

July 16, 2025

City of Pickering, Planning & Development Division
City Development Department
Pickering Civic Complex
One The Esplanade
Pickering, ON L1V 6K7

Attn: Cristina Celebre, Principal Planner, Strategic Initiatives

Re: Planning Rationale Brief

Official Plan Amendment and Zoning By-law Amendment Applications; PRE 33/24

Seaton Commercial Developments Ltd. & TACCGATE Developments Inc.

South of Taunton Road between Burkholder Drive and Peter Matthews Drive

Part of Lots 23 & 24 Concession 3 (Geographic Township of Pickering), City of Pickering,

Durham Region

Dear Ms. Celebre,

Korsiak Urban Planning has been retained by Seaton Commercial Developments Ltd. and TACCGATE Developments Inc. to prepare this Planning Rationale Brief in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to permit commercial and residential development in Seaton. The development will be located on the south side of Taunton Road between Burkholder Drive and Peter Matthews Drive in the Lamoreaux Neighbourhood in Seaton (Figure 1 – Location and Context), legally referred to as Part of Lots 23 & 24, Concession 3, Geographic Township of Pickering, City of Pickering (hereinafter the ‘subject property’). The west side of Hibiscus Drive extension will be commercial development (hereinafter the ‘west subject site’), and the east side of Hibiscus Drive extension will be residential development (hereinafter the ‘east subject site’).

Background

A Site Plan application (S 06/23) was submitted in 2023 for commercial on the east subject site and has since been withdrawn due to access constraints from Taunton Road.

A full-move intersection was proposed on Schedule VIII at the intersection of the Pedestrian Predominant Street (Hibiscus Drive extension) with Taunton Road. The Region has denied the fully signalized intersection of Taunton Road/Hibiscus Drive extension.

On April 30, 2024, Council adopted Zoning Bylaw Amendment A 06/23 (By-law 8091/24) that introduced a new zoning – SCN-4 – Seaton Community Node Exception 429 to Block 76, 40M-2664, and SCNPP-1 to Block 188, 40M-2671, into the city’s Zoning By-law, which is on the west side of Hibiscus Drive extension for TACCGATE Developments Inc. (hereinafter ‘TACC’) residential development. To access a full-moves intersection for commercial, the proposed commercial development will instead be located on the west subject site and the residential development by TACC on the east subject site. The shift of the commercial development toward Burkholder Drive allows pedestrian access from the north via the full-moves intersection.

Part of the subject site along Hibiscus Drive extension is designated a Pedestrian Predominant Street. The purpose of a Pedestrian Predominant Street designation is to create an active character with low-vehicular traffic. Since the Taunton Road/Hibiscus Drive extension will remain a right-in/right-out intersection, it precludes pedestrian access from the approved development north of Taunton Road. To permit a grocery store along the Hibiscus Drive extension, an Official Plan Amendment is proposed to remove the Pedestrian Predominant Street designation from the Hibiscus Drive extension between Taunton Road and Marathon Avenue on Schedule VIII.

This report serves to confirm that both the OPA and ZBA remain consistent with the related planning policies outlined in the Provincial Planning Statement, the Region of Durham Official Plan, and the City of Pickering Official Plan.



FIGURE 1. Location and Context

Site Description and Context

West Site

The west subject site, located on the west side of the Hibiscus Drive extension and southeast of the intersection of Burkholder Drive and Taunton Road, will be developed by Seaton Commercial Developments Ltd. for a Fieldgate Commercial development. It is part of Block 76 (located in the Registered Plan 40M-2664) and part of Block 188 (located in the Registered Plan 40M-2671). It is located in Seaton Neighbourhood 16 - Lamoreaux (Figure 2 – Lamoreaux Neighbourhood Plan) and is designated a Community Node and a Pedestrian Predominant Area. To the north are the future Community Nodes, zoned SCN-2 and SCN-3, which are currently vacant. To the west is the existing residential development, which is zoned SH and SMC1-6. The south end of the site abuts Marathon Avenue and contains a Trans-Northern Pipelines Inc. easement.

The west subject site is about 5.71 hectares, excluding Hibiscus Drive extension. It is currently zoned SCN-4 and is intended for residential use by TACC. Part of Block 188, along Hibiscus Drive extension, is zoned

SCNPP-1. An Official Plan Amendment is proposed to remove the Pedestrian Predominant Area Designation from Schedule VIII.

East Site

The east subject site, located on the east side of the Hibiscus Drive extension and southwest of the intersection of Peter Matthews Drive and Taunton Road, will be developed by TACC for residential development. It is part of Block 188, located in the Registered Plan 40M-2671. It is located in Seaton Neighbourhood 16 - Lamoreaux (Figure 2 – Lamoreaux Neighbourhood Plan) and is designated as both a Community Node and a Pedestrian Predominant Area.

The east subject site is about 4.90 hectares, excluding the Hibiscus Drive extension. Part of Block 188, along Hibiscus Drive extension, is zoned SCNPP-1. An Official Plan Amendment is proposed to remove the Pedestrian Predominant Area Designation from Schedule VIII.

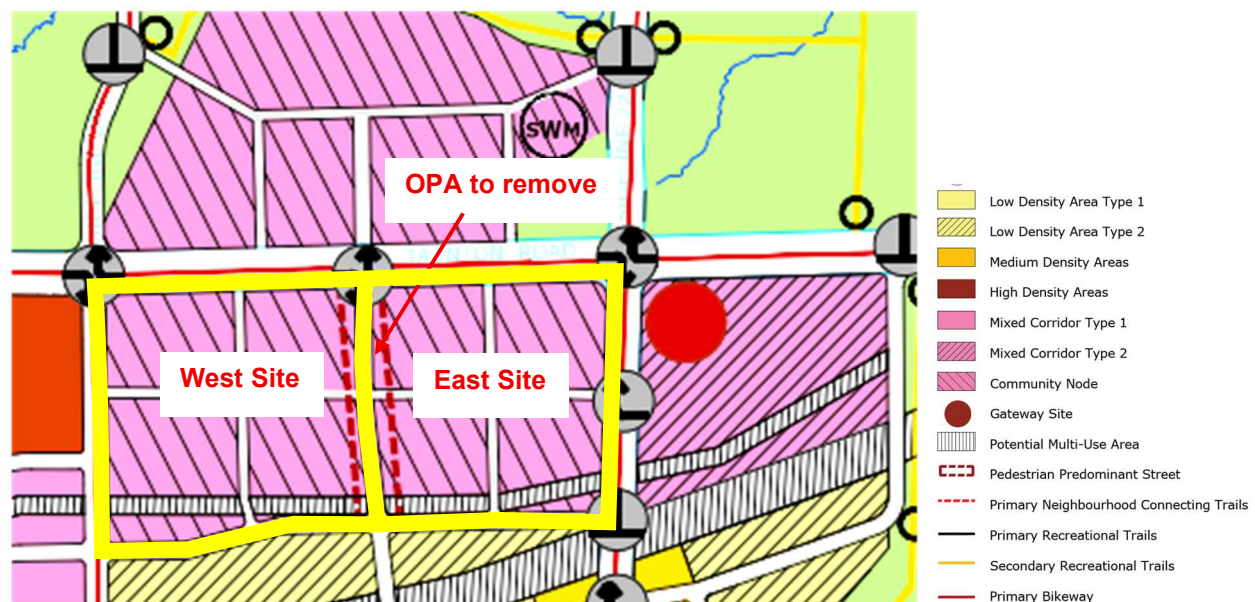


FIGURE 2. Neighbourhood 16: Lamoreaux Neighbourhood Plan

Proposed Development

Seaton Commercial Developments Limited is proposing seven commercial buildings for the west subject site, which in total will provide approximately 140,013 sq.ft (13,008 square metres) of gross leasable area (GLA). The buildings are one storey in height and located along Taunton Road, Burkholder Drive, and the

future Hibiscus Drive extension (Figure 3 – Conceptual Site Plan). Based on non-residential sq.ft. estimates in the City of Pickering 2022 Development Charges Background Study, 350 employees are estimated for the site. The total number of parking spaces provided is 711. Parking for 40 bikes is also proposed.

