specific zoning
- Maximum Floorspace Index (total building floorspace divided by total lot area) = up to and including 2.5 FSI

The Site is within the Mixed Use Areas designation, which is recognized as an area intended to contain a wide range of uses at high density. The Proposed Redevelopment represents a more efficient use of the Site than currently contemplated by the designation, however, is done so in accordance with endorsed municipal direction. The development represents appropriate growth in a mixed-use format, generally within the intent of the underlying land use designation. An Official Plan Amendment is proposed, which will permit the scale of development as contemplated on a site-specific basis, in recognition of the opportunity for growth.

7.5.3 Village East

The Official Plan identifies a number of Neighbourhoods and Settlement Areas, where area-specific policies are established and are applicable. The Site is located within Village East, as identified by Map 19 of the Official Plan (see Figure 20). Within Village East, the Site is identified as part of a “Detailed Review Area”.

Figure 20: Pickering Official Plan Map 19: Neighborhood Village East.



As it relates to the proposed redevelopment, the following area-specific policy is applicable to Village East, noting that City Council Shall (Policy 12.11):

- *(d) despite Section 12.2(a) of this Plan, shall require the completion of development guidelines for the Detailed Review Area east of Brock Road at Pickering Parkway prior to permitting residential development within these lands;*
- *(g) in order to ensure that development within the Mixed Employment Area on the west side of Notion Road is compatible with residential lands in Pickering and industrial lands in Ajax, require that the following design criteria be met in the development or redevelopment of properties:*
 - *(i) consider protection for pedestrian pathways to the satisfaction of the City, to connect Marshcourt Drive to Notion Road at Beechlawn Drive and Bainbridge Drive, as a condition of development for abutting properties on the west side of Notion Road;*
 - *(ii) provision of a continuous landscaped strip along the west property lines to contain fencing, plantings and/or berms in order to provide adequate visual screening for the existing residential dwellings;*
 - *(iii) provision of loading and service areas at the side of buildings, not in the rear yards, unless suitable acoustical buffering and/or screening is provided for the existing residential dwellings;*
 - *(iv) prohibition of outside operations or storage;*
 - *(v) provision of a landscaped treatment along Notion Road to screen parking areas, loading areas and service areas from Notion Road in order to establish an attractive Notion Road streetscape; and*
 - *(vi) provision of screening for rooftop mechanical equipment so that it is not visible from residential dwellings to the west or from Notion Road.*

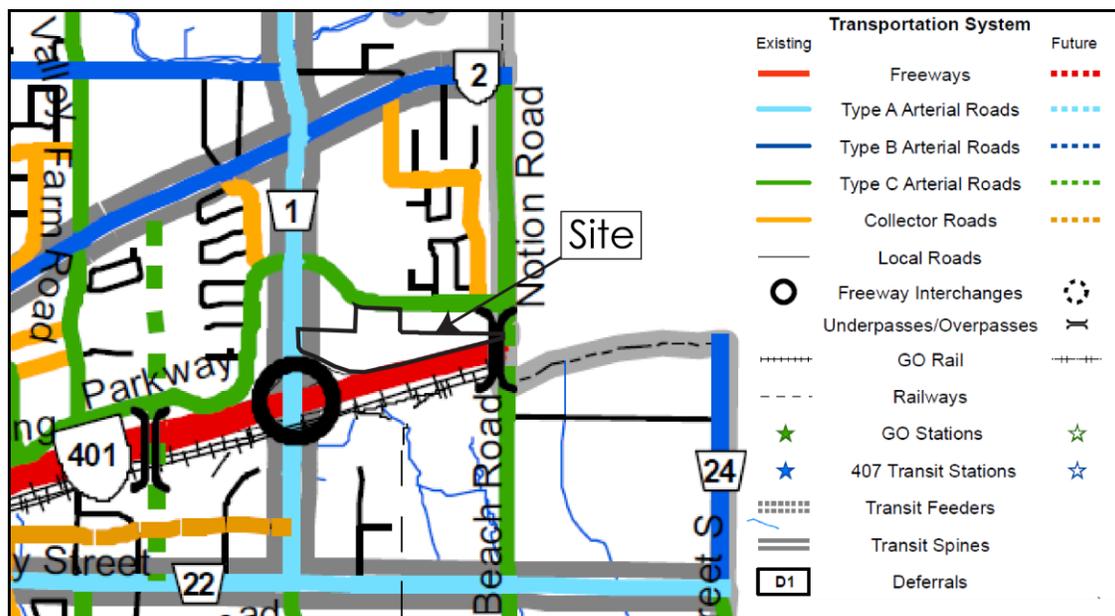
The Proposed Redevelopment has appropriate regard for the policies applicable to the Village East neighbourhood, including those related to specific design matters applicable to this neighbourhood. The specific design matters will be considered in more detail during the Site plan approval process.

7.5.4 Transportation

Schedule II of the Pickering Official Plan identifies the Transportation System. In proximity to the Site, we note the following (see Figure 21):

- Highway 401 is identified as “Freeways”;
- Brock Road is identified as “Type A Arterial Roads”;
- Pickering Parkway and Notion Road are identified as “Type C Arterial Roads”;
- and
- McIntosh Drive is identified as “Collector Roads”.

Figure 21: Pickering Official Plan, Schedule II – Transportation System.



The direction for the Transportation System is included in Section 4 of the Official Plan. The following policies are noted for consideration:

- 4.2 City Council shall:
 - (b) use existing and future transportation infrastructure efficiently;
 - (c) balance the need to accommodate private automobiles with the need to accommodate pedestrians, cyclists, the disabled, public transit, taxis, and the movement of goods and services;

- (d) find ways of reducing the amount of commuting from and through the City, while maintaining an appropriate grid of roads and transit connections to adjacent municipalities;
- 4.3 City Council shall: (a) ensure transportation, land use and community design plans and actions complement each other;
- 4.10 City Council shall:
 - (b) recognize Type A, Type B and Type C Arterial Roads as described in the Durham Regional Official Plan, wherein:
 - (i) Type A Arterial Roads: are the highest order arterial road; are designed to carry large volumes of traffic at moderate to high speeds, over relatively long distances; have access restrictions; and generally have a right-of-way width ranging from 36 to 50 metres; and
 - (iii) Type C Arterial Roads: are designed to carry lower volumes of traffic, at slower speeds; provide access to properties; and generally have a right-of-way width ranging from 26 to 30 metres;
 - (c) recognize the following municipal road categories, wherein:
 - (i) Collector Roads: generally provide access to individual properties, to local roads, to other collector roads and to Type C arterial roads; carry greater volumes of traffic than local roads, including automobiles, pedestrians, bicycles and transit; and generally have a right-of-way width ranging from 20 to 22 metres; and
 - (ii) Local Roads: generally provide access to individual properties, to other local roads and to collector roads; carry local traffic; and generally have a right-of-way of up to 20 metres, with the exception of local roads serving industrial properties which may have a right-of-way width of up to 23 metres.

The Proposed Redevelopment of the Site represents efficient use of the transportation system. The Master Planned community will introduce new municipal roads as development proceeds, designed to municipal standards and to connect individual properties to the broader higher capacity (arterial) road network that surrounds the Site. The proposed mix of uses are complimentary and anticipated to capture trip generation

internal to the Site itself, resulting in fewer automobile trips generated per household. Further, the intensification of the Site is also anticipated to facilitate and encourage a broader modal split, including pedestrian, transit, and bicycle modes, as a result of numerous factors that include a finer grained road network, higher density development, and mix of uses including commercial use and greenspace.

7.5.5 Housing

Housing in the City is guided by Section 6 of the Official Plan. Policy 6.1 notes that “City Council shall encourage a broad diversity of housing by form, location, size, tenure, and cost within the neighbourhoods and villages of the City, so that the housing needs of existing and future residents can be met as they evolve over time.”

Relevant policies include:

- **6.2 City Council shall:**
 - *(a) encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*
 - *(b) ensure that a sufficient supply of designated and serviceable residential land is available to meet the existing and future housing needs of the City;*
 - *(c) encourage the provision of an adequate range of housing and tenure types to be available and integrated within the City’s neighbourhoods and villages to meet the needs of existing and future populations; and*
 - *(d) encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing*
- **6.3 City Council shall promote an adequate supply and mix of housing by:**
 - *(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.
- 6.5 City Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging:
 - a. major intensification in Mixed Use Areas as designated on Schedule I;
 - b. infill development of vacant or under utilized blocks of land;
 - c. in Mixed Use Areas and Residential Areas, redevelopment and conversion of non-residential uses to residential uses, including the addition of residential uses in mixed use forms; 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.

The Proposed Redevelopment anticipates the phased introduction of thousands of new dwelling units within the community, to be market driven to accommodate the size of housing in demand by the community. The first phase of redevelopment introduces a range of unit sizes, from bachelor to 3+ bedroom units. The form of housing, being apartments, are appropriate to consider based on the existing Site context and to make efficient use of the Site. Apartment dwellings represent a generally more affordable home ownership or rental opportunity than traditional greenfield type development that is common in the area (i.e. low-density or freehold housing) and will add to the overall supply of housing.

7.5.6 Community Design

Community Design is guided by Section 9 of the City of Pickering Official Plan. The various policies outline design goals/objectives for development to consider. Policy 9.2 states:

- *To achieve the community design goal, City Council shall:*

- (a) encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians;
- (b) encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection;
- (c) encourage private and public developments that provide an integrated mix of uses, activities and experiences;
- (d) encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy for both pedestrians and vehicles to move about in a variety of directions;
- (e) encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings;
- (f) encourage developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering's public realm;
- (g) encourage, where appropriate, the creation of landmarks and other distinctive elements including buildings, open spaces, landscapes and natural features that make it easy for people to understand where they are, and how they get to the various places, amenities and facilities they require;
- (h) encourage the design of buildings and places that can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities;
- (i) encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use; and
- (j) encourage developments that establish appropriate relationships between built and natural environments, that ensure sensitive natural systems are protected and where possible enhanced, and celebrate significant aspects of the natural and cultural landscape.

The Proposed Redevelopment has been designed in consideration of these policies. With this submission, an Urban Design Brief has been prepared which speaks to the Urban Design policies of the Official Plan in more detail.

7.5.7 Planning Analysis

The Official Plan Amendment is generally consistent with the intent and principles of the in-effect Official Plan. The Official Plan Amendment seeks to permit comprehensive redevelopment of the Site, which have been identified by the municipality for significant intensification. The existing Official Plan recognizes Mixed Use Areas, as the Site is considered, as areas that have or are intended to have the widest variety of uses and highest levels of activities in the City. As will be described in the following Section of this Report, the City has proposed an amendment to the Official Plan (OPA 38), which would establish the Site as a node for growth. The purpose of OPA 38 is to allow for a scale of development that appropriately reflects the unique growth potential of the Site, consistent with the City's Intensification Study. The OPA will implement new land use categories and redesignate the Site to implement the Intensification Study (detailed further in Section 4 of this Report). The proposed Official Plan Amendment is appropriate for the Site.

The redevelopment of the Site and the proposed Zoning By-law Amendment conforms to the City of Pickering Official Plan, as amended, and is appropriate for reasons that include:

- In accordance with the Municipal direction for the area as per the Intensification Study, an amendment to the zoning by-law amendment is necessary to facilitate the comprehensive and phased redevelopment of the Site, in a compact mixed-use format;
- The proposed mix of land uses is appropriate to consider for the Site, and the amendment would facilitate active uses at the ground floor of mixed-use buildings;
- The redevelopment of the Site contemplates a new public road network, which provides for connections to the surrounding arterial road network so as to limit individual connections to the higher order road network;
- The redevelopment of the Site will introduce a significant number of new dwelling units into the community, contributing positively towards the Municipality's

- housing supply. A mix of dwelling sizes are accommodated in the seven (7) phases of development, totalling 5,249 units, in order to accommodate a range of community and household needs;
- The redevelopment has appropriate regard for the community design direction of the Official Plan, and the Zoning By-law Amendment application will facilitate appropriate zoning standards to facilitate and accommodate the seven (7) phases of redevelopment.

7.6 PICKERING OFFICIAL PLAN AMENDMENT 38

On December 19, 2020, Pickering City Council endorsed the Kingston Road Corridor and Specialty Retailing Node Intensification Plan (“Intensification Plan”). The Intensification Plan provided direction for specific growth areas within the City and included recommendations for the implementation of the land use direction through planning policy. The Intensification Plan provides direction for the Brock Mixed Use Node, which the Site form a part of.

Official Plan Amendment 38 (“OPA 38”) represents the implementation of the Intensification Plan, area wide, and was approved by Pickering City Council in early 2022. The Regional Municipality of Durham approved OPA 38 on November 4, 2022, with modification. After Regional Approval, OPA 38 was appealed to the Ontario Land Tribunal, and that a decision has not yet been made by the Tribunal. The policy of OPA 38 is informative but not determinative.

OPA 38 represents substantial shift in land use direction for the Site in accordance with the Intensification Plan. OPA 38 anticipates a broad mix of uses, including residential uses, in a high-density form.

The Site is identified as follows under the proposed land use schedules of Draft OPA 38 (see Figure 22):

- A majority of the Site, primarily towards the west and central areas, are identified as Mixed Use Type A;
- Portions of the Site is identified as Mixed Use Type C;
- The eastern portion of the Site is identified as Residential;
- Natural Areas are identified to the east of the Site;

- A Public Park is identified central to the Site;
- A number of Privately Owned Public Spaces (POPS) are identified throughout the Site; and
- New Future Public and Private Streets are identified through the Site.

Figure 22: Draft OPA 38 Schedule XIV – Brock Precinct Intensification Area.



We note the following as it relates to OPA 38:

- Policies 2.10 and 2.11 are amended by adding new subsections, which establishes a population target of 22,000 people and employment target of 8,100 jobs for the Kingston Road Corridor and Brock Mixed Node;
- New policy 3.6(f) as follows:
 - despite Section 3.6(c)(ii) and Table 6, for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, may permit, in certain circumstances, floor space indices (FSI) beyond 2.5, up to and including 5.0, where appropriate, through a Site-specific zoning by-law amendment and subject to the following criteria:
 - (i) that the Site is generally located in an appropriate gateway location and/or adjacent to Highway 401;

- (ii) that the proposal is compatible with adjacent land uses, particularly stable residential neighbourhoods, in terms of massing, height, scale and transition;
 - (iii) that the applicant demonstrate the Proposed Redevelopment would not preclude other properties within the precinct from developing or redeveloping to their planned potential; and,
 - (iv) that the proposal meets the general intent of the policies of Chapter 11A of this Plan.
- The “Specialty Retailing Node” is replaced with the “Brock Mixed Use Node” in Table 5, and the permitted uses are modified to include the following:
 - Medium density residential;
 - High density residential;
 - Retailing of goods and services;
 - Offices and restaurants;
 - Hotels
 - Community, cultural and recreational uses;
 - Community gardens;
 - Farmers’ markets
- Table 6 is amended by removing a maximum residential density, and requiring a minimum of 0.75 FSI.
- New Policy 11A.1 states *“The design of compatible and attractive built forms, streetscapes and Sites will be promoted within the intensification areas identified on Schedule XIV. Accordingly, City Council shall require development to have regard to the following:*
 - *(a) creation of a distinct character for the Corridor and Node while also providing for variation based on the unique conditions within each precinct in accordance with the specific precinct policies outlined in Sections 11A.3 – 11A.6, as well as, a strong sense of community, a context for healthy lifestyles, and a high quality of life;*
 - *(b) encourage the transformation of the areas into more liveable, walkable and human-scaled neighbourhoods with inviting public spaces such as parks, squares and streets;*

- (c) location and integration of commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life;
 - (d) development of streetscapes, public spaces and pedestrian routes that are inclusive, safe and comfortable for all, and accessible and easy to navigate regardless of physical ability;
 - (e) encourage the transformation of existing strip-commercial development and lots with single-detached dwellings into higher-density transit supportive mixed use areas;
 - (f) prioritize placemaking opportunities on public lands including existing parks and community facilities within and adjacent to the intensification areas for capital funding, and seek opportunities to partner with the private sector to incorporate designs that advance the placemaking opportunities in development plans on private lands; and
 - (g) the Detailed Design Considerations of this Plan and the applicable urban design guidelines
- New Policy 11A.6 states “City Council shall require development within the Brock Precinct, as identified on Schedule XIV, Sheet 4 of 4, to be in accordance with the following:
 - (a) the greatest densities and building heights shall be directed to the intersection of Brock Road and Pickering Parkway, with additional concentrations south of Pickering Parkway, along Highway 401;
 - (b) development on the north side of Kingston Road shall generally be limited to mid-rise buildings to ensure compatibility and implement appropriate transition in relation to the stable residential neighbourhoods to the north;
 - (c) the greatest mix of uses within the Brock Precinct will be encouraged to be located along the east side of Brock Road,, and at the Brock Road and Pickering Parkway intersection, in particular, the development of office and Major Office uses is encouraged in these locations;
 - (d) support the development of the Brock Precinct as a complete community with transit-supportive densities, and a distinct community character and significant public amenities and facilities;

- (e) transportation improvements will be prioritized to provide greater multi-modal connectivity, break up large parcels, create more routes of circulation off Brock Road and Pickering Parkway, and create more opportunities for the development of buildings with street frontages;
- (f) consideration shall be given to the interface of retail and office with residential uses and the provision of appropriate transitions between buildings and in height, mass and scale to ensure compatibility with established residential neighbourhoods;
- (g) the establishment of primary and secondary frontages oriented toward Brock Road, Kingston Road, and the new public street east of Brock Road will be encouraged;
- (h) where development or redevelopment of the lands on the northwest corner of Kingston Road and Brock Road, or adjacent lands, is proposed, seek the preservation of and incorporation of the Post Manor, a designated heritage building governed by the Ontario Heritage Act, to strengthen and complement the property's heritage attributes;
- (i) where development or redevelopment of the lands at the northeast corner of Pickering Parkway and Brock Road is proposed, secure the provision of a linear greenspace or enhanced green boulevard along the proposed east-west public street to provide a green connection from Brock Road to the public parkland to the east; and
- (j) where development or redevelopment is proposed on lands south of Pickering Parkway, north of Highway 401, consideration shall be given through block planning and a transportation study for the provision of an additional private street access to Brock Road.”
- New Policy 11A.9 states “The following policies are intended to apply to all development within the intensification areas. Accordingly, City Council shall:
 - (a) promote the integration of residential and office uses in conjunction with retail, commercial and institutional uses in support of developing complete communities;
 - (b) ensure the function of the intensification areas as key retail shopping destinations within the City, supporting various sizes and types of retail uses, is maintained and that expansion and establishment of new office and commercial uses is encouraged;

- (c) further to 11A.9 (b), where redevelopment of properties with existing businesses is proposed:
 - (i) encourage early and on-going communication between the proponent and existing tenants;
 - (ii) seek on-site retention of existing businesses, wherever possible, as part of the redevelopment through measures including provision of similar unit sizes and phasing, where feasible and appropriate, to allow the opportunity for businesses to relocate on-site; and
 - (iii) seek to assist affected business owners in finding opportunities for relocation within the community where retention on-site is not possible or desired.
- (d) promote higher intensity employment and residential uses, within close proximity to higher order transit stops;
- (e) where multi-residential development is proposed, support the inclusion of on-site community gardens;
- (f) promote and encourage the establishment of community services and facilities including educational, cultural, recreational, health and emergency services, in preferred locations as identified conceptually on Schedule XIV, as well as other locations throughout the intensification areas to serve community needs. Accordingly:
 - (i) establish and secure locations for community facilities through detailed block planning in accordance with Policy 11A.14(a);
 - (ii) where appropriate, encourage community facilities to be integrated into multi-storey, mixed use developments;
 - (iii) where a need has been determined, require new community facilities or enhancements to existing facilities, be delivered in a timely manner, concurrent with development, to support growth; and
 - (iv) encourage development to accommodate temporary community facilities until such time as permanent community facilities are constructed and/or outfitted.
- (g) in accordance with the policies of Sections 7.11 and 7.12 of this Plan, require all development to be designed to provide, where feasible, for the

- implementation of leading edge technologies and robust Information and Communication Technology infrastructure;*
- *(h) support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate;*
 - *(i) encourage lot consolidation, particularly for smaller lots within the intensification areas; and*
 - *(j) ensure through development and re-development that the overall arrangement of streets, blocks, open spaces and buildings is achieved and that sites are designed and developed in a manner that anticipates change over time.”*
- *New Policy 11A.9.2 states “The following policies apply to the Mixed Use Type A land use designation as shown on Schedule XIV. Within these areas, City Council:*
 - *(a) shall require areas designated as Mixed Use Type A on Schedule XIV to have the greatest density and represent the highest intensity uses within the intensification areas with a combination of higher density residential, commercial and retail uses including those which serve a broader area, and office uses in mixed use buildings, or in separate buildings on mixed use Sites;*
 - *(b) encourages office uses, particularly Major Office uses and major community (institutional) uses, to be located in Mixed Use Type A Areas. Accordingly:*
 - *(i) these uses should be predominantly directed to major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities;*
 - *(ii) Council will seek the accommodation of office space as part of developments within Mixed Use Type A Areas;*
 - *(iii) protection for future office space may be met through demonstrating phasing and/or including building types that can be easily converted to office uses over time; and*
 - *(iv) in addition to the complete application requirements in Section 16 of this Plan, Council may require the submission of an office*

demand study, where Major Office uses are not being proposed at major gateway locations.”

- New Policy 11A.9.4 states *“The following policies apply to the Mixed Use Type C land use designation as shown on Schedule XIV. Within these areas, City Council:*
 - *(a) shall require areas designated as Mixed Use Type C on Schedule XIV to be developed predominantly as residential areas with limited retail uses;*
 - *(b) supports retail and commercial uses within these areas which are neighbourhood-oriented, smaller in scale, and complementary to residential uses. These uses shall be primarily located on the ground floor of buildings; and*
 - *(c) may permit limited office uses within these areas, in conjunction with residential, neighbourhood retail and commercial uses.”*
- New Policy 11A.9.5 states *“ The following policies apply to the Residential land use designation as shown on Schedule XIV. Within these areas, City Council:*
 - *(a) shall require Residential areas, as shown on Schedule XIV, to be developed with higher density residential housing types, consisting primarily of apartment dwellings; and*
 - *(b) may allow consideration of the location of compatible retail and offices within these areas, however, will require them to be limited to the ground-floor of residential buildings;”*
- New Policy 11A.10 states *“City Council shall require built form within the intensification areas to reflect the following principles:*
 - *(a) promote higher-density residential and mixed use development which respects the character and scale of established neighbourhoods through proper transitioning, which may include, limiting building heights, implementing angular planes, applying appropriate building setbacks, landscaping, and other design elements, as appropriate, to ensure compatibility with adjacent development;*
 - *(b) through the design of buildings, enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility.*

- (c) taller buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where mid-rise or high-rise development is directly adjacent or in close proximity to existing low-rise neighbourhoods;
- (d) new development shall be designed, located and massed in such a way that it limits shadowing on adjacent residential land uses, the public realm, parks and public spaces, and protects and buffers the pedestrian realm from prevailing winds, in order to achieve adequate sunlight and comfort in the public realm through all four seasons; and
- (e) all urban design matters regarding built form should have regard for the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the applicable urban design guidelines.”
- New Policy 11A.10.1 states “City Council shall,
 - (a) direct high-rise buildings, consisting of buildings 13 storeys to a maximum of 35 storeys in height, to generally be located within appropriate major gateway locations at the intersection of transit spines and major arterials, along Highway 401, and proximate to highway interchanges;
 - (b) encourage the development of mid-rise buildings, consisting of buildings 5 storeys to 12 storeys in height, where appropriate, throughout the intensification areas;
 - (c) consider in the review of development applications for mid-rise and high-rise development, the following performance criteria:
 - (i) that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;
 - (ii) that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level;
 - (iii) that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized;
 - (iv) that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces;

- (v) that buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining public open spaces and sidewalks;
- (vi) that living areas, windows and private open spaces be located to minimize the potential for overlooking adjoining residential properties;
- (vii) that informal or passive surveillance of streets and other public open spaces be maximized by providing windows to overlook street and public spaces and using level changes, floor and balcony spaces elevated above the street level to allow views from residential units into adjacent public spaces whilst controlling views into these units; and
- (viii) that protection be provided for pedestrians in public and private spaces from wind down drafts;
- (d) despite Section 11A.10.1(a), limit the maximum building heights to:
 - (i) a maximum of 20 storeys in the Rougemount Precinct on the south side of Kingston Road, along Highway 401 to reflect the precinct character; and
 - (ii) low and mid-rise buildings, up to a maximum of 12 storeys, where appropriate, for Sites located immediately adjacent to existing low-rise residential areas to ensure adequate transition;
- (e) despite Sections 3.6(d) and 3.6(e) and Table 6, require all new buildings in the Intensification Area to be at least 3 functional storeys except for community facilities and in the Open Space System – Natural Areas designation;
- (f) despite Section 11A.10.1(e), permit expansions or additions to existing buildings in the intensification areas to be less than 3 functional storeys, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in Table 6 of this Plan; and
- (g) consider, where appropriate, flexibility in massing and height, if it can be demonstrated to the City's satisfaction that the general intent of the Plan is met."

- New Policy 11A.10.2 states “City Council shall,
 - (a) encourage front yard setbacks to be kept to a minimum, in accordance with the applicable urban design guidelines, so that an urban streetwall condition can be achieved along all streets; and
 - (b) despite 10A.10.2(a), encourage the accommodation of patios, displays, waiting areas, public landscape elements or elements that provide screening and privacy for grade-related residential units, within setback areas as appropriate. On larger development or infill sites, phasing plans should indicate how infill development can be accommodated over time to achieve this policy.”
- New Policy 11A.10.3 states “City Council shall,
 - (a) encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life;
 - (b) require development to have regard for the relevant guidelines pertaining to active frontages contained within the applicable urban design guidelines;
 - (c) encourage primary frontages to be developed with the highest levels of active uses such as retail that generates pedestrian activity; and
 - (d) encourage secondary frontages, to be developed to support high levels of public realm animation and pedestrian activity, but with less of a focus on retail activity.”
- New Policy 11A.11 states “City Council shall,
 - (a) recognize parks, green spaces, privately-owned publicly accessible spaces (POPS), boulevards, and connections as interconnected components of the public realm in the intensification areas;
 - (b) encourage all residences and places of employment to be within a 5 minute walk (400 metres) of existing and planned public parks and privately-owned publicly accessible spaces such as an urban square, courtyard, parkette, green space, or community garden;
 - (c) prioritize connectivity between public spaces within the intensification areas as well as improved access to and enhancement of existing public spaces, including Public Parks, within a 10 minute walk (800 metres);

- (d) require the provision of high quality indoor and outdoor amenity spaces as a component of all development within the intensification areas with a prioritization of spaces which are accessible to the public;
- (e) further to Policy 11A.11(d), encourage the provision of green roofs as a component of private outdoor amenity space for all high density residential development;
- (f) encourage the provision of public access points to the Internet and infrastructure that supports this access in public spaces throughout the intensification areas and at Transit Stop locations, where possible;
- (g) encourage the provision of amenities for pedestrians such as seating areas, digital kiosks, play structures, fountains or feature benches in the public realm, as appropriate;
- (h) in accordance with the public art policies of Section 14.13, encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure;
- (i) prioritize municipal capital projects within the intensification areas that contribute to the public realm;
- (j) in consultation with the Toronto and Region Conservation Authority and/or Parks Canada, require the proponents of new development adjacent to creeks to enhance natural heritage features and incorporate passive recreational uses such as walking paths and seating areas, where appropriate;
- (k) in consultation with the Durham District School Board, investigate opportunities for community access and use of nearby school properties outside of school hours for active and passive community recreational needs; and
- (l) in addition to the complete application requirements in Section 16 of this Plan, the submission of a facility fit plan may be required for proposals within the intensification areas to support the provision of suitable amenity spaces.”
- New Policy 11A.11.1 “City Council shall,
 - (a) prioritize the enhancement of existing public parks within the intensification areas, and within a 10 minute walk (800 metres), to