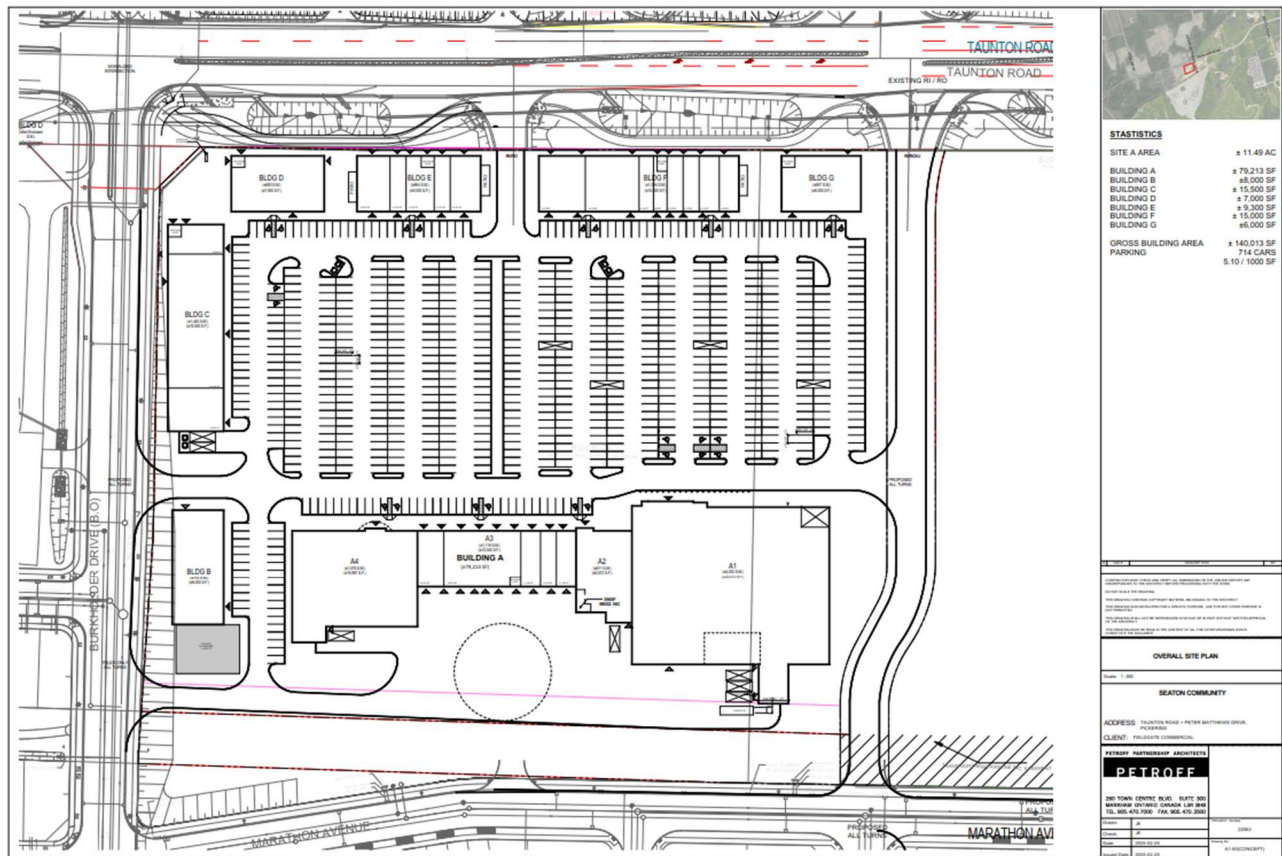


FIGURE 3. Conceptual Site Plan

Commercial and residential uses are permitted in the Community Node. The west subject site is currently zoned Seaton Community Node – Exception 429 (SCN-4) and Seaton Community Node Pedestrian Predominant Street – Exception 430 (SCNPP-1). The ZBA proposes to shift the SCN-4 zone east of Hibiscus Drive where it will accommodate future residential. The west subject site seeks to further amend the SCN zone with additional site-specific provisions to permit commercial development through a Zoning Bylaw Amendment, thereby allowing the delivery of a grocery store along Hibiscus Drive extension. The requested zoning relief will enable the applicant to deliver commercial uses in this neighbourhood in a timely manner.

Policy Framework

Provincial Planning Statement (PPS) (2024)

PPS policies applicable to the proposal are described in *Appendix A*, including Section 2.3 for ‘Settlement Areas and Settlement Area Boundary Expansions’; Section 2.4 for ‘Strategic Growth Areas’; Section 2.8 for ‘Employment’; Section 2.9 for ‘Energy Conservation, Air Quality and Climate Change’; and Section 3.2 ‘Transportation Systems’.

The proposed development conforms with the Provincial mandate as set out in the Provincial Planning Statement for the following reasons:

- The proposed development promotes efficient development by locating buildings along street frontages with parking located internally within the site and allowing flexibility for future intensification should primary transportation modes evolve.
- The proposed development is within a defined Settlement Area.
- The proposal provides compatible employment opportunities through the seven commercial buildings.
- The proposed development provides pedestrian pathways to and within a shopping plaza to support the achievement of healthy and active communities.
- The proposed development brings commercial uses onto transit routes and within proximity of residential developments to promote active transportation.

Durham Region Official Plan – Envision Durham (2024)

As of January 1, 2025, Envision Durham is an official plan of City of Pickering. As shown on Map 1 – Regional Structure Urban & Rural Systems (Figure 4), the west subject site is designated ‘Specific Policy Area A – Seaton Urban Area’. Taunton Road, located on the north side of the west subject site, is a Regional Corridor. The Regional policies applicable to this proposal are further described in *Appendix B*, which includes Chapter 1: Regional Structure; Chapter 3: Healthy Communities; Chapter 5: Vibrant Urban System; and Chapter 9: Site Specific Policies.

The proposed development conforms to the aforementioned policies of the Region of Durham Official Plan for the following reasons:

- The proposed development develops the Region's economic potential and increases job opportunities for its residents, which ultimately contributes to complete, sustainable communities.
- The proposed development provides approximately 350 jobs on the 5.71-hectare west subject site, which exceeds the 50 people and jobs per hectare target.
- The proposed development uses the existing infrastructure and brings various commercial services to the neighbourhood, within walking distance of residents and close to existing and future transit routes.

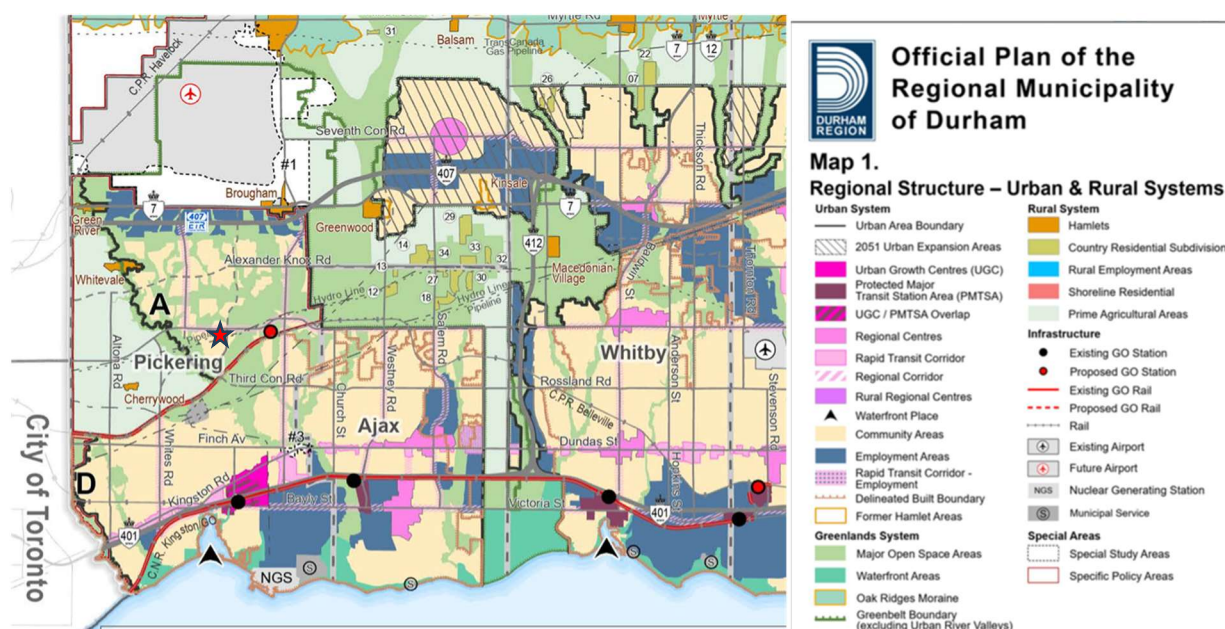


FIGURE 4. Map 1 - Regional Structure – Urban & Rural Systems

City of Pickering Official Plan (Edition 9)

As shown in Figure 2, Schedule VIII to the Pickering Official Plan Neighbourhood 16 Lamoreaux designates the west subject site as a 'Community Node' with a 'Pedestrian Predominant Street.' The Pedestrian Predominant Street designation is proposed for removal through an Official Plan Amendment, which will be justified in a subsequent section. The proposed uses are permitted within this designation.

The Pickering Official Plan policies applicable to this proposal include the following:

Chapter 2 – The Planning Framework

Seaton Urban Area

City Policy – Seaton Urban Area Population and Employment

2.13 City Council supports:

(a) the development of an urban community that will accommodate 61,000 people by 2031 and be planned to accommodate up to 70,000 people through long-term intensification. This population is based on the policy direction for compact development, higher densities and the direction to use land and services more efficiently. The Community Nodes and to a lesser extent the Mixed Corridors may develop first with primarily commercial uses and intensify over time with a broader mix of uses, which will contribute to long-term intensification. The 2031 population by Neighbourhood, within the Seaton Urban Area, is set out in Table 1B;

Table 1B	
Seaton Urban Area Neighbourhoods	2031 Population
16 Lamoreaux	17,500

(b) the development of an urban community that will accommodate 30,500 jobs by 2031 and be planned to accommodate 35,000 jobs through long-term intensification. This employment shall be provided:

(ii) in office, retail and service industries in the Community Node and Mixed Corridor designations and in small commercial stores in the neighbourhood nodes; [...]

Approximately 350 new jobs will be accommodated on the west subject site in the near term and may intensify over time.