- accommodate an increase service levels, as well as improve access and connectivity;*
- *(b) require the provision of Public Parks as shown on Schedule XIV. All new Public Parks are intended to be developed as Neighbourhood Parks, with the exception of the new park in Brock Precinct, adjacent to the existing Beechlawn Park, which together is intended to be redeveloped into a Community Park;*
 - *(c) require all Public Parks to have at least one frontage on a Public Street;*
 - *(d) consider minor modifications to Public Parks as shown on Schedule XIV through detailed block planning, as long as the general intent of these spaces meet the City's requirements; and*
 - *(e) encourage the development of Public Parks in accordance with the City's Parks and Recreation Master Plan and the applicable urban design guidelines."*
- *New Policy 11A.11.2 states "City Council supports the development of Privately-Owned Publically Accessible Spaces (POPS) throughout the intensification areas, including spaces such as urban squares, gateway plazas, parkettes, linear parks, and green spaces. These spaces are privately owned and maintained, however, are accessible to the general public. Accordingly,*
 - *(a) the preferred location of POPS have been identified conceptually on Schedule XIV. However, POPS are encouraged as a component of all new development within the intensification areas, particularly in Gateways and near Transit Stops;*
 - *(b) the exact size, location and design of POPS, including appropriate amenities, will be addressed through detailed block planning in accordance with Section 11A.14(a), the facility fit plan in accordance with Section 11A.11(k), and in accordance with the applicable urban design guidelines; and*
 - *(c) POPS adjacent to the Heritage Path within the Rougemount Precinct shall be integrated with the Heritage Path in accordance with Section 11A.3.1."*
 - *New Policy 11A.11.4 states " City Council shall,*

- a) *(in addition to Section 16.29 of this Plan, consider in-kind contributions through development, community philanthropy, and land acquisition; and*
 - o *(b) prioritize the acquisition of parkland through land dedication to provide active and passive recreation opportunities within the Intensification Area to serve the needs of the new community, as well as, the surrounding established neighbourhoods.”*
- *New Policy 11A.12 states “City Council supports the following key mobility principles for the intensification areas:*
 - o *(a) higher density, transit-supportive development with a mix of uses and activities;*
 - o *(b) the design of all streets as complete streets;*
 - o *(c) improved access management and connectivity for all transportation modes that connect to places where people live, learn, play and work;*
 - o *(d) prioritization of measures to improve pedestrian safety, reduce traffic collisions, and reduce traffic-related impacts to adjacent neighbourhoods;*
 - o *(e) promotion of transportation demand management measures in accordance with Policy 4.5(b) of this Plan, including mobility-as-a-service, where appropriate; and*
 - o *(f) prioritization of minimizing surface parking, and the development of active transportation networks.”*
- *New Policy 11A.12.1 states “City Council shall,*
 - o *(a) require the provision of pedestrian paths, cycling facilities, and multi-use paths in accordance with the City’s Integrated Transportation Master Plan, and where appropriate, in consultation with the Region of Durham;*
 - o *(b) encourage the provision of additional pedestrian and cycling infrastructure and connections, where opportunity arises, to support the City’s active transportation network; and*
 - o *(c) require pedestrian and cycling facilities to be developed in accordance with the applicable urban design guidelines, best practices, and the prioritization of the safety of pedestrians and cyclists.”*
- *New Policy 11A.12.3 states “City Council shall,*
 - o *(a) in accordance with the policies of Section 4.11, require the design of new streets and the design and extension of streets identified on Schedule XIV to be connected to existing streets, and have block lengths*

- generally no longer than 150 metres and block depths generally not less than 60 metres to provide to provide a finer grid of walkable and interconnected development blocks over time;*
- *(b) require all new or re-designed streets, as appropriate, to be complete streets with public amenities including sidewalks, enhanced paving in busy pedestrian areas, cycle paths or multiuse paths, and landscape and furniture zones;*
 - *(c) through the redevelopment of larger blocks of land, require new public and private streets in locations generally as shown on Schedule XIV;*
 - *(d) allow the exact alignment of new streets to be determined through block planning, provided the overall block pattern is achieved, the achievement of minimum and maximum block sizes on the development site and adjacent sites is not compromised, and appropriate intersection spacing is maintained;*
 - *(e) require the provision of trees along streets to enhance the urban forest canopy and provide shade for pedestrians, particularly along Kingston Road, Whites Road, and Brock Road;*
 - *(f) encourage all streets to be designed in accordance with the applicable urban design guidelines, with consideration given to integration and continuity of street design elements where streets intersect, and construction of public streets to public street design standards; and*
 - *(g) collaborate with the Region of Durham to implement, where possible, new signalized intersections as shown on Schedule XIV, in order to provide opportunities for efficient transportation and safe pedestrian movement.”*
- *New Policy 11A.12.4 states “City Council shall,*
 - *(a) require development proponents to demonstrate the provision of an adequate supply of parking to meet Site requirements while balancing broader mobility objectives to decrease reliance on private vehicle use;*
 - *(b) consider in the review of development applications, the following performance criteria with regard to on-Site parking and access drives/aisles,*

- (i) that the primary parking format be structured or below grade parking to facilitate connectivity and minimize the heat island effect created by large surface parking;
- (ii) in phased development, that surface parking may be permitted if the proponent has demonstrated how parking will be accommodated in structures at full build out; and
- (iii) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;
- (c) consider a reduction in the number of required car parking spaces and/or other means of providing for parking such as cash-in-lieu, where bicycle parking facilities or transportation demand management measures are provided to reflect the compact, high-density urban form of the intensification areas and shift toward an increase of active modes of transportation and transit; and
- (d) consider shared on-site parking areas for two or more uses where the maximum demand of such parking areas by the individual uses occurs at different periods of the day;”
- New Policy 11A.14 states “City Council shall,
 - (a) require development applications on larger sites, identified through the implementing zoning by-law, to provide a block development plan to demonstrate the full build out of new streets and blocks within the site, potential connections to adjacent sites, redevelopment within all future blocks, and the provision of supporting open spaces and community infrastructure as required. The block development plans shall be accompanied by supporting technical studies that provide a level of information sufficient to assess the ultimate infrastructure and other requirements of full build out;
 - (b) require the expansion of the street network into a finer grid of streets and connections to occur incrementally with development, with new public streets being secured through the development application process and/or through cost-sharing by benefitting landowners, to the satisfaction of the City;
 - (c) where appropriate and necessitated by timing considerations, require financial front-ending agreements to expedite infrastructure delivery.

- Agreements for cost-sharing will be implemented where appropriate to facilitate the provision of infrastructure and allocate the related costs of development amongst local landowners; and*
- *(d) support the use of the Holding provisions in the Planning Act and require where necessary, proponents to enter into agreements with the City, Region, other agencies, and adjacent landowners as appropriate, respecting various development related matters including but not limited to:
 - *(i) servicing or relocation of infrastructure including any required studies;*
 - *(ii) requiring a multi-modal transportation study for Proposed Redevelopments that are anticipated to generate 75 or more vehicle peak hour trips (two-way), or where Site and design characteristics may result in traffic or transportation concerns, to assess the impact on the transportation system and the timing and need for future improvements;*
 - *(iii) entering into cost-sharing and front ending agreements;*
 - *(iv) ensuring that development shall not take place on lands within the defined Creek corridors;*
 - *(v) providing or exchanging easements over lands where necessary;*
 - *(vi) providing contributions to the cost of rehabilitating the Creek corridors, if necessary;*
 - *(vii) requiring a comprehensive functional servicing and stormwater management plan that addresses stormwater management on a Site-by-Site basis; and (viii) requiring a block development plan.”**
 - *New Policy 11A.14.6: City Council recognizes the following properties as having applications submitted prior to Official Plan Amendment 38 coming into full force and effect:
 - *1755 Pickering Parkway, Assessment Roll 020016178150000 (OPA 22-002/P)**

Accordingly, where there are conflicts between the policies of Chapter 3 and Chapter 11A of this Plan and those policies approved through a site-specific official plan amendment, the policies of the approved site specific official plan amendment shall prevail.

The proposed site-specific Official Plan Amendment seeks to establish the policy direction to guide development of the Site, and to implement the Kingston Road Corridor and Specialty Retailing Node Intensification Plan. This is the same objective as OPA 38, as described above. As demonstrated throughout this Report, the Official Plan Amendment application is consistent with the overall policy direction that is proposed to be established by OPA 38, including the same general vision for mix of uses, densities, and building heights. The additional height is directed to a location that is adjacent to highway 401 and is a gateway to the City, which is consistent with the objectives established by OPA 38.

7.7 KINGSTON ROAD CORRIDOR URBAN DESIGN GUIDELIENES

On December 19, 2019, Council endorsed, in principle, the Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines (“Urban Design Guidelines”). The Urban Design Guidelines provides design direction for the redevelopment of the intensification area, which includes the Brock Node that the lands form a part of. The overall vision for the area, as outlined by the Urban Design Guidelines, will be:

- *A sustainable place that embraces its significant natural heritage assets, connecting to the valleys and creeks that the corridor crosses, mitigating greenhouse gas emissions and adapting to climate change, and building communities centred on new public open spaces in both the corridor and node;*
- *A walkable place in all four precincts, with safe, comfortable and green sidewalks and pedestrian connections on both sides of Kingston Road, and within larger parcels that are likely to redevelop with an internal street network, particularly within the node;*
- *An urban, livable, transit-supportive community, with a higher density mix of uses, located in buildings that are pedestrian oriented, and that transition in height and mass to the scale of adjacent established neighborhoods, particularly to the north of the corridor and to the east of the node;*

- *A place that continues to serve as both a destination for shopping and a place of employment, with retail, commercial services and offices within mixed use buildings or on mixed use Sites, and generally fronting directly onto Kingston Road, Whites Road and onto new internal streets on larger parcels, to provide active uses at grade that encourage pedestrian traffic; and*
- *A regional and local multi-modal connector, with regional gateways at Altona Road and Brock Road, and with gateways to the neighborhoods north and south of the corridor at Rougemount Drive, Whites Road, Fairport Road, Brock Road and Pickering Parkway.*

A number of goals and objectives are also outlined by the Urban Design Guidelines, as follows:

- *Advance the concept of place-making and create complete communities;*
- *Promote sustainability in the design and full lifecycle of the streetscape, open spaces and buildings;*
- *Stimulate economic growth and vitality;*
- *Promote mixed used development with an emphasis on higher density residential and employment uses integrated within a building or Site;*
- *Design all public roads and private connections to be complete streets and emphasize transit and pedestrian oriented development;*
- *Improve access management and connectivity for all transportation modes;*
- *Encourage the optimization of infrastructure;*
- *Enhance and restore natural heritage features and functions; and*
- *Support implementation by considering phasing, flexibility and intermediate interventions.*

The Proposed Redevelopment of the Site is consistent with and will facilitate the implementation of the goals and objectives of the Council endorsed Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines. The proposed applications will facilitate implementation of the complete community for the Site, will make efficient use of the Site and existing infrastructure. The form of development and mix of uses will assist in achieving sustainability goals, and as existing developed lands there is limited natural heritage that would be impacted by redevelopment.

The Urban Design Direction for the proposed redevelopment is outlined further in the Urban Design Brief, included in this submission. The principles for redevelopment are directly inspired by the City's Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines.

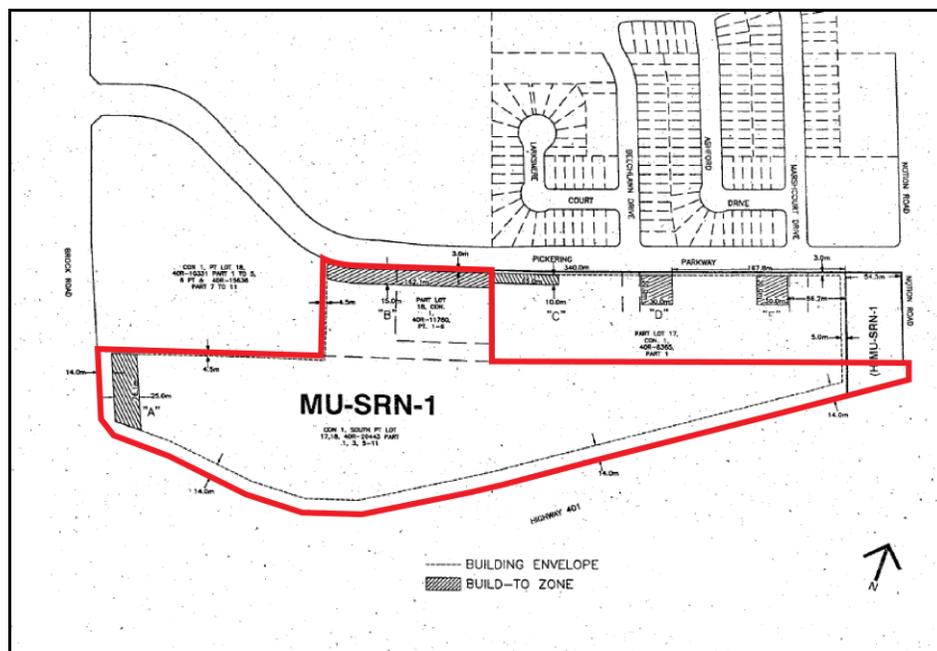
Applications for Site Plan Approval are required prior to each phase of development, which will consider detailed design matters in the context of the Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines.

7.8 CITY OF PICKERING ZONING BY-LAW 3036, AS AMENDED

7.8.1 Existing Zoning

According to the City of Pickering Zoning By-law 3036, as amended by By-law No. 7176/11, the Site is zoned MU-SRN-1 and (H)MU-SRN-1 (see Figure 23). The existing zoning of the Site facilitates the current development of the lands as a commercial retail centre.

Figure 23: City of Pickering Zoning By-law 6549-05, as amended by By-law 7176/11.



The MU-SRN-1 Zone permits the following uses:

- Assembly hall;
- Business office;
- Commercial club;
- Commercial-recreational establishment;
- Discount department store;
- Drug store, as an accessory use;
- Dry cleaning depot, as an accessory use;
- Duplicating shop, as an accessory use;
- Financial institution;
- Food store;
- Home design centre;
- Home improvement centre;
- Hotel;
- Place of amusement or entertainment;
- Professional office;
- Retail store;
- Restaurant – Type A; and
- Spa.

A number of built form provisions are applicable to the MU-SRN-1 zone, including:

- No building or part of a building shall be erected outside of the building envelope illustrated in Figure 6. The building envelope includes:
 - Minimum setback of 14.0 m along the south lot line (Highway 401 frontage);
 - Minimum setback of 14.0 m along the west lot line (Brock Road frontage);
 - Minimum setback of 3.0 m along the north lot line (Pickering Parkway frontage); and
 - Minimum setback of 4.5 m along the interior lot line (northwest portion of the lands).
- A minimum built-to zone is also illustrated in Figure 6:
 - Minimum build-to zone of 25.0 m along the Brock Road frontage. No building shall be erected within 40 m of the Brock Road right-of-way unless a minimum of 40% of the length of the build-to zone is occupied by

- part of a building or buildings, or if a minimum of 50% of the length of the build-to zone contains a building or part of a building; and
- Minimum build-to zone of 15.0 m along the Pickering Parkway frontage. No building shall be erected within 40 m of the Pickering Parkway right-of-way unless a minimum of 40% of the length of the build-to zone is occupied by part of a building or buildings, or if a minimum of 80% of the length and depth of the build-to zone contains a building or part of a building.
- Maximum building height of 22.0 m; and
- Minimum building height of 6.0 m.
- Floor area limitations:
 - Maximum aggregate floor area for all uses of 35,820 sq. m;
 - Maximum aggregate floor area for all business and professional offices of 6,000 sq. m;
 - Maximum aggregate floor area for all restaurants – Type A shall be 3,000 sq. m;
 - Maximum floor area for a discount department store shall be 7,450 sq. m;
 - Minimum unit size for a retail store shall be 929 sq. m;
 - For retail stores, a maximum aggregate floor area of 7,000 sq. m shall be permitted for retail stores between 100 sq. m and 929 sq. m, of which a maximum of five retail stores can have floor areas between 100 sq. m and 300 sq. m;
 - Minimum floor area for a spa shall be 150 sq. m; and
 - Minimum floor area for a food store shall be 4,515 sq. m.

Portions of the Site is identified with a holding provision, with applicable provisions as follows:

- Until such time as the “(H)” Holding Provision is lifted, the lands shall not be used for any purpose other than stormwater management;
- The “(H)” Holding Provision shall not be removed until completion of the following:
 - Appropriate arrangements have been made to the satisfaction of the City of Pickering for the conveyance of lands to the City, free and clear of all

- encumbrance for the purposes of widening Notion Road for the construction of a Highway 401 overpass; and
- Appropriate arrangements have been made to the satisfaction of the Toronto and Region Conservation Authority and the City for the future management of the Regional Storm flood volumes in the absence of a stormwater facility.

Additional regulations are included in the Zoning By-law but have not been summarized in detail within this Report.

7.8.2 Zoning By-law Review

The City of Pickering is undertaking a comprehensive review of the six existing Zoning By-laws that remain in-force throughout the municipality. The Zoning By-law Review is intended to create one consolidated zoning by-law to apply to the municipality, as well as update the zoning by-law to reflect Official Plan policies and associated guideline materials. The Zoning By-law Review specifically excludes the Site from review, as they form part of the lands subject to OPA 38 (as described previously).

7.8.3 Planning Analysis

The existing zoning for the Site is reflective of the existing function of the lands as a commercial retail centre. The zoning for the Site has not yet been updated to current policy direction, including Provincial policy, the Region Official Plan and Pickering Official Plan (in particular OPA 38). An amendment to the City of Pickering Zoning By-law 3036 is proposed, which will provide the basis for the redevelopment of the seven phases of redevelopment over time. The rezoning of the Site implements the policies of the City of Pickering Official Plan, as amended. The amendment is described in detail in Section 5 of this Report. The amendment will expand the permitted uses for the Site to include residential uses, a mix of non-residential uses, and will allow for increased height and density permissions, while also including specific built form regulations to guide development, in general accordance with OPA 38 and the relevant design guidelines.

The Proposed Redevelopment will take place in a phased manner over time. For later phases, interim provisions reflecting the current zoning provisions are proposed. This will allow use of the lands for the variety of commercial retailing uses to continue and

accommodate modest expansions or renovations that may be proposed in the intervening period before full build-out.

8.0 SUSTAINABLE DEVELOPMENT

The City of Pickering adopted the Integrated Sustainable Design Standards (ISDS) to replace the 2007 Sustainable Development Guidelines, and came into effect for developments submitted as of January 1, 2023. The ISDS states that the design standards apply only to Site Plan Applications and Plans of subdivision, submitted after January 1, 2023: “The ISDS applies to new applications submitted as of January 1, 2023 for Draft Plan of Subdivisions and Site Plans.” Tier 1 elements are required for all new developments arising from Site Plan and Subdivision applications, where Tier 2 represents an optional, higher level of achievement. The Mid to High-Rise Residential and Non-Residential Checklist will be applicable to the Proposed Redevelopment at the time of Site Plan application.

For the purpose of these Official Plan and Zoning By-law Amendment Applications, which were filed prior to the ISDS coming into effect (January 1, 2023), the checklist has been considered and has been informative in the conceptual design of the development. However, specific measures relating to the Tier 1 and 2 requirements have not been designed in detail at this stage, and will be further refined as part of a future Site Plan Approval application. A Sustainability Report will be prepared in accordance with the ISDS at the appropriate time, along with the corresponding checklist.

Below, a general overview of each performance measure is provided, demonstrating how the criteria may be achieved at the future Site Plan Approval application stage.

8.1 EDUCATION

Performance measure E1 requires that Resident Education Information Packages be distributed to residents explaining “the use and maintenance of sustainable building features as well as sustainable lifestyle practices.” To achieve Tier 2, additional signage should be posted on site to educate residents and visitors of sustainability features.

The project team will accordingly strive to meet these requirements at the appropriate time.

8.2 ENERGY & RESILIENCE

Performance measure ER1 addresses Urban Heat Island reduction, specifically through rooftop and hardscape design. The ISDS sets out specific requirements for green roofs, cool roofs, and solar PV which will be considered by the project team in detailed design. Hardscapes should also be treated through a combination of high albedo paving materials, shade from trees, and shade from other site elements such as architectural structures or energy generation structures.

Performance measure ER2 requires the buildings to be designed for meet or exceed energy Performance Emissions' Total Energy Use Intensity (TEUI), Thermal Energy Demand Intensity (TEDI) and GHG Emission Intensity (GHGI) targets.

Tier 2 optional requirements include the inclusion of on-site renewable energy generation, peak shaving devices, and back-up power supplies.

It is noted that the redevelopment of the existing commercial retail centre is expected to reduce the urban heat island effect, through the introduction of new green spaces and landscaping (including the provision of trees), present the opportunity for green roofs and rooftop amenity, among other matters. The existing site is largely hardscape surface. The performance criteria are expected to be further reviewed and implemented through detailed site design.

8.3 NEIGHBOURHOOD

The Neighbourhood sustainability category is intended to ensure new developments create accessible and safe places.

Performance measure N1 requires onsite AODA-compliant private pedestrian walkways from buildings to features outside of the development site such as public sidewalks, multi-use trails, transit stops, and adjacent buildings. The Proposed Redevelopment will provide such walkways interconnecting the Site with the various amenities and features in the area and to be established on the Site.

Other required performance measures (N2-N5) include AODA-compliant play areas, providing adequate public building entrances, implementing AODA-compliant wayfinding, and using CPTED principles to create safe spaces.

The Proposed Redevelopment will be able to comply with all criteria, and will be further refined through the Site Plan Approval process.

8.4 LAND & NATURE

The Land and Nature sustainability category is centred around protecting, conserving, and enhancing the natural environment. The category lays out a number of specific requirements for topsoil thickness, dark-sky compliant lighting, native and non-invasive species, vegetated buffers, tree removal compensation, and providing street trees.

The Proposed Redevelopment will demonstrate compliance with these criteria at the time of detailed design. At this stage, it can be noted that the Proposed Redevelopment considers the general principles of ensuring that ample vegetation is provided through the various phases of redevelopment, as demonstrated in the submitted landscape plans. Accordingly, a large public park is proposed in the centre of the Site, with various smaller green amenity areas throughout. A large vegetative buffer and multi-use pathway will be maintained along the south of the Site. Due to the existing development, few trees are located on Site, and any removed will be compensated well in excess of the minimum requirements. It is expected that the redevelopment of the Site will be a substantial net gain in vegetation and greenspace, when compared to existing site conditions.

In addition, the performance criteria seek to establish amenity requirements for buildings greater than 20 dwelling units. The proposed amenity space is consistent with the requirements of the performance criteria, and is in addition to the anticipated public park space.

The performance criteria also require consideration of bird-friendly design treatments. Such design matters are best considered through detailed design; however, the conceptual development plans for phase 1 are supported by a bird-friendly design review.

8.5 TRANSPORTATION

The Transportation sustainability category aims to encourage alternative sustainable modes of transportation. Accordingly, performance measures T1 and T2 provide minimum requirements for electric vehicle charging stations at parking spaces.

Performance standard T3 provides that bicycle parking spaces are required at a minimum rate of 0.5 per dwelling unit, and 1 bicycle space per 1,000 square metres of gross leasable floor area. The proposed Draft Zoning By-law includes the bicycle parking requirements to ensure that this minimum is achieved.

8.6 WASTE MANAGEMENT

The Waste Management performance standards require that a minimum 50% of all non-hazardous construction/demolition waste be diverted from landfill. This will be addressed at later phases of the development.

It is also required that multi-storey residential buildings provide three waste streams for recyclables, organics, and waste. Additionally, for non-residential development, a dedicated area for the separate waste collection should be provided. The Proposed Redevelopment accommodates these requirements, with sufficiently sized garbage rooms being delineated on the ground floor of each building.

8.7 WATER

Finally, the Water sustainability category addresses the efficient use of water and encourages sustainable stormwater management practices. This includes the minimum runoff reduction requirements of 5mm, compliance with the CTC Source Protection Plan, and minimum removal of 80% of Total Suspended Solids.

Water reduction fixtures are also required to improve overall building water efficiency. This will be addressed at the detailed design and building permit stage.

8.8 SUMMARY

In summary, the Proposed Redevelopment has been conceptually designed with regard for the Pickering Integrated Sustainable Design Standards. Although at this stage in the

planning process it is not the City's expectation to demonstrate compliance with all criteria, the redevelopment is expected to be able to achieve the minimum requirements and incorporating optional sustainability features where feasible, to be determined at the detailed design phase.

9.0 AFFORDABLE HOUSING

Official Plan Amendment 38, which is not yet in effect, seeks to add "affordable housing brief" to the list of studies that may be required to be provided as part of a planning application (including Official Plan Amendment applications and Zoning By-law Amendment applications). The following section provides an affordable housing evaluation of the proposed Official Plan Amendment and Zoning By-law Amendment, in the context of the City's Official Plan.

The proposed Official Plan Amendment and Zoning By-law Amendment have appropriate regard for, and consideration of matters related to housing. In particular, the development is expected to introduce a total of approximately 5,250 new dwelling units, across 7 different phases, where currently no housing exists. The housing represents net new housing for the City of Pickering.

The various phases are summarized as follows (note that unit counts are subject to change as phases proceed with detailed design):

- Phase 1: 630 dwelling units;
- Phase 2: 1,090 dwelling units;
- Phase 3: 446 dwelling units;
- Phase 4: 1,022 dwelling units;
- Phase 5: 641 dwelling units;
- Phase 6: 762 dwelling units; and
- Phase 7: 659 dwelling units.

The new housing is expected to be supported by a range of uses, which are contemplated by the Zoning By-law as permitted uses, including a range of commercial and retail uses including restaurants, child care facilities, office uses (including medical offices), community centres and other institutional uses, parks and open space areas, among many other uses.

The Pickering Official Plan provides guidance for new housing, including Section 6.4 that states: “City Council Shall:

- (a) require that a minimum 25 percent of new residential construction, on a City-wide basis, be of forms that would be affordable to households of low or moderate income, reflecting affordable housing forms identified in Appendix I - Quality of Life Indicators and Performance Targets;
- (b) encourage the affordable component of new residential construction to be in the early phases of a development;
- (c) encourage the provision of housing for people with special needs, including assisted housing for low income people, seniors, emergency accommodation, and other forms of supportive housing;
- (d) zone to permit the operation of group homes within all residential areas;
- (e) zone to permit accessory apartments, garden suites, and rooming homes where appropriate; and
- (f) support providers of assisted and special needs housing, including the Durham Region Non-Profit Housing Corporation, in the provision and integration of assisted and special needs housing in the City.”

It is further provided in a note of the Official Plan, that:

“for the purposes of this Plan, affordable means annual housing costs (rent or mortgage payments) that do not exceed 30 percent of gross household income.”

The definition of affordable housing, as noted above, relies entirely on the sale price of units to understand if the development would be accommodating affordable housing. Considering the timing of the planning approvals process, marketing, construction, potential phasing and all the internal/external variables that the development is subject to, the ultimate sale price of units cannot be confirmed at this time. Therefore, it is difficult to make comments with respect to how the proposed development is anticipated to relate to affordable housing, as defined by the City of Pickering.

Notwithstanding that the sale price of units has yet to be determined, we note that the proposed build form is expected to include a variety of dwelling unit types and sizes. The Official Plan Amendment and Zoning By-law amendment would allow for a wide range of

dwelling units to be provided as phases proceed, and respond to market demand. This includes the following residential uses proposed to be permitted by the Zoning By-law:

- Additional Dwelling Unit;
- Apartment Dwelling;
- Back-to-Back Townhouse Dwelling;
- Block Townhouse Dwelling;
- Live Work Dwelling;
- Stacked Dwelling; and
- Street Townhouse Dwelling.