Chapter 3 – Land Use

Mixed Use Areas

City Policy – Table 5: Mixed Use Areas: Permissible Uses by Subcategory

Table 5 (EXCERPT)	
Mixed Use Areas Subcategory	Permissible Uses <i>(Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws)</i>
Community Nodes	<p>Community gardens; Farmers markets; All uses permissible in Local Nodes, at a larger scale and intensity, and serving a broader area.</p> <p>Uses Permitted in Local Nodes (Excerpt):</p> <p>Residential; Retailing of goods and services generally serving the needs of the surrounding neighborhoods; Offices and restaurants; Community, cultural and recreational uses; Community gardens; Farmer's markets.</p>

City Policy – Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory

Table 6 (EXCERPT)			
Mixed Use Areas Subcategory	Maximum and Minimum Net Residential Density (in dwellings per hectare)	Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square meters)	Maximum Floorspace Index (total building floorspace divided by total lot area)
Community Nodes	Over 80 and up to and including 140	Up to and including 20,000	Up to and including 2.5 FSI

The proposed development respects the Community Node designation by proposing appropriate uses within this development, as outlined in Table 5. The proposed development, in total, provides 13,008 sq.m of GLA, which meets and does not exceed the requirement for the Community Node subcategory in Table 6. The proposed development provides 0.23 FSI, which meets the maximum floor space index in Table 6.

Chapter 11 – Seaton Urban Area

Create Walkable, Transit Supportive Neighbourhoods Through Compact Development, Integration of Mixed Use Development and Distribution of Parks and Recreational Facilities

City Policy – Walkable, Transit Supportive Neighbourhoods

11.1 It is the objective of City Council to:

(b) develop mixed use areas, which support a mix of higher density residential uses in association with commercial and institutional uses, which can be intensified over time and which cater to pedestrian comfort and encourage pedestrian activity through the orientation of buildings and uses; [...]

(f) ensure that facility locations are accessible by a variety of modes of transportation;

(g) ensure that facility locations are centrally located to the populations they are serving, wherever possible; [...]

The proposed development integrates commercial uses into the Seaton neighbourhood, which complements the surrounding residential developments. Commercial buildings are located along the roads and are accessible by various modes of transportation. The proposed commercial development on the west subject site can still be accessed by residents from the future development to the east, and the existing neighbourhood to the south. The shift toward Burkholder Drive allows pedestrian access from the north via the full moves intersection and will promote walking between buildings and within the Seaton Urban Area.

City Policy – Community Nodes

11.4 City Council:

(a) Shall require Community Nodes to be mixed use nodes containing commercial and residential uses that will intensify over time. The Community Nodes are located so that the majority of future patrons are within a 10 to 20 minute walk of a Community Node; and

(b) Shall establish as the planned function of Community Nodes the ability to cater to the daily and weekly shopping needs of the residents in the adjacent neighborhoods. In comparison, the City Centre will continue to provide for a higher order City-Wide and regional serving retail uses to all residents in the City including Seaton.

(c) despite the policies of Table 6, shall permit a minimum of 10,000 square metres and a maximum of 20,000 square metres of gross leaseable floor space for the retailing of goods and services within the Community Nodes within the Seaton Urban Area. The minimum retail space requirement shall not be

interpreted as requiring the full minimum floor area at initial development provided the land is available to realize the minimum space requirement;

(d) despite the policies of Table 6, shall permit the Community Node on Taunton Road to be larger and contain a broader range of retail goods including large format retailers up to a total maximum gross leaseable floor space of 60,000 square metres for the retailing of goods and services subject to the built form policies set out in Sections 11.7 and 11.8; and

(e) despite the policies of Table 5, shall prohibit the following uses in Community Nodes:

(i) single-detached and semi-detached dwelling units; and

(ii) automotive and vehicle sales.

The proposed development, in total, provides 13,008 sq.m GLA, which meets and does not exceed the requirement for the Community in c) above. The proposed development on the west subject site aims to provide a diverse range of retail options, including banks, grocery stores, pharmacies, and restaurants, to meet the shopping needs and services of residents in the Seaton Urban Area and surrounding communities.

City Policy – Built Form and Urban Design of Mixed Corridors, and Community Nodes

11.7 City Council shall require a strong pedestrian focus be created within the Community Nodes and Mixed Corridors. To achieve this focus, development shall adhere to the following built form and urban design principles which shall be further illustrated in the Sustainable Placemaking Guidelines for the Seaton Urban Area:

(a) Pedestrian Focus of Community Nodes & Mixed Corridors

(i) Development should be designed to be pedestrian and transit friendly from the outset, even though these areas are intended to intensify over time;

(ii) Development should be generally oriented to the street and designed to promote a vibrant and safe street-life and to support the early provision of transit;

(iii) high activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at grade and up to the street, with uses such as offices and residential uses on second floors and above;

(iv) Public and private streets and sidewalks shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm through wide sidewalks, street furniture and on-street parking where feasible;

(v) Small scale urban squares will be encouraged in appropriate places; [...]

(d) Building Heights:

(ii) stand-alone commercial uses shall have a minimum height generally of 5.0 metres subject to the policies on interim uses in Section 11.8; [...]

The proposed development on the west subject site is pedestrian-friendly through enhanced façade and streetscape design. The seven commercial buildings are generally oriented to the street, with no driveways or parking lots in between. The proposed development is designed to promote an enjoyable and safe pedestrian experience, while also facilitating connections to existing transit services. While the development will not have entrance doors open to the public on surrounding streets, the buildings are designed to have doors and windows on Taunton Road, allowing for future flexibility and an enhanced streetscape. Enhanced landscaping along Burkholder Drive and improved pedestrian access to the west subject site will attract more customers. This promotes active transportation while ensuring the long-term success of businesses by supporting access for drivers, as automobiles remain the primary mode of transportation within the Seaton community. The commercial buildings have a height of one storey, consistent with the minimum height for standalone commercial uses.

City Policy – Interim Uses within Community Nodes

11.8 Where sole commercial uses at lower minimum density and heights are proposed in the initial phases of development, City Council shall require applicants, for site plan approval, to submit a development concept and intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address and illustrate:

(a) how the design criteria for a pedestrian predominant street in each Community Node and the creation of vibrant streetscapes in other locations can be achieved;

(b) how the public and private realm can be improved to enhance the pedestrian experience;

(c) how the property may accommodate a mix of uses and how it will intensify over time including addressing and illustrating such matters as:

(i) the provision of public roads and small blocks;

(ii) the siting and orientation of buildings, which do not preclude future intensification;

(iii) the ability to achieve both short-term and longer term intensification;

(iv) the location of parking for the initial development and potential changes to parking to accommodate the intensification process; and

(v) the phasing of the intensification of the site to realize the ultimate built form;

(d) how blocks will be further subdivided and how the intent of this Plan can be met in the interim through private roads that will convert to public roads in the future; and

(e) minimum and maximum setbacks as well as minimum block face requirements which may vary by street, but which achieve a 75 percent of the block face along the Pedestrian Predominant Street.

Although an Intensification Plan is not currently available, the seven buildings that line the exterior of the west subject site allow for potential redevelopment of the parking lot as modes of transportation evolve in Seaton. The Pedestrian Predominant overlay is proposed to be removed from the Hibiscus Drive extension.

City Policy – Development Blocks within Community Nodes & Mixed Corridors

11.9 City Council:

(a) shall require development within the Community Nodes and Mixed Corridors to establish a pattern of streets and blocks that are conducive to pedestrian oriented streetscapes and which encourage pedestrian circulation to, from and within these mixed use designations. Within these designations, residential and mixed use blocks shall generally be in the range of 10,000 to 20,000 square metres; and

(b) may, subject to an Intensification Plan as per Section 11.8, consider larger development blocks in the interim in order to accommodate large scale retail and mixed use developments provided the Intensification Plan illustrates how the pattern of streets and smaller blocks can be realized through intensification.

The west subject site area is approximately 5.71 hectares and is not being subdivided at this time. However, the east-west and north-south pedestrian connections within the site achieve the same permeability as if the site were quartered.

City Policy – Maximizing Transit Usage

11.20 City Council shall require Neighbourhood Plans and implementing draft plans of subdivision and site plans to be designed so as to encourage and maximize public transit usage in the Seaton Urban Area from the earliest stage of development through:

[...]

(d) the creation of safe and comfortable streets for pedestrians on their walk to the transit corridors; [...]

Taunton Road (Type A Arterial Road) is served by the temporary public transport route 112. Burkholder Drive (Type C Arterial Road) is served by the public transport route 118. Public transit is planned for Peter Matthews Drive (Type B Arterial Road), which will serve the future residential development. The pedestrian environment along Taunton Road is enhanced, with additional pedestrian entrances to the commercial site on Burkholder Drive, promoting the use of transit.

City Policy – Streetscape Design to Promote Walking

11.26 City Council shall:

(a) require sidewalks on both sides of all arterial, collector and local roads, [...]

(b) require all roads be designed to promote pedestrian comfort through traffic calming measures including narrower lanes, on-street parking, traffic islands, and central medians to encourage slow-moving traffic through residential areas, Minor Commercial Clusters, and Community Nodes; [...]

(d) require the Neighbourhood Plans to be based on a modified grid street pattern that supports pedestrian and bicycle movements and provides for a high degree of permeability and connectivity to collector and arterial roads, schools, open space, community facilities and commercial locations.

The pedestrian routes designed within the site provide high permeability for local residents and business patrons. Narrow private driving aisles will serve to calm traffic.

City Policy – Opportunities for Job Creation [...]

11.31 It is the objective of City Council to:

(a) Attract and sustain high quality employment opportunities that reflect the needs of the City of Pickering and the Regional Municipality of Durham;

(b) Provide sufficient opportunity for employment in the Seaton Urban Area to be balanced with population, with a ratio of approximately one job for every two residents by making employment lands available to permit an appropriate balance of employment opportunities in conjunction with the development of the residential neighborhoods; [...]

(e) Ensure that employment areas are easily accessible by vehicle, transit, bicycle and on foot; and

(h) Plan for a community that will accommodate 30,500 jobs by 2031 and be planned to accommodate 35,000 jobs through long-term intensification.