The Proposed Redevelopment is conceptual for future phases, but is contemplated entirely of a high-density form of development that is more likely to achieve affordable outcomes than typical low-rise residential and greenfield development. The proposal provides a wide range of unit sizes, aimed to be suited for different income levels, personal preferences, and household sizes. The variety of housing sizes will ensure options are afforded for all life stages within the community.

The range of dwelling unit options within the proposed development offers housing options that are generally a more affordable home ownership opportunity than many traditional greenfield development options (i.e. single detached dwellings). The proposed dwellings would contribute to reducing the barrier to entry for home ownership by providing a more affordable building-form alternative than what generally exists in the surrounding area, which is consistent with Policy 6.4(a) of the Official Plan.

At this stage, a detailed breakdown of the unit types, tenures, and price points for all phases cannot accurately be provided, on account of the heavy influence of temporal economic conditions outside of the proponent's control. Nevertheless, the unit type statistics for Phase 1, which will be developed first, are provided below.

Table 3: Unit Breakdown of Phase 1 of the Proposed Redevelopment.

Unit Type	Units Proposed in Phase 1
Studio	32 (5%)
1-Bed	95 (15%)
1-Bed + Den	126 (20%)

2-Bed	189 (30%)
2-Bed + Den	126 (20%)
3-Bed	62 (10%)
Total:	630

As identified by Table 2, the first phase of development is expected to provide a majority (60%) of dwelling units as multi-family dwellings. There are a broad range of unit sizes that are expected.

The range of uses contemplated for the development is in accordance with Section 6.4 of the Pickering Official Plan.

The City of Pickering Housing Strategy and Action Plan 2021-2031 seeks to provide a foundation to ensure adequate supply of housing, including affordable housing, is realized. The Housing Strategy and Action Plan 2021-2031 was approved by Pickering City Council in January 2022, and contains a total of 26 actions. The proposed Official Plan Amendment and Zoning By-law Amendment applications have regard for, and are informed by, the 26 actions. This includes that the proposed development does not consider a 'down zoning' of lands and rather makes efficient use of lands; that the zoning would not preclude alternative forms of housing such as additional units, shared housing, and accessible housing; and that an affordable housing brief has been included as part of the application. It is also an action that the municipality prioritize and facilitate planning approvals for projects that seek to contribute to housing affordability and supportive housing.

Further details regarding the housing supply, can be provided as future phases of development proceed with detailed design.

10.0 PUBLIC CONSULTATION STRATEGY

In accordance with the requirements of the *Planning Act*, the applicant and its consulting team are committed to ensuring that the public and other stakeholder groups are meaningfully engaged throughout the review process of the Official Plan Amendment and Zoning Bylaw Amendment applications.

The following Public Consultation Strategy is proposed in order to ensure the public and stakeholder groups are provided sufficient opportunity to make meaningful representation in relation to the proposed applications.

The proposed Public Consultation Strategy is as follows:

- Posting of the Notice of Proposed Redevelopment Application and Public Meeting Sign on the Site;
- City Planning Staff will organize a Public Meeting to take place during a regularly scheduled Planning and Development Committee Meeting and in accordance with the requirements of the *Planning Act*;
- Following the Public Meeting, the applicant and the consultant team will participate in informal and formal meeting(s) and/or correspondence with individual stakeholders or groups as determined necessary;
- The applicant and the consultant team will review all comments received by the public and stakeholders and provide written responses as necessary; and
- Reviewing all comments received during the circulation period, the applicant and the consultant team may modify the proposed applications, and may further engage stakeholders, as determined appropriate.

11.0 PLANNING ANALYSIS

This report has identified and addressed the relevant current planning policy and regulatory framework in Section 7. A number of key themes and major points have emerged in the planning assessment of the Proposed Redevelopment of the Site.

11.1 CONTRIBUTING TO INTENSIFICATION TARGETS AND STRATEGIES

The current policy framework gives priority to intensification as a means of accommodating new growth. The Provincial Policy Statement requires that planning authorities identify and promote opportunities for intensification (Policy 1.1.3.3) and the Provincial Growth Plan identifies that a minimum of 50 per cent of all residential development occurring annually within the Region of Durham will be within the delineated built-up area. The Region of Durham Official Plan provides growth targets for Population and Employment in the City of Pickering, to the year 2031 (Section 7.3). The Durham Official Plan directs that by 2015, a minimum of 40% of all residential development will be within the built-up area (Policy 7.3.9). The Durham Region Official Plan further establishes specific areas where growth is to be concentrated, including to Regional Corridors (such as Brock Road). The Region establishes minimum density targets for lands identified for growth, including a minimum of 60 residents per hectare and 2.5 FSI for Regional Corridors. The New Durham OP identifies the Site as being within the Established Built Boundary, within the Urban Area Boundary, and as a Rapid Transit Corridor. This context is such that the lands are considered a Strategic Growth Area by the Region, which are areas where growth and development is directed to be located. Strategic Growth Areas, as the Site is considered, are planned to provide a broad range and mix of uses to facilitate the creation of complete communities. The New Durham OP establishes minimum density targets for this Strategic Growth Area. Higher density development is supported, and forms of development that would preclude the achievement of density targets is discouraged.

In order to meet targets for residential intensification, the Pickering Official Plan has identified areas where growth is intended to be directed, including the Mixed Use Areas. The Pickering Official Plan establishes a population target for the South Pickering Urban Area of 100,500 people for the year 2016. OPA 38 further establishes that FSI's of up to

and including 5.0 may be permitted, where generally located in an appropriate gateway location and/or adjacent to Highway 401, both of which are characteristics of the Site.

The proposed redevelopment represents intensification of an underutilized lot within the built boundary, in an area targeted for intensification, and is anticipated to contribute positively to growth targets and exceed the minimum requirements.

11.2 ACCOMMODATING INTENSIFICATION APPROPRIATELY

In addition to targets for intensification, the applicable planning policy and regulatory framework identifies criteria/requirements for intensification and redevelopment, including the policies in the Growth Plan relating to managing growth, and Policy 7.3.17 of the Region of Durham Official Plan. The City of Pickering Official Plan provides specific guidance for the redevelopment of the Urban Area, in part via Policy 2.7, and provides further direction for development in the Mixed Use Areas via Policy 3.6, amongst others. The City of Pickering approved OPA 38, which provides comprehensive direction for the redevelopment of the Site at a higher intensity than currently exists. The following points summarize how the various Provincial, Regional, and Local criteria/requirements for intensification and redevelopment are met by the Proposed Redevelopment:

- **Compatibility:** The Site is within an existing commercial plaza that has been identified for intensification. The phased redevelopment of the Site is appropriate to consider, and the mix of non-residential and residential uses are compatible and mutually beneficial.

The Site is generally surrounded on all four sides by public roads that are generally designed to carry large volumes of traffic, including Highway 401 to the south. Not only do these public roads help to provide transition to the surrounding lands, but the relationship of the Site to Highway 401 provides opportunity for concentrating significant building height. This is reflected by the City's direction for the area, which notes that the tallest buildings are anticipated where there is a direct relationship to Highway 401.

The Site is generally buffered from existing low-rise residential areas by existing built features that provide separation of these uses (i.e. public roadways). A

transition in height is contemplated where the redevelopment of the Site approaches existing (and/or future) low-rise residential uses. An appropriate transition in scale will be achieved to the surrounding lands.

A number of technical studies have been prepared to inform the redevelopment of the Site from a compatibility perspective, including a noise study, shadow study, and wind study. The technical studies offer recommendations for the redevelopment of the Site, which can be further implemented and refined through detailed design to ensure the scale of development is compatible with surrounding land uses.

- **Urban Design/Built Form:** The proposed built form and Site design is influenced and informed by the Official Plan, as well as the Council endorsed Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines. The proposed Official Plan and Zoning By-law Amendments set forth permissions for a built form consistent with these policies and guidance. The development will be further subject to a future Site Plan Approval application that will ensure specific design elements meet the City's desired direction.
- **Transit and Connections:** The location of the Site will offer new residents access to a variety of transportation options, including alternative transportation modes. The proposal is transit supportive, providing additional user base for existing transit. The Site is in proximity to a number of existing transit routes, which provide direct access to the Pickering City Centre and other areas of the City. The Proposed Redevelopment offers abundant secure bicycle parking that will be encouraging of alternatives modes of transportation.
- **Infrastructure and Public Service Facilities:** The Site is located within an area where appropriate levels of infrastructure and public service facilities are available. Where required, existing services and/or infrastructure are being extended or improved upon to accommodate the significant growth in this node. The expansion to those services is anticipated to accommodate the growth occurring in this area to support projected needs.

- **Complete Communities:** The proposal assists in creating a complete community. A range of dwelling unit sizes are anticipated in the first phase of redevelopment, and in future phases of redevelopment, in response to market demand to accommodate a range of lifestyles in this community. The proposed residential apartment dwellings are generally a more affordable housing option than typical greenfield development. The redevelopment also seeks to preserve the commercial function of the area by accommodating non-residential use at appropriate locations throughout the redevelopment area, including at grade of proposed buildings. A wide range of community and non-residential uses are proposed to be permitted throughout the Site in the draft Zoning By-law, which will allow the uses in the community to evolve and adapt over time, to the needs of the community. The redevelopment also contemplates appropriate new community services/amenities, including a centralized public park and new public roads. In the interim, prior to comprehensive redevelopment, development of phases also supports the vitality of existing commercial functions in the area by providing additional clientele base within walking/cycling distance.

11.3 EFFICIENTLY USING INFRASTRUCTURE AND COMMUNITY FACILITIES

The proposed new residential infill community represents a more efficient and intensive use of the Site; however, the planning policy and regulatory framework is also designed to ensure more efficient use of existing infrastructure and public service facilities. The proposed redevelopment will contribute to ensuring efficient, cost-effective development by making more efficient use of existing infrastructure and public service facilities prior to developing new works/facilities in the City.

New and/or improved infrastructure is anticipated to accommodate the redevelopment of the Site as a means of supplementing what currently exists in the area. This includes improvements to existing civil infrastructure to accommodate the intensification of the Site. Further, given the size of the Site, new public roads are appropriate to consider, which will create additional permeability and connectivity within the area. A proposed new public park will provide recreational opportunity for the community.

We note the planned extension of Notion Road to the east of the Site, which is anticipated to provide further connectivity for the Site. The Proposed Redevelopment will make efficient use of the new road infrastructure upon full build out.

11.4 SUSTAINABLE DEVELOPMENT

As outlined in Section 8 of this report, the redevelopment of the Site has consideration for the City's sustainable development standards, as outlined by the Pickering Sustainable Development Guidelines. The Site reflect a more compact, efficient form of development than what currently exists. The City, Region and Province prioritize intensification as a means of growth, and the efficient use of land, resources, and existing / proposed infrastructure. The efficient use of resources and compact development is a more sustainable approach to accommodating growth, when compared to typical greenfield development and sprawl.

A mix of uses is proposed through the redevelopment of the Site, including residential and non-residential uses (generally at grade of proposed buildings), as well as community infrastructure such as a centralized public park. The proposed mix of uses on Site is compatible and mutually beneficial, and as described by the Transportation Impact Study (Section 6.3 of this Report), is expected to result in a reduction of external trips originating from the Site in what is described as 'internal capture'. By reducing external trips and accommodating a range of community needs as part of the development, a reduction in the amount of vehicle miles travelled by private automobile is expected. Further, by concentrating a mix of high-density uses in an area, the development is highly transit-supportive, both for existing transit infrastructure as well as new or improved (i.e. more frequent) service. The proposal anticipates bicycle parking at a rate that exceeds the City's zoning standard, providing options for residents beyond the private automobile. A change in travel patterns as a result of a reduced reliance on the automobile is a sustainable form of development.

The current form of development is in the form of a suburban outdoor shopping mall, with large surface parking areas to accommodate users. This form of development largely relies on the private automobile, and by way of the design and orientation of the Site, promotes the use of private automobiles. Further, the existing development is predominantly impervious surfaces, increasing runoff from a stormwater management

perspective. The redevelopment of the Site is anticipated to introduce additional greenspace and a result in a significant increase in permeable surfaces, reducing runoff. The proposed redevelopment of the Site represents a more sustainable form of development of the Site than the current form.

11.5 LOCATION AND COMPATIBILITY

The Site is well suited for the proposed redevelopment:

- The intensification of the Site and surrounding parcels, as generally proposed, is anticipated by the Kingston Road Corridor Intensification Plan and Council Approved OPA 38;
- OPA 38 promotes significant growth in key locations, including in proximity to Highway 401;
- The Site is a substantial size at 9.48 ha, and can accommodate phased redevelopment that can accommodate good Site design and layout;
- The Site is largely underutilized considering the existing development consisting of single storey commercial buildings and large surface parking areas;
- The Site is located along the north side of Highway 401, just east of an on-ramp and off-ramp at Brock Road. The relationship to the Highway 401 corridor creates opportunity for prominent building and Site design that acts as a gateway or landmark at the east end of the City of Pickering;
- The Site is in proximity to existing transit routes, which provide direct connection to the Pickering City Centre. The location of the Site will offer new residents access to a variety of transportation options, including alternative transportation modes;
- The broader area within which the Site is a part of, are also subject to redevelopment consideration as described in Section 2.2.4 of this Report. The proposed redevelopment has the opportunity to catalyze the development of the surrounding underutilized lands;
- The Site is proximate to a number of existing commercial establishments in the area, as well as existing services to support new residents as the area undergoes transformation;
- The scale, form, massing, height and character of the Proposed Redevelopment is compatible with the surrounding land uses;

- The Site plan approval process can readily address details such as landscaping, lighting and waste containment to ensure compatibility with surrounding land uses.

12.0 CONCLUSIONS

Given the findings of this Report and the supporting materials, it can be concluded that the Site is well suited for the Proposed Redevelopment. The proposal is consistent with and conforms to the applicable provincial and Regional land use planning policies, and is consistent with the endorsed direction for the redevelopment of the Site, and represents good land use planning as follows:

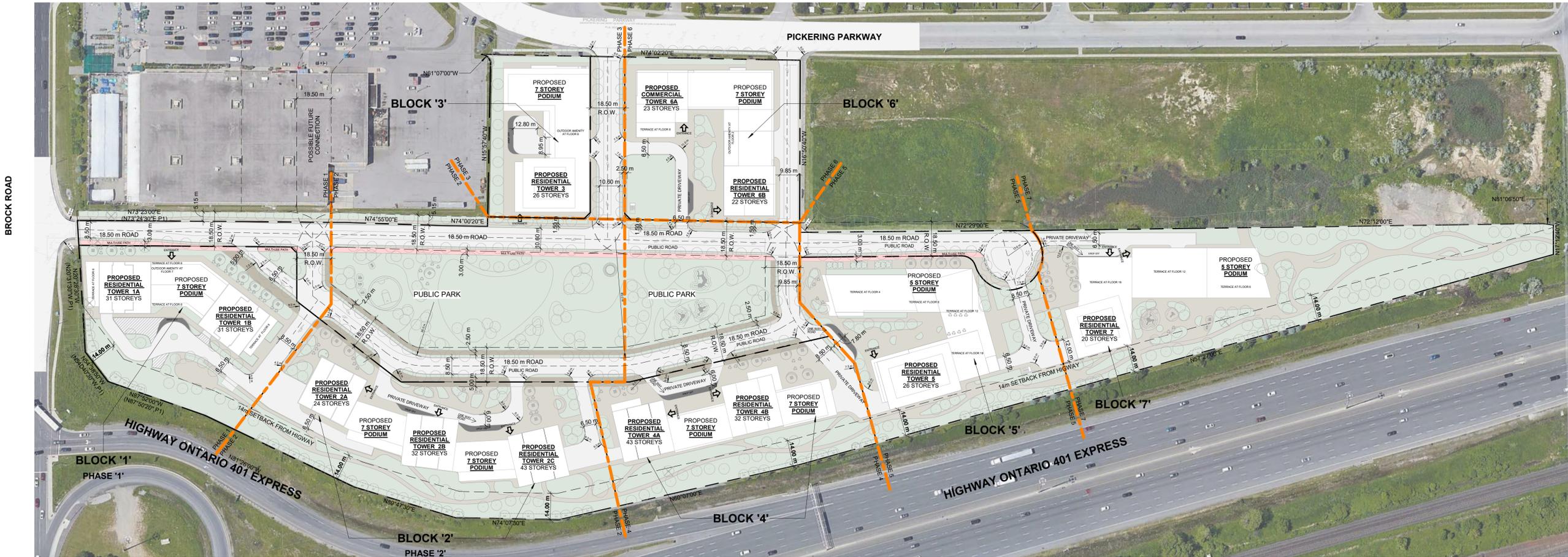
- The Province, the Region of Durham, and the City of Pickering all have policy frameworks which promote opportunities for intensification and redevelopment, give priority to intensification (rather than Greenfield development) to accommodate growth, and which emphasize the efficient use of existing infrastructure and public service facilities;
- The Proposed Redevelopment is appropriate as it can be achieved without creating land use conflicts. The lands are sufficiently sized so as to be designed to accommodate transitions to surrounding land uses, where needed;
- The redevelopment of the Site is proposed to be phased, and based upon a broader master concept plan that will guide redevelopment;
- The Site present an opportunity for strategically located and concentrated growth;
- The City of Pickering has targeted the Site as a node to accommodate growth, through the approval of OPA 38;
- There are existing services available to accommodate the proposed redevelopment, and the supporting technical materials have identified where upgrades to such services may be required for the phased implementation of the redevelopment;
- The Site is currently underutilized and are appropriate for intensification;
- Through the preparation of a master concept plan, the Site is being redeveloped in a comprehensive manner that considers phased development over time. The master plan demonstrates the anticipated block structure and new community facilities/infrastructure (i.e. new public roads, public park), to ensure

redevelopment of each phase is done so in consideration of the comprehensive redevelopment;

- It is appropriate for the redevelopment of the Site to occur in phases, in particular in consideration of supporting the existing function of the lands as a commercial/retail node and the existing businesses that continue to operate;
- The proposed specific development standards to accommodate the proposed redevelopment are appropriate;
- The technical submission materials prepared in relation to the applications support the development as proposed;
- Future Site Plan Approval applications will facilitate the development of the Site while ensuring detailed site design matters are implemented appropriately; and

The Site is well located for the proposed mixed-use development and is compatible with the existing surrounding land uses. The Proposed Redevelopment contributes a mix of uses and dwelling sizes to support a complete mixed-use community.

APPENDIX A



#	DATE	DESCRIPTION	BY
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PROJECT
**PICKERING DESIGN CENTRE
MASTER PLAN**
1775 PICKERING PARKWAY
PICKERING, ON.

DRAWING
SITE PLAN / ROOF PLAN

PROJECT NO.
06.037RZ
PROJECT DATE
2024-04-04
DRAWN BY
AGO
CHECKED BY
AAF
SCALE
1 : 1100

DRAWING NO.	REV.
SPA006	



APPENDIX B

AMENDMENT NO. XX

TO THE

CITY OF PICKERING

OFFICIAL PLAN

PART 1 – PREAMBLE:

(i) Purpose of the Amendment:

The purpose of Official Plan Amendment Number XX is to permit increased densities and a greater range of permitted uses, appropriate for the existing and planned context of the area. This Amendment increases the permitted density on the lands from 'over 80 units per net hectare and up to and including 180 units per hectare', to a net residential density of 'over 80 units per hectare', with no maximum; to increase the permitted maximum Floor Space Index (FSI) from 'over 0.75 and up to and including 2.5' to a maximum FSI of 5.0 and to allow additional permissible uses, including medium and high density residential, retailing of goods and services, offices and restaurants. The Amendment is necessary to permit phased, high-density, mixed-use development on the subject lands.

(ii) Location of the Amendment:

The subject lands are located south of Pickering Parkway and east of Brock Road, and are municipally known as 1755 Pickering Parkway. The lands have an area of 9.48 hectares.

The subject lands which are affected by this Amendment are shown more particularly on the Location Map, which is appended for information purposes only.

(iii) Details of the Amendment:

Text Change

Revising Policy 12.11 – Village East Neighbourhood Policies, by deleting the word “and” at the end of subsection (h); deleting the “.” at the end of subsection (i) and replacing it with “; and”, and by adding a new subsection 12.11 (j) as follows:

- (j) despite the Permissible Uses for lands designated “Mixed Use Areas – Specialty Retailing Node” as set out in Table 5, and the maximum net residential density and maximum floor space index permissions for lands designated “Mixed Use Areas - Speciality Retailing Node” as set out in Table 6, for lands located at 1755 Pickering Parkway, being approximately 9.48 hectares in size and generally located east of Brock Road and south of Pickering Parkway. City Council shall permit the following:
 - (i) additional permissible uses including medium and high density residential, retailing of goods and services, offices, and restaurants;
 - (ii) a minimum net residential density over 80 units per hectare;
 - (iii) a maximum floor space index of 5.0; and

(iv) a maximum building height of 43 storeys.

(iv) Basis of the Amendment:

The subject lands are currently designated “Mixed Use Areas – Speciality Retailing Node” within the City of Pickering Official Plan, and are subject to the Village East Neighbourhood Policies. However, through the Kingston Road Corridor and Brock Node Intensification Study, and its implementing Amendment 38 to the Pickering Official Plan, these lands have been identified as part of a strategic growth area by the City.

The lands affected by this Amendment are presently occupied by single storey commercial uses and associated surface parking. The Amendment provides for efficient use of the lands in consideration of the existing and planned function of the area. The proposed development is generally in keeping with the goals of the Council endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan for the Brock Precinct.

The proposed development is located along Brock Road and Pickering Parkway, which are identified as arterial roads. The lands are adjacent to Highway 401 to the south, which presents opportunity for development to create a visual gateway at the east end of the City of Pickering. The development provides for an appropriate mix of uses and densities that allow for the efficient use of land in an area intended for growth, where there is existing and planned municipal infrastructure and services to support the growth.

The amendment is consistent with the policies of the Provincial Policy Statement, 2020, and conforms to A Place to Grow, (Office Consolidation 2020) and the Durham Regional Official Plan.

The full basis for this Amendment has been set out in the Planning Justification Report and related supplementary reports submitted in support of this Amendment.

PART 2 – BODY OF THE AMENDMENT

All of this part of the document entitled “PART 2 – BODY OF THE AMENDMENT” consisting of the following text, constitutes Amendment Number XX of the Official Plan of the City of Pickering”.

Text Change

Revising Policy 12.11 – Village East Neighbourhood Policies, by deleting the word “and” at the end of subsection (h); deleting the “.” at the end of subsection (i) and replacing it with “; and”, and by adding a new subsection 12.11 (j) as follows:

- (j) despite the Permissible Uses for lands designated “Mixed Use Areas – Specialty Retailing Node” as set out in Table 5, and the maximum net residential density and maximum floor space index permissions for lands designated “Mixed Use Areas - Speciality Retailing Node” as set out in Table 6, for lands located at 1755 Pickering Parkway, being approximately 9.48 hectares in size and generally located east of Brock Road and south of Pickering Parkway. City Council shall permit the following:
 - (i) additional permissible uses including medium and high density residential, retailing of goods and services, offices, and restaurants;
 - (ii) a minimum net residential density over 80 units per hectare;
 - (iii) a maximum floor space index of 5.0 across the lands; and
 - (iv) a maximum building height of 43 storeys.

3. IMPLEMENTATION

The provisions set forth in the City of Pickering Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Amendment.

3. INTERPRETATION

The provisions set forth in the City of Pickering Official Plan, as amended, regarding the interpretation of the Plan shall apply in regard to this Amendment.

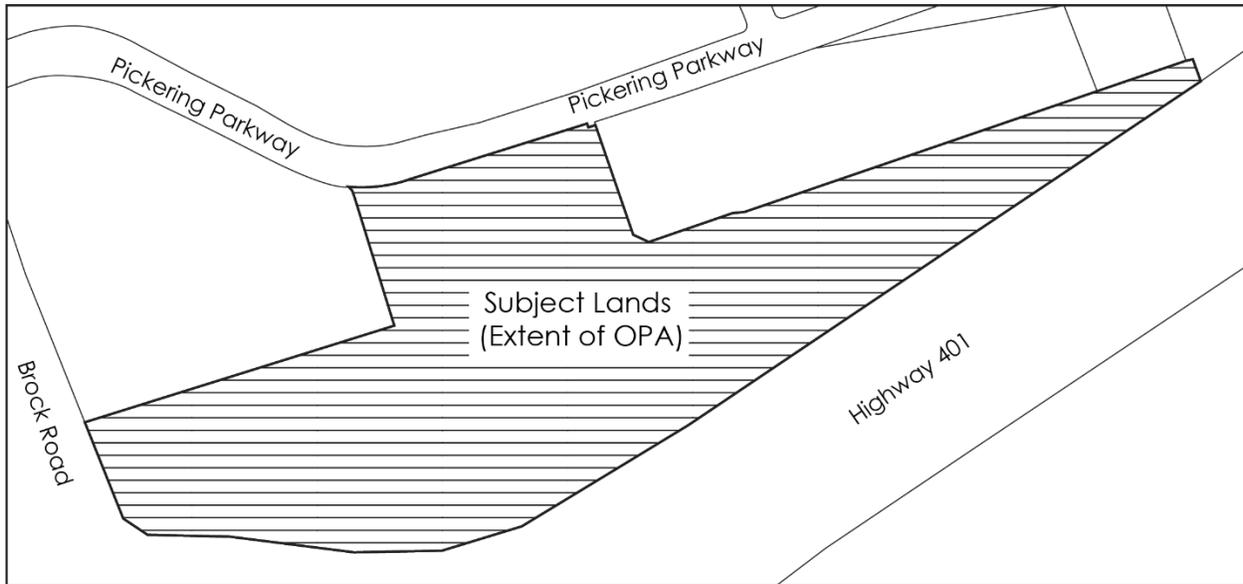
PART C: THE APPENDIX

The following appendix does not constitute part of this Amendment and is included for information purposes only.

1. LOCATION MAP

The Location Map, which shows the location of those parts of the subject lands being affected by this Amendment, is attached hereto for information purposes only.

LOCATION MAP



Location Map

File: OPA 22-002/P

Applicant: Bayfield Realty Advisors Inc.

Municipal Address: 1755 Pickering Parkway



APPENDIX C

The Corporation of the City of Pickering

By-law No. XXXX/24

Being a By-law to amend Restricted Area (Zoning) By-law 3036, as amended by By-laws 6549/05 and 7176/11, to implement the Official Plan of the City of Pickering, Region of Durham in Part of Lots 17 and 18, Concession 1, in the City of Pickering.

Whereas the Council of The Corporation of the City of Pickering deems it desirable to permit a mixed-use development, including high-density residential uses, on the subject lands, being Part of Lots 17 and 18, Concession 1, in the City of Pickering;

And whereas an amendment to By-law 3036, as amended by By-laws 6549/05 and 7176/11, is therefore deemed necessary;

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

1. Schedule I and II

Schedules I and II attached hereto with notations and references shown thereon is hereby declared to be part of this By-law.

2. Area Restricted

The provisions of this By-law shall apply to these lands in Part of Lot 17 and 18, Concession 1, in the City of Pickering, designated "MU-SRN-1", "MU-SRN-1 (H)", and "O2" on Schedule I attached hereto.

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.

Notwithstanding anything to the contrary, servicing and stormwater management infrastructure shall be permitted in any zone.

4. Definitions

In this By-law,

- (1) "Amenity Area" shall mean means the total passive or active recreational area provided on a lot for the personal, shared or communal use of the residents of a building or buildings, and includes balconies, patios, rooftop gardens and other similar features, but does not include indoor laundry or locker facilities
- (2) "Art Gallery/Studio" means a premises used for the creation, exhibition, collection and/or preservation of works of art for public viewing and sale and may include educational classes.