The proposed development on the west subject site integrates approximately 350 employment opportunities into the residential neighbourhood through the provision of 13,008 sqm GLA of retail uses. Enhanced pedestrian entrances and proximity to transit ensure that employees have options for their commute.

Chapter 12 – Urban Neighbourhoods**Neighbourhood 16: Lamoreaux****City Policy – Lamoreaux Neighbourhood Policies****12.18 City Council**

(f) shall, along Type A and Type B Arterial Roads, as shown on Schedule II, not permit direct access to lots but will encourage the Region to allow for full movement intersections at the locations shown on Schedule VIII Neighbourhood 16: Lamoreaux and allow for right-in/right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity; [...]

(h) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule VIII - Neighbourhood 16: Lamoreaux and consists of the road network, bikeways, trails and trailheads. Further detail on how pedestrians and cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines;

(ii) local roads, school sites, parks and village greens may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are

consistent with the design intent shown on Schedule VIII Neighbourhood 16: Lamoreaux and the policies of this Plan; and [...]

(k) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:

(i) a Sustainability Brief that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Placemaking Guidelines; and

(ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Placemaking Guidelines.

The intersection of Taunton Road and Burkholder Drive has full-move access. Right-in/right-out access to the site is proposed at the intersection of Taunton Road and the Hibiscus Drive extension. Per the 2021 Integrated Transportation Master Plan and Schedule VIII Neighbourhood 16 Plan, Peter Matthews, Burkholder Drive and Taunton Road are proposed as part of the cycling network with a primary bikeway. The proposed development also includes enhanced pedestrian connectivity and bike parking, as demonstrated on the Landscape Plan. A sustainability brief is included below, and a design brief will be provided with the submission under a separate cover.

Sustainability Brief

The purpose of this Sustainability Report is to provide an overview of the completed Sustainability Checklist provided with the initial S 06/23 submission and updated and appended to this report (*Appendix C*). This report will demonstrate that the proposed development intends to meet the minimum requirements to obtain a Certified rating. While final details will be determined through site plan approval, the following summaries outline the intent of the applicant to achieve the overall sustainability goals:

- **Public Realm Guidelines:** The selected trees will be positioned to achieve a 40% canopy coverage within the first 10 years, offering both aesthetic appeal and increased shade for pedestrians.
- **Built Form Guidelines:** The design ensures that at least 50% of the storefronts will be equipped with awnings or canopies. Tree canopy is anticipated to shade at least 25% of the parking area, contributing to climate resilience.
- **Green Infrastructure & Building:** Within the development, at least one charging station is provided. In terms of water efficiency and management, at least 50% of the planting stock is native and drought-resistant.

The most significant contribution to environmental sustainability is the development of commercial uses on transit routes and within proximity to existing and planned residential developments. The enhanced streetscape, bike parking, and pedestrian accesses to and throughout the site promotes the use of active transportation to meet the daily needs of the community.

Urban Design Brief

The purpose of the Urban Design Brief is to provide details on the urban design, built form and landscape features for the proposed commercial plaza. This section provides guidance about the various design elements and the intended design vision of the proposed development. The proposed development's vision aligns with the guiding principles of the Pickering Official Plan and the Seaton Sustainable Place-Making Guidelines:

- The proposed buildings will be of high-quality design, and where feasible, sited to address Taunton Road, Burkholder Drive and the proposed Hibiscus Drive extension.
- Streetscape enhancements such as landscaping features, buffers and setbacks will be implemented to create an attractive and comfortable public realm.
- The proposed built form will have appropriate massing, building articulation, features and materials that will be compatible and complementary to the adjacent neighbourhoods.
- Surface parking and loading will be sufficiently screened from public view through a coordinated combination of landscaping and built form buffering.
- The site will be well connected with internal drive aisles and walkway networks that will support multi-modal transportation and provide accessible and efficient circulation throughout the site.
- Entry features and edges will be identified and celebrated as they provide passersby with a first impression of the commercial centre and will assist in creating a unique character for the site.
- The proposed development will have regard for the existing and future surrounding development sites in order to create seamless integration.

In summary, the proposed development encompasses a commercial plaza that will deliver essential amenities and services to the surrounding community. This commercial node is intended to contribute to the formation of a cohesive community for both existing and future residents and visitors within the vicinity. The site organization will facilitate seamless integration with the existing street network, resulting in a well-connected and permeable circulation system. Internal drive aisles will further enhance

connectivity across the development area, while a comprehensive series of pedestrian walkways are proposed to ensure safe and comfortable access throughout the site.

Official Plan Amendment

Purpose:

The purpose of the proposed Official Plan Amendment is to modify the schedule VIII Seaton Neighbourhood 16 – Lamoreaux Neighbourhood Plan in the City of Pickering Official Plan to remove the Pedestrian Predominant Street designation from the Hibiscus Drive extension between Taunton Road and Marathon Avenue to permit the delivery of a grocery store. The draft Official Plan Amendment is appended as *Appendix D*.

Rationale:

The purpose of a Pedestrian Predominant Street designation is to create an active character with low-vehicular traffic. A full-moves intersection was proposed by the City of Pickering on Schedule VIII at the intersection of the Pedestrian Predominant Street with Taunton Road. The Region has denied the fully signalized intersection of Taunton Road/Hibiscus Drive extension. Since the Taunton Road/Hibiscus Drive extension will remain a right-in/right-out intersection, it precludes pedestrian access from the approved development north of Taunton Road.

The Fieldgate Commercial site (the west subject site) is now located at the southeast corner of Burkholder Drive and Taunton Road. The shift toward Burkholder Drive allows pedestrian access from the north via the full-moves intersection of Taunton Road/Burkholder Drive. The proposed commercial development can still be accessed by residents from the future development to the east, and the existing neighbourhood to the west and south. Burkholder Drive and Peter Matthews Drive are primary bikeways on the Schedule VIII Neighbourhood 16 Plan. Pedestrian-friendly entrances and amenities will be proposed where practical.

Pickering Official Plan

City Policy

Built Form and Urban Design of Mixed Corridors, and Community Nodes

11.7

City Council shall require a strong pedestrian focus be created within the Community Nodes and Mixed Corridors. To achieve this focus, development shall adhere to the following built form and urban design

principles which shall be further illustrated in the Sustainable Placemaking Guidelines for the Seaton Urban Area: [...]

(b) Pedestrian Predominant Streets:

To achieve a strong street presence, each Community Node shall contain a Pedestrian Predominant Street, which may be public or private and shall be identified in relevant Neighbourhood Plans. These Pedestrian Predominant Streets shall be incorporated into the initial development of the Community Nodes but are intended to be intensified and fully realized over time.

Due to challenges of access and grading constraints, the Hibiscus Drive extension is not a suitable candidate for a Pedestrian Predominant Area overlay. The intersection of Hibiscus Drive extension and Taunton Road will continue to operate as a right-in/right-out, offset from the intersection to the north, precluding pedestrian access from the imminent residential development across Taunton Road. The overlay is proposed for removal. However, the design criteria can be addressed in different ways within the proposed commercial development on the west subject site.

The design criteria are as follows:

(i) store fronts should face onto the Pedestrian Predominant Street with the principal public entrance of each store and substantial fenestration facing on to the street;

Smaller commercial units are proposed along Taunton Road instead, with enhanced facades and windows.

(ii) buildings shall generally be built up to the streetline and no parking, driveways or lanes should be located between the buildings and the street;

No parking or driveways are proposed between the buildings Taunton Road. Along Burkholder Drive, grading constraints require that the buildings be setback further from the street.

(iii) drive-throughs and service stations shall not be permitted;

No drive-throughs or service stations are proposed.

(iv) residential units shall not be permitted on the ground floor of the portion of a building facing the Pedestrian Predominant Street;

No residential units proposed.

(v) on-street parking shall be provided where feasible and appropriate;

On-street parking may be considered for Hibiscus Drive, however the other surrounding streets are arterial roadways that cannot accommodate on-street parking.

(vi) a minimum height of 2 storeys for sole commercial buildings shall be encouraged;

One storey is currently proposed for sole commercial, but with a height of approximately 8.5 metres.

(vii) single use buildings exceeding a ground floor area of 5,000 square metres should generally be directed to the interior of a property with smaller stores oriented onto the Pedestrian Predominant Street in front of the larger stores. Alternatively, larger stores could be located up to the streetline provided they are lined with smaller stores, multiple entrances or other similar means to animate the streetscape;

Single use buildings are proposed under 750sq.m in size.

(viii) sidewalks should be of sufficient width to:

- (1) accommodate anticipated pedestrian volumes;*
- (2) comfortably and safely accommodate the needs of persons with disabilities and the elderly;*
- (3) ensure sufficient space for coordinated street furnishings, public utilities, tree plantings and transit shelters; and*
- (4) accommodate sidewalk cafes, kiosks, and street vendors where possible;*

Sidewalks are provided in the Burkholder Drive and Peter Matthews Drive rights-of-way, and a meandering multi-use pathway is located along Taunton Road.

(ix) buildings and spaces should be designed to reflect a human scale of development; contribute to public safety and security; and create a significantly enhanced pedestrian environment;

One-storey building orientation and patios animate the pedestrian environment on the multi-use pathway along Taunton Road.

(x) buildings should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection; and

Awnings are proposed for some units.

(xi) buildings should have a consistent setback;

The buildings that front Taunton Road are proposed with a consistent setback.

In summary, the proposed removal of the Pedestrian Predominant Street designation does not conflict with the Provincial Planning Statement and the Region of Durham Official Plan and is otherwise in keeping with the City of Pickering's Official Plan. An Urban Design Brief demonstrates compatibility with the objectives of the Seaton Sustainable Place-Making Guidelines. Detailed regulations to implement the proposed development have been established through the associated site-specific Zoning By-law Amendment. A statutory public meeting on the proposed Official Plan Amendment will be held by the City of Pickering.

Zoning

Existing Zoning

The west subject site is zoned Seaton Community Node – Exception 429 (SCN-4) and Seaton Community Node Pedestrian Predominant – Exception 430 (SCNPP-1) within Zoning By-law 8149/24. The SCN-4 zone applies site-specific provisions for the future TACC residential development. The east subject site is zoned Seaton Community Node – Exception 378 (SCN-1) and Seaton Community Node Pedestrian Predominant – Exception 430 (SCNPP-1) within Zoning By-law 8149/24.

Proposed Zoning

The proposed Fieldgate Commercial development seeks to amend the Zoning By-law to rezone the west subject site to site-specific zone SCN-#, and rezone the east subject site to site-specific zone SCN-4 (Figure 5). This is to deliver the proposed site plan for the west subject site, which features a variety of commercial uses, including financial services, a grocery store, and a seasonal garden center. The SCN-4 zone will facilitate the future TACC residential development.



FIGURE 5. Proposed Zoning

The proposed location of the SCN-# zone is outlined in the draft amending Zoning By-law, which is appended as *Appendix E*.

- Commercial building entrance doors: Due to current market conditions and operational restraints, businesses will be better served by doors within immediate proximity of the parking. Primary entrance doors will not be oriented to the arterial or local roads. Instead, the applicant is proposing secondary doors and glazing as well as enhanced pedestrian access to the site. This allows for immediate leasing

of the buildings and flexibility for the future should the primary modes of transportation evolve in Seaton.

- Setbacks: To achieve greater design flexibility and address grading constraints, relief is requested from maximum setbacks.

Conclusion

The proposed Official Plan Amendment and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Planning Statement, the Region of Durham Official Plan and the Pickering Official Plan;
2. The proposal maintains the intent of the Pickering Official Plan, and the uses are permitted per the Neighbourhood 16 Land Use Schedule;
3. The proposed development on the west subject site provides approximately 350 jobs, with access to transit and active transportation routes;
4. The proposed development on the west subject site also includes an enhanced pedestrian streetscape on Taunton Road and pedestrian-friendly access to the site.

Respectfully submitted,

KORSIAK URBAN PLANNING

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APPENDIX A: PROVINCIAL PLANNING STATEMENT (2024) EXCERPT

The following sections and policies of the Provincial Planning Statement (PPS 2024) are applicable to this proposal:

Section 2.3 Settlement Area and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.*

Section 2.4 Strategic Growth Areas

- 3. Planning authorities should:*
 - b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form; [...]*

2.8 Employment

2.8.1 Supporting a Modern Economy

- 1. Planning authorities shall promote economic development and competitiveness by:*
 - c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
 - d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; [...]*

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

3.2 Transportation Systems

- 1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.*
- 2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

APPENDIX C: REGION OF DURHAM OFFICIAL PLAN (2024) EXCERPT

The following Regional Official Plan policies are applicable to this proposal:

Chapter 1. Regional Structure

1.1 General Regional Structure Policies

Policies:

It is the policy of Council to:

[...]

1.1.4 Plan for a balance of residential growth with increased employment growth to achieve the population and employment forecasts outlined in this Plan, while aspiring to achieve a more balanced job to population ratio of 50% (one job for every two residents).

1.1.5 Ensure that necessary regional services and infrastructure are in place to accommodate the provincial population and employment forecasts within the Regional Structure by 2051:

a) 1,300,000 people; and

b) 460,000 jobs.[...]

1.1.7 Plan for the required services and infrastructure in accordance with the following minimum population, employment and household allocations by area municipality:

Figure 2. – Population, employment and household allocations table: (Excerpt)

Municipality	2021	2026	2031	2036	2041	2046	2051
Pickering							
Urban:	98,360	121,220	147,000	171,710	195,670	223,330	251,600
Rural:	4,580	4,610	4,650	4,690	4,710	4,740	4,770
Total Population:	102,940	125,830	151,650	176,400	200,380	228,070	256,370
Households:	33,430	41,310	50,360	59,230	68,010	78,200	88,590
Employment:	39,310	47,000	55,260	62,840	71,080	81,860	93,790

Chapter 3. Healthy Communities

3.2 Climate Change & Sustainability

It is the policy of Council to:

3.2.3 Reduce GHG emissions, improve air quality, encourage sustainability, and adapt and mitigate impacts of a changing climate by encouraging the following measures through development, redevelopment and infrastructure projects:

[...]

h) community design that promotes intensification, walkable communities and compact built form, and prioritizes active transportation, supports public transit and transportation demand management, reduces single occupancy vehicle use, and supports measures to balance jobs and population growth to reduce long-distance single occupancy vehicle trips to reduce GHG emissions caused by vehicles, in accordance with Sections 8.1, 8.2 and 8.3;

3.3 Complete Communities

Policies:

It is the policy of Council to:

3.3.1 Support the development of healthy, sustainable and complete communities that incorporate:

a) a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1;

b) employment opportunities in accordance with Policy 2.1.13;

c) community hubs that cluster together community uses, services, facilities, and shopping, in accordance with Policies 3.3.26 to 3.3.28;

d) active transportation and the use of multi-modal transportation options; [...]

f) safe, publicly accessible recreation areas, parks, open spaces, trails and other recreation facilities; [...]

k) climate resilient development, with an emphasis on the reduction of GHG emissions, in accordance with Sections 3.2 and 4.1.

Chapter 5. Vibrant Urban System

5.3 Other Nodes & Corridors

It is the policy of Council to:

5.3.5 Identify Regional Corridors as an overlay on Map 1. [...]

5.3.7 Encourage built form along Regional Corridors to be multi-storey, compact, pedestrian-friendly and transit supportive, and apply the relevant transit-oriented development design principles, in accordance with Policy 8.1.4.

5.3.8 Permit uses within Regional Corridors in accordance with the underlying Community Areas or Employment Areas designation of this Plan. For greater certainty, the identification of lands as a Regional Corridor overlay does not permit residential or other sensitive land uses contrary to Section 5.5 where the underlying designation is Employment Areas. Regional Corridors with an underlying Employment Areas designation are considered appropriate locations for higher density employment generating uses. [...]

5.3.10 Encourage area municipalities to establish transit supportive density targets along Regional Corridors and where appropriate designate key development areas that represent prime opportunities for development, redevelopment and intensification.

5.4 Community Areas

Policies:

It is the policy of Council to:

5.4.1 Designate Community Areas on Map 1.

5.4.2 Plan Community Areas for a variety of housing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings.

5.4.3 Permit major retail uses in Community Areas, subject to the inclusion of appropriate provisions and designations in the respective area municipal official plan.

5.4.4 Recognize existing Employment Area uses, provided such uses are not obnoxious in nature, appropriate provisions are included in area municipal official plans to provide for an appropriate transition and the requirements of Policies 5.5.22 to 5.5.36 have been addressed.

Chapter 9. Site Specific Policies

Section 9.2.1 Specific Policy A – Seaton Urban Area & Duffins Rouge Agricultural Preserve

It is the policy of Council to:

9.2.2 Support the development and protection of land in the Seaton Urban Area in accordance with this Plan and the City of Pickering Official Plan. [...]

9.2.5 Develop the Seaton Urban Area based on the following:

a) the provision of a range of housing and employment that accommodates the population and employment forecasts included in Section 1.1 of this Plan;

b) the provision of linkages for pedestrians and cyclists between neighbourhoods and communities, internally and externally, and to the public transit system;

c) the provision of employment opportunities along Highway 407, concurrent with residential development; and

d) the provision of infrastructure, both internal and external to the Seaton Urban Area, in conjunction with the phasing of development.

APPENDIX C: SUSTAINABILITY CHECKLIST (SEE ATTACHED)



Appendix E Sustainability Checklist

Site Plan Applications

Section 3.0 Public Realm Guidelines

3.1.1 Block Design

E7.dp+sp

Significant hedgerows within village greens and parks are maintained through minimal disturbance to grading adjacent to the hedgerows.

YES

N/A

NO. OF
POINTS

✓

~~2~~

3.1.4 Streetscape Elements

E10.dp+sp

Additional street trees 10% or greater, are provided above the minimum required by Section 3.1.4 b) of these Guidelines.

2

E11.dp+sp

Street trees with appropriate larger caliper widths, 10% or greater than the City standard are provided in the plan.

2

E12.dp+sp

The selected street trees achieve a minimum 40% canopy and shade within 10 years.

✓

2

E13.sp

Alternative planting strategies are provided for more than 50% of street trees within high-pedestrian areas of the development.

2

E14. dp+sp

Street furniture, which is provided, is manufactured from recycled material with a minimum of 25% recycled content.

2

3.3 NATURAL HERITAGE SYSTEM

E15.dp+sp

Prepare and distribute homeowner' and employees information packages.

✓

~~2~~

3.4.1 Parks General Guidelines

E16.dp+sp

Trees are salvaged from the site or local area and are re-planted either in parks or the Natural Heritage System.

✓

~~2~~

3.4.2 District Park

E17.sp

In consultation with City staff, a developer/landowner agrees to provide at their cost at least one feature, such as public art, in a focal area.