- (3) "Assembly, Convention Centre or Conference Hall" means a building or part thereof in which permanent or temporary seating is provided for civic, educational, political, religious or social purposes and may include facilities for the consumption of food or drink, but not for any commercial use.
- (4) "Bicycle Parking" shall mean an area used for parking or storing a bicycle;
- (5) "Cinema" means a premises where motion pictures are exhibited for public viewing.
- (6) "Commercial Fitness/Recreational Centre" means a commercial establishment that has been designed for conduct of sport, athletic and leisure activities such as squash courts, swimming pools, exercise classes and other similar indoor recreational facilities are provided and operated for gain or profit, but does not include an adult entertainment establishment, a casino or place of amusement as defined herein.
- (7) "Community Centre" means a multi-purpose facility that offers a variety of programs or a recreational, cultural, day care, social, community service, informational or instructional in nature.
- (8) "Day Care Centre" means:
 - i) indoor and outdoor premises where more than five children are provided with temporary care and/or guidance for a continuous period but does not provide overnight accommodation and are licensed in accordance with the applicable Provincial Act; or
 - ii) indoor and outdoor premises in which care is offered or supplied on a regular schedule to adults for a portion of a day but does not provide overnight accommodation.
- (9) "District Energy Facility" means a centrally located facility or linked facilities that generates and distributes thermal energy (steam and/or hot and cold water) to end users through an underground pipeline distribution system and generates electricity, including electricity for supply to the grid.
- (10) "Dry Cleaning Distribution Centre" means a premises used for the purpose of receiving articles or goods of fabric to be laundered or dry-cleaned elsewhere and does not include a dry cleaning establishment.
- (11) "Dwelling" includes:
 - a) "Additional Dwelling Unit" shall mean a self-contained unit in a detached dwelling, semi-detached dwelling, block townhouse dwelling unit, street townhouse dwelling unit, or in a building accessory to a detached dwelling, semi-detached dwelling, block townhouse dwelling unit, and street townhouse dwelling unit on the same lot. The additional dwelling unit shall consist of one or more rooms that are designed, occupied or intended for residential occupancy, by one or more persons as an independent and separate residence in which cooking facilities, sleeping facilities and sanitary facilities are provided for the exclusive use of such person or persons.
 - b) "Apartment Dwelling" means a residential use building containing four or more principal dwelling units where the units are connected by a common corridor or vestibule, other than a townhouse dwelling or stacked dwelling.

- c) “Back-to-Back Townhouse Dwelling” means a residential use building containing four or more attached principal dwelling units divided vertically where each unit is divided by common walls, including a common rear wall without a rear yard setback, and whereby each unit has an independent entrance to the unit from the outside accessed through the front yard or exterior side yard.
 - d) “Block Townhouse Dwelling” means a residential use building containing three or more attached principal dwelling units divided vertically, and where all dwelling units are located on one lot and accessed from a private street, laneway or common condominium aisle.
 - e) “Dwelling Unit” means a residential unit that:
 - i) consists of a self-contained set of rooms located in a building or structure;
 - ii) is used or intended for use as a residential premises;
 - iii) contains kitchen and bathroom facilities that are intended for the use of the unit only; and
 - iv) is not a mobile home or any vehicle.
 - f) “Live Work Dwelling” means a townhouse dwelling or stacked dwelling, where the ground floor only, or part thereof, may be used for commercial use as permitted by this By-law, except that the basement may be used for storage for the commercial use, and where the commercial and residential components can be accessed by a common internal entrance.
 - g) “Stacked Dwelling” means a residential use building of four or fewer storeys in height containing three or more principal dwelling units where the units are divided horizontally and vertically, and in which each dwelling unit has an independent entrance to the interior.
 - h) “Street Townhouse Dwelling” means a residential use building containing three or more attached principal dwelling units divided vertically and where all dwelling units are located on a street.
- (12) “Financial Institution” means a building or portions of a building used for the purposes of administering or providing financial services to the public, other than exclusively through an automated banking machine.
- (13) “Floor Area, Net” means the total area of all floors of a building measured from the interior faces of the exterior walls or demising walls, but does not include the following areas:
- (a) Motor vehicle parking and bicycle parking below established grade;
 - (b) Motor vehicle parking and bicycle parking at or above established grade;
 - (c) Loading spaces and related corridors used for loading purposes;
 - (d) Rooms for storage, storage lockers, washrooms, electrical, utility, mechanical and ventilation;
 - (e) Indoor amenity space required by this By-law;
 - (f) Elevator, garbage and ventilating shafts;
 - (g) Mechanical penthouse; and
 - (a) Stairwells in the building.

- (14) "Floor Space Index" shall mean the total net floor area of all buildings on the subject lands, excluding any portion of the building located below grade, such as parking structures, divided by the total land area of the subject lands as depicted on Schedule 1, including roads.
- (15) "Food Store" means a premises that sells food and other non-food items, primarily on a self-service basis.
- (16) "Gross Floor Area" shall mean the total area of each floor whether located above, at or below grade, measured between the exterior faces of the exterior walls of the building at each level but excluding any porch, veranda, cellar, mechanical room or penthouse, amenity space, bicycle storage, lockers, stairwells, public washrooms, garbage chutes, elevator shafts, or areas dedicated to parking within the building. For the purpose of this definition, the walls of an inner court shall be deemed to be exterior walls.
- (17) "Height, Building" shall mean the vertical distance between the established grade, and in the case of a flat roof, the highest point of the roof surface or parapet wall, or in the case of a mansard roof the deck line, or in the case of a gabled, hip or gambrel roof, the mean height level between eaves and ridge. When the regulation establishes the height in storeys, means the number of storeys, exclusive of any roof top mechanical penthouses or roof top amenity areas.
- (18) "Home-Based Business" means the accessory use of a dwelling unit for an occupation or business, where the dwelling unit is the principal residence of the business operator.
- (19) "Hotel" means a building, or group of buildings, each containing sleeping accommodation, catering primarily to the traveling public, for rent or hire for temporary lodging. Hotel may also include restaurant, public hall and ancillary retail uses which are incidental and subordinate to the primary hotel function and oriented to serve the hotel patrons.
- (20) "Kiosk" means a building or structure with a maximum floor area of 12 square metres that provides complementary uses in a public or private operated open space zone.
- (21) "Library" means a building or portion of a building containing an organized collection of information resources that are publicly accessible and provided by the City of Pickering.
- (22) "Long-Term Care Facility" means a premises licensed pursuant to Provincial legislation consisting of assisted living units where a broad range of person care, support and health services are provided for the elderly, disabled or chronically ill occupants in a supervised setting, and may include one or more common areas such as a dining, lounge, kitchen, and recreational area.
- (23) "Museum" means premises used for the exhibition, collection and/or preservation of objects of cultural, historical or scientific interest for public viewing.
- (24) "Nightclub" means a place where food or drink may be served, and where the primary function is the provision of theatrical performances, pre-recorded music, or live musical entertainment, whether such music is provided for listening or

dancing by the patrons, or any combination of the above functions, but does not include a restaurant or an adult entertainment establishment.

- (25) "Office" means a building or part thereof, where administrative and clerical functions are carried out in the management of a business, profession, organization or public administration but shall not include a medical office.
- (26) "Office, Medical" means a premises designed and used for the diagnosis, examination, and medical, surgical or physiotherapeutic treatment of human patients, and which may include pharmacies and dispensaries, waiting rooms, treatment rooms and blood testing clinics, but shall not include overnight accommodation for in-patient care.
- (27) "Park, Private" shall mean an area of land not under the jurisdiction of a public authority that is designed or maintained for active or passive recreational purposes.
- (28) "Park, Public" shall mean an area or land under the jurisdiction of a public authority that is designed or maintained for active or passive recreational purposes and other uses authorized through an agreement with the City.
- (29) "Parking Structure" means a building or portion thereof, containing one or more parking spaces.
- (30) "Personal Service Shop" means a premises used to provide personal grooming services or for the cleaning or care of apparel.
- (31) "Place of Amusement" means a premises which are devoted to the offering of facilities for the playing of any game for the amusement of the public such as a billiard or pool rooms, bowling alleys, electronic games, indoor playground, miniature golf courses or roller skating rinks
- (32) "Place of Worship" means a facility the primary use of which is the practice of religion, but which may include accessory uses subordinate and incidental to the primary use such as classrooms for religious instruction, programs for community social benefit, assembly areas, kitchens, offices and a residence for the faith group leader. Other than a day care centre which shall be permitted, a place of worship shall not include a private school or residential or commercial uses.
- (33) "Podium" shall mean the base of a building, structure or part thereof located at or above established grade that projects from the tower portion of the building.
- (34) "Private Club" means a meeting place by members of an association, club, cultural group or community group to conduct the activities of the association, and for social activities, cultural events, performances, or exhibitions.
- (35) "Private Home Daycare" means a premises used for the temporary care of five children or less where such care is provided in a dwelling unit, other than the dwelling unit of a parent or guardian of any such child, for a continuous period not exceeding twenty-four hours.
- (36) "Restaurant" means a building or part of a building where the principal business is the preparation of food and drinks for retail sale to the public for immediate consumption on or off the premises, or both on and off the premises but shall not include a night club.

- (37) "Retail Store" means a premises in which goods and merchandise are offered or kept for retail sale or rental to the public.
- (38) "Retirement Home" means a building or part of a building providing accommodation primarily for retired persons where each private bedroom or living unit does not include a stove top and oven, does have a separate entrance from a common hall, and where common facilities and services may be provided for the residents including personal services, the preparation and consumption of food, nursing services, common lounges, recreation rooms and ancillary support offices.
- (39) "School, Commercial" means a building, or part thereof, where instruction of a skill is provided for profit and may include instruction in a trade, business, art, music, dance, cooking, athletic skill or any other specialized instruction but does not include a commercial fitness/recreational centre or a post-secondary school.
- (40) "School, Elementary" or "School, Post-Secondary" means a place of instruction maintained and operated under the jurisdiction of a governmental authority.
- (41) "School, Private" means a place of instruction (excepting a commercial school or private career college) offering courses equivalent to those customarily offered in an elementary school or secondary school.
- (42) "Service and Repair Shop" means a premises for the servicing, repairing or renting, of articles, goods or materials but shall not include any vehicle, recreational vehicle or boat.
- (43) "Storey" shall mean that portion of a building other than a basement, cellar, or attic, included between the surface of any floor, and the surface of the floor, roof deck or ridge next above it.
- (44) "Theatre" means a premises used for the rehearsal or performance of the performing arts, such as music, dance or theatre.
- (45) "Tower" shall mean the storeys within that portion of a building or structure or part thereof located above the podium.
- (46) "Tower Floor Plate" shall mean the average floor area of all storeys within that portion of a building or structure or part thereof located above the podium, measured to the exterior faces of exterior walls of each storey of a building or structure.
- (47) "Veterinary Clinic" means a building or part of a building providing the services of a veterinarian, and facilities for the medical treatment, examination, surgery, diagnosis, grooming, general health care, and observation of domestic animals and birds.

5. Permitted Uses and Zone Regulations ("MU-SRN-1")

1) Permitted Uses ("MU-SRN-1")

No person shall within the lands zoned "MU-SRN" on Schedule I to this By-law, use any lot or erect, alter, or use any building or structure for any purpose except the following:

Residential Uses:

- (i) Additional Dwelling Unit⁽¹⁾;
- (ii) Apartment Dwelling;
- (iii) Back-to-Back Townhouse Dwelling⁽²⁾;
- (iv) Block Townhouse Dwelling⁽²⁾;
- (v) Live Work Dwelling;
- (vi) Stacked Dwelling⁽²⁾; and
- (vii) Street Townhouse Dwelling⁽²⁾.

Non-Residential Uses

- (i) Art Gallery/Studio
- (ii) Assembly Hall
- (iii) Cinema
- (iv) Commercial Fitness/Recreation Centre
- (v) Community Centre
- (vi) Community Garden
- (vii) Convention Centre or Conference Hall
- (viii) Day Care Centre
- (ix) District Energy Facility
- (x) Dry Cleaning Distribution Centre
- (xi) Financial Institution
- (xii) Food Store
- (xiii) Home-Based Business
- (xiv) Hotel
- (xv) Kiosk
- (xvi) Library
- (xvii) Long-Term Care Facility
- (xviii) Museum
- (xix) Nightclub
- (xx) Office
- (xxi) Office, Medical
- (xxii) Park
- (xxiii) Parking Structure
- (xxiv) Personal Service Shop
- (xxv) Place of Amusement
- (xxvi) Place of Worship
- (xxvii) Private Club
- (xxviii) Private Home Daycare
- (xxix) Restaurant
- (xxx) Retail Store
- (xxxi) Retirement Home
- (xxxii) School, Commercial
- (xxxiii) School, Elementary, Secondary
- (xxxiv) School, Post-Secondary

- (xxxv) School, Private
- (xxxvi) Service and Repair Shop
- (xxxvii) Theatre
- (xxxviii) Veterinary Clinic

Notes:

1. Use shall be permitted within a detached dwelling, semi-detached dwelling, street townhouse dwelling unit, and block townhouse dwelling unit.
2. Use prohibited in areas that directly front onto a public road.

2) Zone Regulations ("MU-SRN-1 Zone")

1. Floor Space Index (FSI)	i) Maximum 5.0 FSI ii) The area shown on Schedule III to this by-law, shall be deemed to be a lot for the purposes of calculating FSI
2. Building Setbacks	iii) Minimum: 1.0 metres
3. Setback for Below Grade Parking Structures	iv) Minimum: 0 metres
4. Building Height	v) Minimum 3 storeys vi) Maximum 43 storeys
5. Main Wall Stepback for Buildings Greater Than 37.5 metres	vii) Minimum main wall stepback: 3.0 metres from the main wall of a point tower and the main wall of a podium on any building face abutting a street line
6. Tower Floor Plate	viii) Maximum tower floor plate for a residential building: 850 square metres ix) Balconies shall be excluded from the calculation of tower floor plate
7. Building Separation	x) Minimum: 11.0 metres, except that the separation may be reduced to 3.0 metres if there are no primary windows or balconies on the wall facing the adjacent flanking building xi) Minimum: 25.0 metres for any portion of a building greater than 37.5 metres in height
8. Amenity Space Requirements for Apartment Dwellings	xii) Minimum: 2.0 square metres of indoor amenity space is required per apartment dwelling unit xiii) Minimum: 2.0 square metres of outdoor amenity space is required per apartment dwelling unit (a minimum contiguous area of 40.0 square metres must be provided in a common location)
9. Landscaped Area	xiv) Minimum 10% land area

3) Permitted Encroachments

No part of any required yard or setback shall be obstructed except as follows:

- i) Projections such as awnings, canopies, window sills, chimney breasts, fireplaces, belt courses, cornices, pilasters, eaves, piers, eave troughs, and other similar architectural features may be permitted in any required setback, provided that no such feature projects into the required setback more than 1.0 metres or half the distance of the minimum required setback, whichever is less.
- ii) Notwithstanding above, canopies along Brock Road and Pickering Parkway may project 2.5 metres into the required setback; and piers may project 1.5 metres into the required setback.
- iii) Any stairs, including to a porch or any associated landing, uncovered platform, covered platform, and any unenclosed ramp for wheelchair access may encroach into any required setback provided it is no closer than 0.3 metres from a lot line.
- iv) A balcony, porch, uncovered platform or covered platform may encroach into any required setback to a maximum of 2.0 metres or half the distance of the minimum required setback, whichever is less.
- v) A bay, box or bow window, with or without foundation, having a maximum width of 4.0 metres may encroach into any required setback to a maximum of 0.6 metres or half the distance of the minimum required setback, whichever is less.