✓

~~2~~

3.4.3 Community Park / Recreation Centre

E18.sp

In consultation with the City, a developer/landowner agrees to provide at least one special feature at their cost, such as high quality seating and other furnishings.

✓

~~2~~

E19.sp

In consultation with City staff, a developer/landowner agrees to provide at least one feature at their cost, such as a water feature, in a focal area.

✓

~~2~~

	YES	N/A	NO. OF POINTS
E20.dp+sp <i>At least two sides 50% of the portion of the community park perimeter not bounded by the Natural Heritage System, is bounded by a public road</i>		✓	2
3.4.4 Neighbourhood Park			
E21.dp+sp <i>In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality elements such as seating and other furnishings.</i>		✓	2
E23.dp+sp <i>In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality character structures, such as gazebos</i>		✓	2
E24.sp <i>In consultation with City staff, a developer/landowner agrees to provide at their cost, bike racks for neighbourhood parks in appropriate locations.</i>		✓	2
3.4.5 Village Green			
E25.sp <i>In consultation with City staff, a developer/landowner agrees to provide, at their cost, facilities such as play areas.</i>		✓	2
E26.dp+sp <i>A Village Green has road frontage on four sides or other design alternatives are used to achieve public views and access such as front lotting of residential lane based units, side lotting of residential units where the main entrance is located along the Village Green property line, or to be located immediately adjacent to the Natural Heritage System, or a Storm Water Management facility</i>		✓	5
3.4.6 Urban Square			
E27.sp <i>In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality public features.</i>		✓	2
3.4.7 Trail Head			
E28.dp+sp <i>In consultation with City staff, a developer/landowner agrees to make contributions to and/or build trail heads and entrance features.</i>		✓	2
3.4.9 Cultural Heritage Landscapes			
E29.dp+sp <i>Significant views are protected and enhanced, and are made available to the public.</i>		✓	2
E30.dp+sp <i>Cultural heritage landscapes are protected to the extent practical in accordance with Section 11.61 of the Official Plan.</i>		✓	2

TOTAL POINTS FOR SECTION 3.0 Public Realm Guidelines

Section 4.0 Built Form Guidelines

4.1.1 Housing Mix and Diversity

E36.dp+sp

Housing specifically designed for seniors (ie. bungalows housing types) are offered.

YES

N/A

NO. OF
POINTS~~2~~**4.1.2. Housing Types****b) Townhouses and Back to Back Townhouses**

E37.dp+sp

All townhouses 6.0 metres and greater are lane-based.~~2~~**c) Apartments**

E38.sp

Three-chute disposal drops are provided for each apartment building.~~2~~

E39.sp

Parking spaces are sold or rented separately from the unit.~~2~~**4.1.3 Residential Density**

E42.dp+sp

The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density at least 200 units per net hectare in High Density Areas.~~5~~

E43.dp+sp

The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 100 units per net hectare in Mixed Corridors.~~5~~**4.1.5 Street Interface**

E44.sp

50% of porches are 2.0 metres in depth.~~2~~**4.2.1 Commercial & Mixed-Use Development - General Guidelines****b) Building Articulation, Massing & Architecture**

E45.sp

The building has 2 functional storeys or greater.

2

E46.sp

The building has 3 or more functional storeys or greater.

5

c) Storefronts

E47.sp

Awning/canopies are provided for at least 50% of storefronts.

5

E48.sp

Awning/canopies are provided for 75% of storefronts.

2



	YES	N/A	NO. OF POINTS
E49.sp <i>Front elevation ground floors should be designed with windows and doors to be at least 60% transparent between 1.0 and 2.4 metres above ground. All other floors along the front elevation above the first level should be designed with a minimum transparency level of 30%.</i>			5
e) Vehicular Access & Parking			
E50.sp <i>Shared parking is provided between adjacent commercial / mixed-use properties, where it reduces parking requirements by 20%.</i>			2
f) Surface Parking Lots			
E51.sp <i>Permeable paving material is used for at least 75% of the parking lot.</i>			2
E52.sp <i>Provide shade from canopy tree planting that will cover at least 25% of the area at full growth.</i>	✓		2
E53.sp <i>Underground parking and/or a parking structure is provided for employee and/or visitor parking.</i>			5
4.2.3 Live-Work Units			
E54.dp+sp <i>The identification of a block on a draft plan and zoned for live-work units or the submission of a site plan, which identifies live-work units.</i>			5
4.2.4 Pedestrian Predominant Streets			
E55.sp <i>Pedestrian entrances occur at an average of 10 metres or less.</i>			2
E56.sp <i>A minimum of 90% of the block face is provided along Pedestrian Predominant Streets.</i>			5
E57.sp <i>Pedestrian connections occur at an average of 30 metres or less.</i>			2
4.2.5 Mixed Use Buildings			
E58.sp <i>At least 25% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.</i>		✓	2
E59.sp <i>At least 50% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.</i>		✓	2
E60.sp <i>At least 75% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.</i>		✓	5
E61.sp <i>At least 75% of the ground floor area is designed to allow for retail/commercial uses, and at least 25% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.</i>		✓	5

	YES	N/A	NO. OF POINTS
E62.sp At least 75% of the ground floor area is designed to allow for retail/commercial uses; at least 50% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.		✓	5
E63.sp At least 75% of the ground floor area is designed to allow for retail/commercial uses; at least 75% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.		✓	5
4.3.3 Places of Worship			
E64.sp The parking lot is designed to be shared with the adjacent property to reduce land requirements where appropriate.		✓	2
4.4 PRESTIGE EMPLOYMENT AREA			
4.4.1 Siting and Massing			
E65.sp The building has 2 functional storeys or greater.		✓	5
4.4.3 Employee Services & Facilities			
E66.sp At least one social support service is provided on-site.		✓	2
E67.sp At least one recreational/gym facility is provided on-site.		✓	2
E68.sp At least one cultural/religious service is provided on-site.		✓	2
E69.sp Ground floor retail/service uses of a minimum of 300 square metres are provided in accordance with the policies of the Official Plan.		✓	2
4.5 BUILT HERITAGE RESOURCES			
4.5.1 Whitevale Character Road			
E70.sp Garage is located at the rear of the property.		✓	2
TOTAL POINTS FOR SECTION 4.0 Built Form Guidelines			
Total Possible Points:	7		44
Application points will vary depending on the type, size and/or location of the development			105



Section 5.0 Green Infrastructure and Building

5.1 ENERGY EFFICIENCY

	YES	N/A	NO. OF POINTS
E71.sp + dp <i>A district energy system is connected to the development.</i>			20
E72.sp + dp <i>A community energy system is connected to the development.</i>			20
E73.sp <i>Green roofs are provided on a minimum of 10% of all building roof areas within a specific development.</i>			2
E74.sp <i>Green roofs are provided on a minimum of 25% of all building roof areas within a specific development.</i>			5
E75.sp <i>Green roofs are provided on a minimum of 50% of all building roof areas within a specific development.</i>			5
E76.sp <i>Light-coloured driveway paving material is provided to 25% of grade related units in a specific development.</i>		✓	10
E77.sp <i>Light-coloured driveway paving material provided to 50% of grade related units in a specific development.</i>		✓	5
E78.sp <i>25% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)</i>			2
E79.sp <i>50% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)</i>			2
E80.sp <i>75% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)</i>			5
E81.sp <i>50% of all paved areas in a specific development use low-albedo paving.</i>			10
E82.sp <i>75% or more of all paved areas in a specific development use low-albedo paving.</i>			5
E83.sp <i>Residential units in a specific development are supplied with primary certified energy star appliances.</i>		✓	5
E84.sp <i>Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 82.</i>		✓	2
E85.sp <i>Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 84.</i>		✓	5
E86.sp <i>Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 86</i>		✓	10

	YES	N/A	NO. OF POINTS
E87.sp + dp <i>Solar thermal, and/or photo voltaic facilities are “roughed in”.</i>			5
E88.sp + dp <i>Solar thermal, and/or photo voltaic facilities are provided.</i>			10
E89.sp + dp <i>Geothermal facilities are provided.</i>			10
E90.sp <i>25% of the buildings in a specific development are designed to achieve energy demand improvements by 40%</i>			5
E91.sp <i>50% of the buildings in a specific development are designed to achieve energy demand improvements by 40%</i>			5
E92.sp <i>75% of the buildings in a specific development are designed to achieve energy demand improvements by 40%</i>			10
E93.sp <i>The development is enrolled in LEED NC Certification.</i>			5
E94.sp <i>The development is enrolled in LEED NC Silver certification.</i>			10
E95.sp <i>The development is enrolled in LEED NC Gold certification</i>			20
E96.sp <i>The development is enrolled in LEED NC Platinum certification.</i>			20
E97.sp <i>Buildings in a specific development are designed so that at least 25% of the habitable south building facade is designed with large windows/doors.</i>		✓	5
E98.sp <i>Buildings in a specific development are designed so that at least 50% of the habitable south building facade is designed with large windows/doors.</i>		✓	5
E99.sp <i>At least one charging station is provided within the development.</i>	✓		5
5.2 WATER EFFICIENCY & MANAGEMENT			
E100.sp <i>At least 50% of the planting stock in a specific development is native and drought resistant.</i>	✓		2
E101.sp <i>At least 75% of the planting stock in a specific development is native and drought resistant.</i>			5
E102.dp+sp <i>Permeable driveway paving material is provided to 25% of grade related units in a specific development.</i>		✓	2
E103.dp+sp <i>Permeable driveway paving material is provided to 50% of grade related units in a specific development.</i>		✓	5



	YES	N/A	NO. OF POINTS
E104.sp <i>At least 25% of the site area in a specific development, excluding the building footprint, is pervious.</i>			2
E105.sp <i>At least 50% of the site area in a specific development, excluding the building footprint, is pervious.</i>			5
E106.sp <i>In consultation with City staff, a developer/landowner agrees to build trenches, swales, or naturalized bioswales adjacent to large parking areas in their development.</i>			5
E107.dp+sp <i>25% of all new residential units in a specific development are designed for grey-water pipe infrastructure.</i>		✓	2
E108.dp+sp <i>50% of all new residential units in a specific development are designed for grey-water pipe infrastructure.</i>		✓	5
E109.dp+sp <i>75% of all new residential units in a specific development are designed for grey-water pipe infrastructure.</i>		✓	10
E110.dp+sp <i>25% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.</i>		✓	2
E111.dp+sp <i>50% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.</i>		✓	5
E112.dp+sp <i>75% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.</i>		✓	10
5.3 MATERIAL RESOURCES & SOLID WASTE			
E114.dp+sp <i>25% of new development in a specific development is made from new green building material.</i>			2
E115.dp+sp <i>50% of new development in a specific development is made from new green building material.</i>			5
E116.dp+sp <i>At least 25% of the total mass of building materials for new development in a specific development is made from of recycled content.</i>			2
E117.dp+sp <i>At least 50% of the total mass of building materials for new development in a specific development is made from of recycled content.</i>			5
E118.sp <i>At least 1 composting facility is provided on-site in a specific development.</i>			5
E119.sp <i>At least 1 recycling facility is provided on-site in a specific development.</i>			5

	YES	N/A	NO. OF POINTS
5.4 LIGHTING			
E120.dp+sp <i>At least 50% of lighting is high efficiency lighting in a specific private development.</i>	✓		10
E121.dp+sp <i>100% of lighting is high efficiency lighting in a specific private development.</i>	✓		5
E122.dp+sp <i>50% of external residential building lights have lighting controls that use motion sensors and/or timers in a specific development.</i>		✓	2
5.5 SUSTAINABLE PROGRAMS			
a) Education Packages			
E123.dp+sp <i>Education packages are provided to new home purchasers in a specific development regarding household activities to conserve household energy and water resources, access to transit, recycling and composting programs and depots.</i>		✓	5
b) Transit Programs			
E125.dp+sp <i>Provide 1 pass per unit and/or 1 pass per employee at least half the regular cost, during the first three years of occupancy.</i>			5
E126.sp <i>Shared vehicles are provided if the development contains more than 100 dwelling units and/or employees.</i>			2
E127.sp <i>One parking space is dedicated to each shared vehicle if the development contains more than 100 dwelling units and/or employees.</i>			2
E128.sp <i>At least 10 parking spaces are dedicated for car pooling if the development contains more than 100 dwelling units and/or employees.</i>			2
E129.sp <i>At least 5 parking spaces are dedicated for a fuel efficient hybrid or similar vehicles if the development contains more than 100 dwelling units and/or employees.</i>			2
c) Cycling Facilities			
E130.sp <i>For retail/commercial development, or industrial development, or institutional development, a dedicated bicycle parking area is provided at the rate of at least 7% of the automobile parking spaces required by the Zoning By-law.</i>			2
E131.sp <i>For apartments or multiple unit residential with common garages, a covered bicycle storage area is provided at a ratio of 0.3 per unit for residents and visitors.</i>		✓	2
E132.sp <i>For office buildings, a minimum of 3 bicycle parking spaces are provided, plus bicycle parking at the rate of at least 7% of the automobile parking spaces required by the Zoning B-law</i>			2
E133.sp <i>At least one trip-end facility, including shower and change room, is provided for non-residential or mixed-use buildings.</i>			2



	YES	N/A	NO. OF POINTS
E134.sp <i>At least one trip-end facility for each gender, including shower and change room, is provided is provided for non-residential or mixed-use buildings.</i>			5
5.6 INNOVATION IN DESIGN			
E135.dp+sp <i>Points for innovation elements in specific developments will be determined by the City based on the proposed innovation.</i>			20
TOTAL POINTS FOR SECTION 5.0 Green Infrastructure & Building	22		283
Total Possible Points: Application points will vary depending on the type, size and/or location of the development	31		337 380

APPENDIX D: OFFICIAL PLAN AMENDMENT

**Amendment ##
to the City of Pickering Official Plan**

Amendment ## to the Pickering Official Plan

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number ____ to the City of Pickering Official Plan.

Part 1 – The Preamble

1. Purpose

The purpose of the proposed Official Plan Amendment is to modify the schedule VIII Seaton Neighbourhood 16 – Lamoreaux Neighbourhood Plan in the City of Pickering Official Plan to remove the Pedestrian Predominant Street designation from the Hibiscus Drive extension between Taunton Road and Marathon Avenue to permit a commercial plaza oriented to a full-moves intersection and the delivery of a grocery store.

2. Location

The site subject to this Official Plan Amendment is legally known as Block 188, 40M-2671. The property comprises an area of 0.38 hectares, located along the Hibiscus Drive extension between Taunton Road and Marathon Avenue.

3. Basis

- A full-moves intersection was proposed on Schedule VIII at the intersection of the Pedestrian Predominant Street with Taunton Road. The Region has denied the fully signalized intersection of Taunton Road/Hibiscus Drive extension.
- The purpose of a Pedestrian Predominant Street designation is to create an active character with low-vehicular traffic. Since the Taunton Road/Hibiscus Drive extension will remain a right-in/right-out intersection, it precludes pedestrian access from the approved development north of Taunton Road.
- On April 30, 2024, Council adopted Zoning Bylaw Amendment A 06/23 (By-law 8091/24) that introduced a new zoning – SCN-4 – Seaton Community Node type 4 to Block 76, 40M-2664, into the city's Zoning By-law, which is on the west side of the Hibiscus Drive extension. The proposed residential development west of

the Hibiscus Drive extension will be swapped with the Fieldgate Commercial development east side of the Hibiscus Drive extension.

- The proposed commercial development can still be accessed by residents from the future development to the east, and the existing neighbourhood to the south. The shift toward Burkholder Drive allows pedestrian access from the north via the full-moves intersection.
- Pedestrian-friendly entrances and amenities will be proposed where practical.
- The proposed removal of the Pedestrian Predominant Street designation does not conflict with the Provincial Planning Statement and the Region of Durham Official Plan and is otherwise in keeping with the City of Pickering's Official Plan.
- A statutory public meeting on the proposed Official Plan Amendment was held on _____.
- The proposed commercial and residential uses are permitted in the Community Node.
- An Urban Design Brief demonstrates compatibility with the objectives of the Seaton Sustainable Place-Making Guidelines.
- The property is located at part of a development proposal that extends from Burkholder Drive to Peter Matthews Drive along Taunton Road. Burkholder Drive and Peter Matthews Drive are primary bikeways.
- The proposed density of the development is transit supportive and contributes to the overall objective to reduce reliance on vehicle trips in Pickering.
- Detailed regulations to implement the proposed development have been established through the associated site-specific Zoning By-law Amendment.

Part 2 – The Amendment

A. Text Changes

No text changes.

B. Schedule Changes

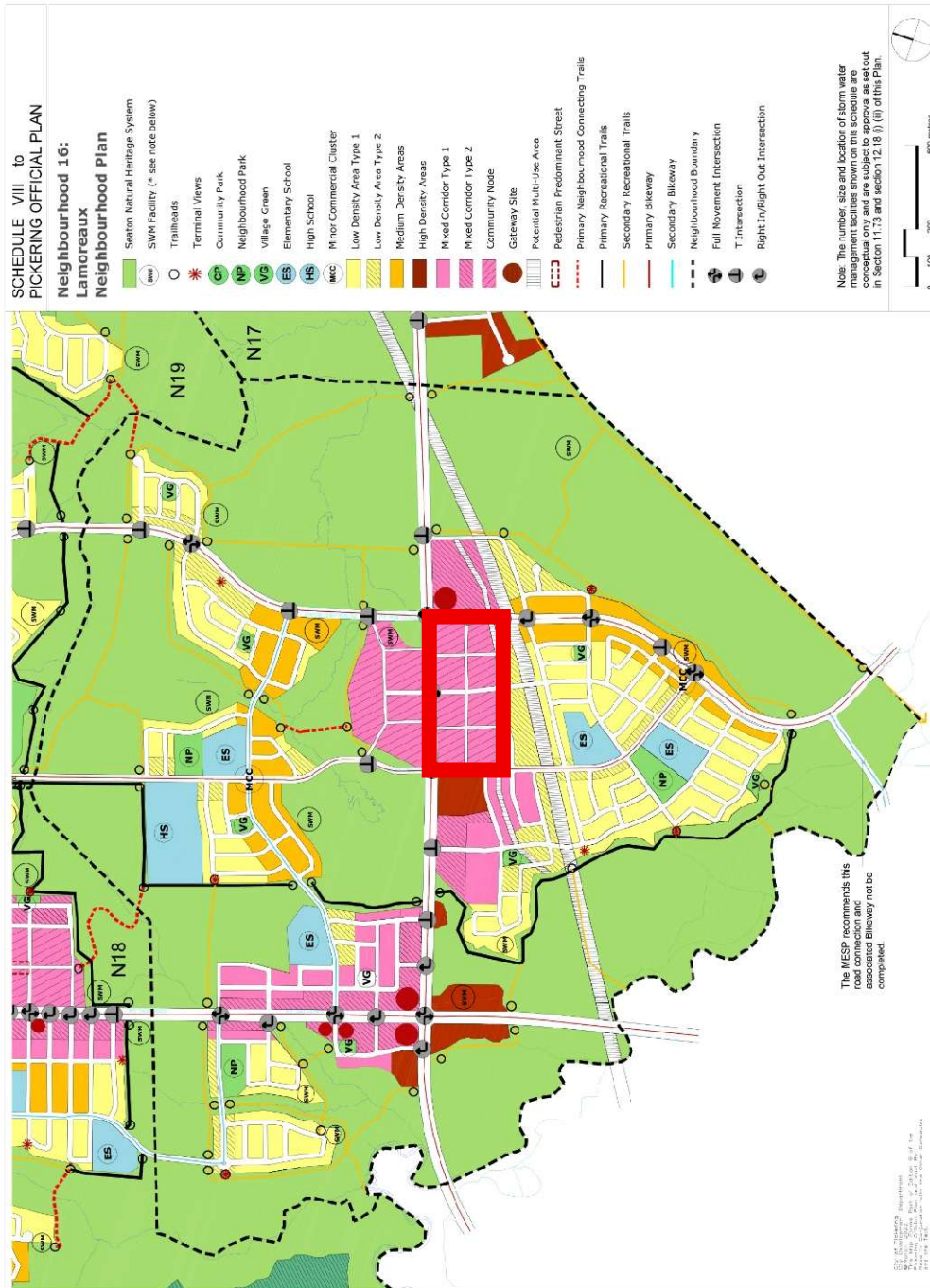
The amendment includes removing the “Pedestrian Predominant Street” label in Schedule III Seaton Neighbourhood 16 – Lamoreaux Neighbourhood Plan, in the City of Pickering Official Plan. The changes to the figures of the Schedule III Seaton Neighbourhood 16 – Lamoreaux Neighbourhood Plan have been indicated in the following table and shown in **Attachment 1**. The changes are limited to the lands indicated on the figures.