4) Yards Abutting Daylight Triangles

Where a lot abuts a daylight triangle, the setback provisions shall be measured as if the daylight triangle did not exist, provided all buildings are setback 0.6 metres from the daylight triangle with the exception of window sills, belt courses, cornices, eaves, eave troughs and architectural elements, such as the architectural projections from the podium and canopies, which may project to within 0.3 metres of the daylight triangle.

5) Vehicular Parking Regulations

a) Parking Requirements

- 1. Parking shall be provided at a minimum rate of 0.8 parking spaces per dwelling unit
- 2. Visitor Parking shall be provided at a minimum rate of 0.15 parking spaces per dwelling unit
- 3. Parking shall be provided at a minimum rate of 2.5 parking spaces per 100 square metres of Gross Leasable Floor Area for Office uses.
- 4. Parking shall be provided at a minimum rate of 4.5 parking spaces per 100 square metres of GLFA for a Commercial Fitness Centre, 5.0 parking spaces per 100 square metres of GLFA for a Restaurant over 465 square metres of GLFA, and 3.5 parking spaces per 100 square metres for all other non-residential uses.

b) Accessible Parking Requirements

1. To be provided on-site in accordance with the requirements of the Traffic and Parking By-law 6604/05 as amended, or any successor thereto.

c) Parking Off-Site

1. Required parking spaces for any non-resident use may be located on another lot within the lands/covered by this By-law, where a legal easement or an agreement exists.

d) Parking Structures

1. Above grade parking structures located adjacent to any street line shall comply with the provisions for the main building.
2. Parking structures constructed completely below established grade are permitted to encroach below public and private right-of-ways and public parkland. c) Stairs and air vents associated with a parking structure are not permitted in a front yard or exterior side yard.
3. Air vents constructed in association with an underground parking structure are permitted to project to a maximum of 1.2 metres above established grade no closer than 4.0 metres to a street line.

e) Parking for Multiple Uses on One Lot

A shared parking formula may be used for the calculation of required parking for multiple uses on a lot.

Shared parking is to be calculated in compliance with Table 1 – Shared Parking Formula.

All required parking spaces must be accessible to all uses participating in the shared parking arrangement and may not be reserved for specific users.

The initial step in determining required parking for multiple uses on a lot is to calculate the parking requirement for each use in the development as if these uses were free-standing buildings. The parking requirement for each use is then multiplied by the percent of the peak period for each time period (i.e. noon), contained in Table 1 – Shared Parking Formula. Each column is totaled for weekday and weekend. The highest figure obtained from all time periods shall become the required parking for the development.

Table 1 – Shared Parking Formula.

Type of Use	Percentage of Peak Period (Weekday)			
	Morning	Noon	Afternoon	Evening
<i>Financial Institution/Office/Office, Medical</i>	100	90	95	10
<i>Food Store/Personal Service Shop/Retail Store</i>	65	90	90	90
<i>Restaurant</i>	20	100	30	100
<i>Residential - Visitor</i>	20	20	60	100

Type of Use	Percentage of Peak Period (Saturday)			
	Morning	Noon	Afternoon	Evening
<i>Financial Institution/Office/Office, Medical</i>	10	10	10	0
<i>Food Store/Personal Service Shop/Retail Store</i>	80	100	100	70
<i>Restaurant</i>	20	100	50	100
<i>Residential - Visitor</i>	20	20	60	100

6) Bicycle Parking Space Requirements

- a) Minimum 0.5 bicycle parking spaces per dwelling unit;
- b) Where a minimum of 25 percent of the total required must be located within:
 - a. a building or structure;
 - b. a secure area such as a supervised parking lot or enclosure; or
 - c. bicycle lockers.
- c) Dimensions:
 - i. if located in a horizontal position (on the ground): a minimum length of 1.6 metres and a minimum width of 0.6 metres;
 - ii. if located in a vertical position (on the wall): a minimum length of 1.5 metres and a minimum width of 0.5 metres;
 - iii. if stacked: a minimum length of 1.5 metres and a minimum width of 0.45 metres.

7) Loading Standards

Where a loading space is provided, the following regulations apply:

- a) the minimum dimensions of a loading space are 3.5 metres in width and 12.0 metres in length, with a minimum vertical clearance of 4.2 metres;

- b) a loading space shall abut the building for which the loading space is provided;
- c) an unenclosed loading space located above established grade shall be set back a minimum of 10.0 metres from a street line;
- d) an enclosed loading space located above established grade shall not be located beyond the building envelope as shown on Schedule III to this By-law.

6. Permitted Uses and Zone Regulations (“O2”)

- 1) Development in the O2 Zone shall be in accordance with Section 16 of By-law 3036, as amended. In addition, the list of permitted uses in the O2 Zone also includes the installation and use of a water main, sanitary sewer main, storm sewer main, stormwater management facility, gas main, pipeline, overhead or underground hydro, communications/telecommunications or other utility infrastructure.

7. Holding Provision

Only permitted Uses Prior to Removal of the “H”

- 1) For such time as the “H” symbol is in place, these lands shall only be used for the following:
 - i. All uses permitted in the MU-SRN-1 zone of By-law No. 7176/11.

Zone Regulations Prior to Removal of the “H”

- 1) For such time as the “H” symbol is in place, only the following shall be permitted:
 - a. Existing buildings or structures legally existing on the effective date of this By-law
 - b. Additions or expansions to existing buildings or structures shall be permitted provided that such additions or expansions shall not exceed 10 percent of the gross floor area of all existing buildings and structures as legally existed on the effective date of this By-law
 - c. New buildings or structures, subject to the provisions of By-law 6549/05, as amended by By-law 7176/11, provided that the maximum combined gross floor area shall not exceed 3,000 square metres.

Conditions for Removal of the “H”

- 1) The “H” symbol or a portion thereof, shall, upon application by the landowner, be removed by City Council passing a By-law under Section 34 of the Planning Act. The following conditions shall first be completed to the satisfaction of the City of Pickering:
 - a. Submission of a satisfactory detailed noise study prepared by a qualified person;
 - b. Submission of a satisfactory detailed transportation impact study prepared by a qualified person;
 - c. Submission of a satisfactory detailed functional servicing and stormwater management report prepared by a qualified person; and

d. Registration of a Draft Plan of Subdivision.

8. Repeal of By-law

Upon this by-law being in force and effect, By-law 6549/05, as amended by By-law 7176/11 is repealed.

9. By-law 3036

By-law 3036, as amended as amended by By-law 7176/11, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as it applies to the lands set out in Schedule I attached hereto. Definitions and subject matters not specifically dealt with in this By-law shall be governed by the relevant provisions of By-law 3036, as amended by By-law 7176/11.

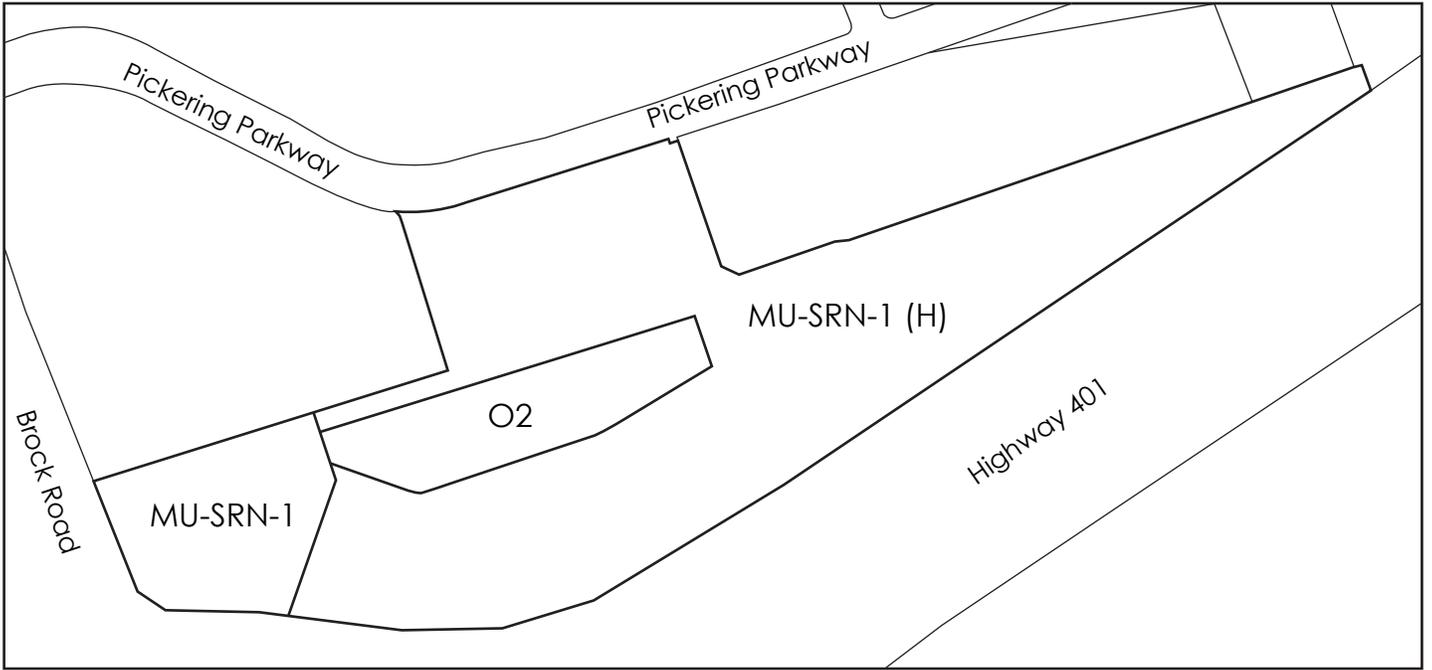
10. Effective Date

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

By-law read a first, second, and third time and finally passed this ____ day of _____, 2024

David Ryan, Mayor

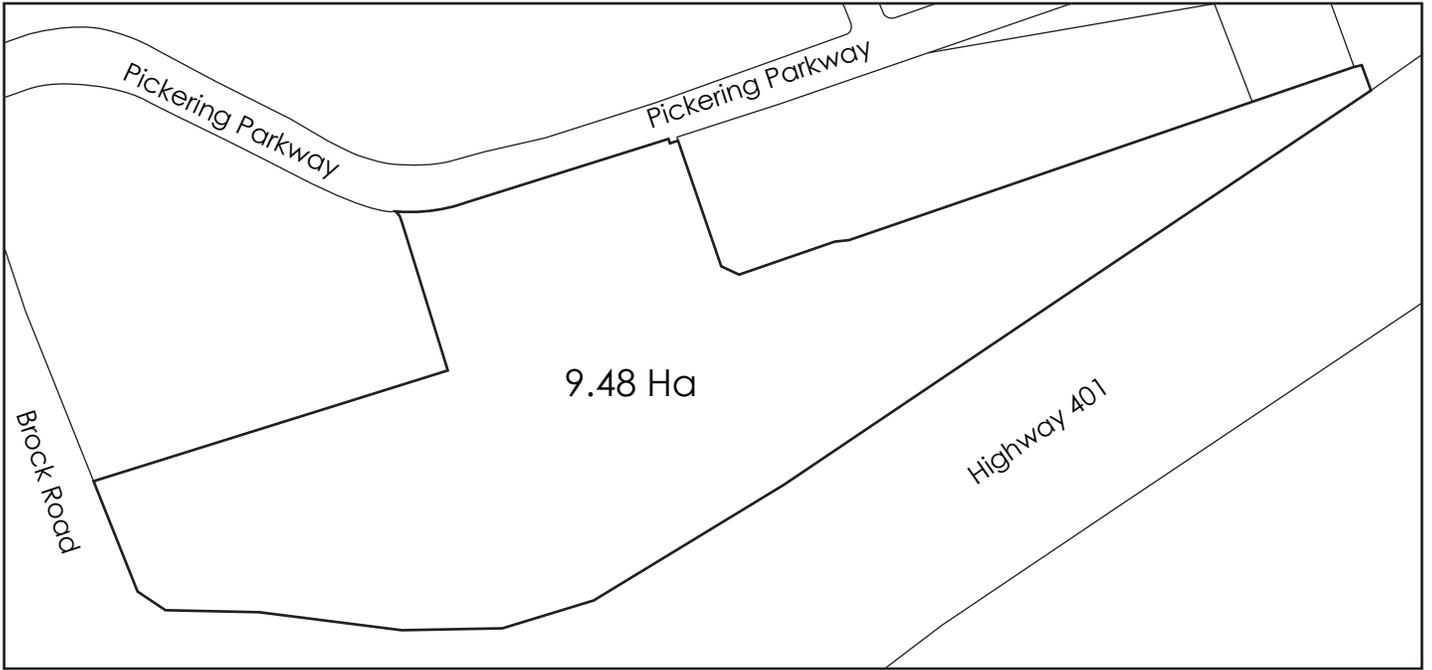
City Clerk



Schedule II to By-law _____
Passed this _____
Day of _____

Mayor

Clerk



Schedule II to By-law _____
Passed this _____
Day of _____

Mayor

Clerk