Item No.	Figure	Description of Change
1.	Schedule III Seaton Neighbourhood 16 – Lamoreaux Neighbourhood Plan	Remove the Pedestrian Predominant Street label on Block 188, 40M-2671, which is on the extended Hibiscus Drive between Taunton Road and Marathon Avenue, as shown in Attachment 1.

**Attachment 1 to OPA ### to the City of
Pickering Official Plan
Edition 9**

**Changes to the Schedule III Seaton
Neighbourhood 16 – Lamoreaux
Neighbourhood Plan of the City of Pickering
Official Plan, Edition 9**

Schedule VIII - Neighbourhood 16: Lamoreaux



AFFECTED AREA

APPENDIX E: ZONING BYLAW AMENDMENT

The Corporation of the City of Pickering

By-law No. XXXX/25

Being a By-law to amend Consolidated Zoning By-law 8149/24, to implement the Official Plan of the City of Pickering, Region of Durham, for the lands identified as Block 76, 40M-2664, and Block 188, 40M-2671, Part of Lots 23 & 24, Concession 3, City of Pickering.

Whereas the Council of The Corporation of the City of Pickering received an application to rezone portions of the subject lands being Block 76, 40M-2664, and Block 188, 40M-2671, Part of Lots 23 & 24, Concession 3, in the City of Pickering to aid the applicant in the timely delivery of commercial uses in this neighbourhood and to address grading constraints.

And whereas an amendment to Zoning By-law 8149/24, is deemed necessary to permit the requested revisions;

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

1. Schedule I attached hereto with notations and references shown thereon are hereby declared to be part of this By-law.
2. The provisions of this By-law shall apply to those lands in Block 76, 40M-2664, and Block 188, 40M-2671, Part of Lots 23 & 24, Concession 3 in the City of Pickering, designated SCN-# on Schedule I to this By-law.
3. No building, structure, land or part thereof shall hereafter be used, occupied, erected, moved or structurally altered except in conformity with the provisions of this By-law.
4. Section 15 Exception Zone xxx of By-law 8149/24 is hereby amended by adding the following provisions:

1.	<p>The following site-specific exceptions shall apply to the lands zoned SCN and identified as Block 76, 40M-2664, and Block 188, 40M-2671, Part of Lots 23 & 24:</p> <ul style="list-style-type: none"> a) “<i>Front Wall</i>” means the closest point, measured at grade level, of the wall of a building facing or most nearly facing the street from which the building has a door. b) “<i>Seasonal Garden Centre</i>” means a retail establishment devoted primarily to the sale of nursery stock and may also include the sale of related accessory supplies during a limited period within the calendar year. c) Despite Table 14.12, a Seasonal Garden Centre is also permitted subject to the following provisions: <ul style="list-style-type: none"> i) A seasonal garden centre shall not require any additional motor vehicle or bicycle parking to be provided while it is in operation. ii) A seasonal garden centre shall be permitted in any yard that does not abut a Residential zone. iii) A seasonal garden centre shall be in accordance with the minimum setback requirements of the applicable zone. iv) A seasonal garden centre shall occupy a maximum of 20% of the lot area. v) A seasonal garden centre shall not be permitted for more than 120 days cumulatively within any single calendar year. vi) Any buildings or structures associated with the seasonal garden centre shall not be subject to the provisions of Section 14.2.11, but shall be subject to the provisions of this Section. d) Despite Table 14.3, the required parking rates for all commercial uses is 3.0 per 100m² of gross leasable floor area. e) Despite Section 14.3.10, loading spaces shall not be required for every commercial building. f) Despite Section 14.5.6.3 Additional Commercial Provisions:
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	<ul style="list-style-type: none"> i) Entrance door requirements shall not apply along Taunton Road and Burkholder Drive. ii) The requirement for front wall along a percentage of the street line shall not apply. iii) The requirement for percentage of surface area comprised of openings shall not apply. <p>g) Despite Table 14.17: Local Node and Community Node Zone Standards:</p> <ul style="list-style-type: none"> i) The maximum <i>front yard</i> shall be 4 metres. ii) There is no maximum flankage requirement.
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5. By-law 8149/24, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as it applies to the area set out in Schedule I to this By-law. Definitions and subject matters not specifically dealt with in this By-law shall be governed by relevant provisions of By-law 8149/24.

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

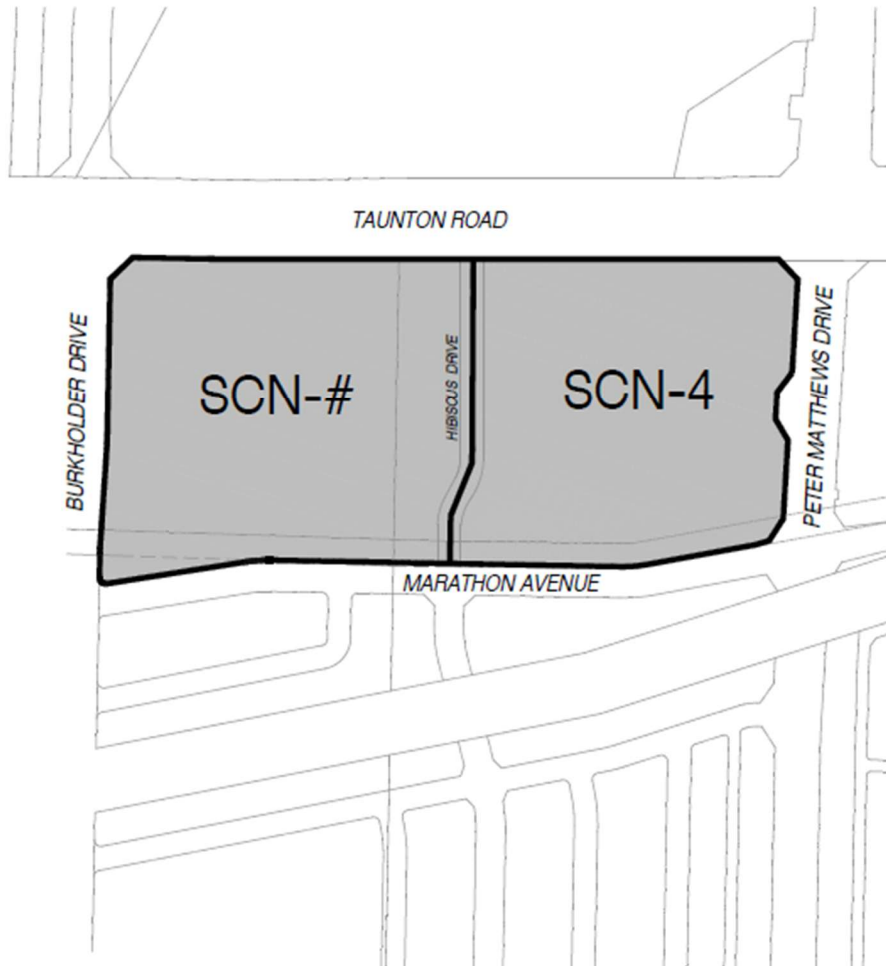
By-law passed this [XX]th day of [MONTH], 2025.

Kevin Ashe, Mayor

Susan Cassel, City Clerk

By-Law Number: XXXX/25

SCHEDULE "I"
To By-Law 8149/24



AMENDMENT TO BY-LAW 8149/24



Rezoned from Seaton Community Node Type 4 (SCN-4) to Seaton Community Node (SCN-#);
Rezoned from Seaton Community Node Type 1 (SCN-1) to Seaton Community Node Type 4 (SCN-4)

EXCERPT FROM MAP
N19 (7364/14)

