

Bessada Kia
1675 & 1695 Bayly Street
Pickering Ontario
Planning Justification Report

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Introduction

Bessada Kia owns adjoining properties at 1675 and 1695 Bayly Street Pickering. The following planning justification report is submitted in support of applications for rezoning and site plan. The applications are intended to permit an addition to the existing dealership building and expanded vehicle storage and display.

This report should be read in conjunction with the other support documents which are noted below.

Site Location and Description

The property at 1675 supports an existing Kia dealership. The dealership includes a building for sales, service, parts supply and office. The existing building is 1257 square meters in size. The balance of the dealership site is utilized for parking and vehicular display.

The property at 1695 Bayly is vacant. The property is used for vehicle parking.

The development proposal involves a building addition of 1390 square meters and improvements to the vacant area currently used for parking. The preliminary site plan is illustrated on Figure 1.

Surrounding Land Use

The subject properties are located at the major intersection of Bayly Street and Brock Road. The southwest corner contains the subject sites.

To the south of the subject properties there are automotive uses including a automotive service centre and a tire shop. As well there is a cycle shop. The

buildings are single storey. Ground level parking is provided around the buildings.

West of the subject site there is a development site currently under construction. The building appears to be mixed use employment building with office and warehouse.

To the north across Bayly Street there are two multi use buildings which house typical special purpose commercial types of uses including restaurant, auto supply, industrial supply, auto detailing and retail. The buildings are single storey. At grade parking is provided surrounding the buildings including along the major street frontages such as Bayly Street.

Across the corner to the northeast there is a vacant parcel of land.

East across Brock Road there two buildings housing commercial uses. Like the other nearby sites the buildings are single storey with at grade parking surrounding the buildings.

Overall, the area is characterized by existing buildings housing commercial uses. Buildings are single storey. Parking is located on ground and surrounds buildings on all sides.

The area has a lower quality of urban design for several reasons. Buildings are simple shells reflective of the building needs to house the provided types of uses. Design is very simple and there is little building detailing. Building quality is generally lower reflecting the area uses. This may be in part due to age since some of the buildings have been in place for over fifty years. Maintenance appears to be adequate. Overall landscaping is primarily limited to boulevard trees.

Planning Act

Section 2 of the Planning Act outlines matters of Provincial interest. These matters are addressed at this site and by the specific application since the proposal conforms to the City Official Plan. The Official Plan in turn will conform with the Provincial interests as it would have been developed having regard to matters of Provincial Interests as required by the Planning Act.

Provincial Planning Statement (PPS)

The PPS is a streamlined planning policy framework adopted by the Province of Ontario. The most recent version was approved in 2024 and was intended to replace the existing policy statement as well as the Places to Grow Plan.

The intention of the PPS is to provide policy direction on matters of provincial interest in planning and development. The policies are more detailed than the Planning Act but less detailed than area specific Provincial plans (i.e. Greenbelt Plan).

Section 2.8 of the PPS addresses Employment. Planning authorities shall promote economic development by implementing the following:

- Provide appropriate mix and range of employment and broader mixed uses
- Maintain a range of appropriate sites for employment that support a wide range of economic activity
- Identify strategic sites for investment
- Encouraging intensification of employment uses
- Addressing land use compatibility.

The first two policies provide direction to municipal planning authorities on land uses. The third is addressed in as much as the site is available for investment and development. The final policy does not apply as there are no sensitive land uses adjacent to or permitted adjacent to the site.

The fourth policy encourages intensification of employment uses. Intensification is a defined term in the PPS. It is defined as development of a property at a higher density than currently exists through redevelopment, development of vacant lots, infill development and expansion of buildings.

The proposed development involves expansion of the existing auto dealership building onto a vacant site. It will also involve redevelopment of portions of the site for vehicle display and landscaping.

It is noted that the policy does not provide guidance on the degree or level of redevelopment.

The proposed development meets the general intent and guidelines of this section of the PPS.

Provincial Plans

Under the Planning Act the Province may enact plans for specific issues and areas. Examples include the Greenbelt Plan and Oak Ridges Moraine Plan. There are no such plans affecting the site.

Regional Official Plan

in 2025 the planning status of the Region of Durham was changed, and the Region became an upper tier municipality without planning responsibility. The former

regional responsibility was assigned to the local municipalities.

Prior to this a new Regional Official Plan was adopted and approved in 2024. Under the changed relationship a local municipality may adopt, amend or incorporate into the local official plan policy from the 2024 Region Official Plan. At the time of writing it is not clear what the City of Pickering will do in dealing with the Region Official Plan.

That said the designations and policies of the Region Plan governing the property are consistent with the City Pan.

On Map 1 Regional Structure the existing Bessada property and the proposed additional subject lands are designated employment areas.

Policy provides for protection of designated employment areas near strategic goods movement networks such as highway interchanges for manufacturing, warehousing and related uses. The policy notes that limited service uses and supportive uses including retail and ancillary facilities may be permitted. The proposed auto dealership expansion would fall under the retail and ancillary facilities.

There are policies that new development in employment areas must address:

- a) Policies provide compact forms of development
- b) Locating buildings in a manner to permit future expansion
- c) Minimize surface parking
- d) Incorporate high quality architecture urban design and landscaping
- e) Protect long term stability by limiting non-employment uses
- f) Apply sequential development

- g) maximize walkability and active transportation
- h) Incorporate green sustainable building practices.

For the most part the policies are either addressed or do not apply.

Policy e) addresses maintaining long term viability of employment areas by minimizing non-employment uses. It is noted that the proposal does not offend this policy for the following reasons.

- The dealership provides employment for up to 50 persons in a variety of fields
- The use is not a sensitive use that would affect other employment uses if proposed on adjoining lands
- The site could be readily converted to other employment uses.
- The bulk of surrounding area is composed of similar or related uses.
- The proposed use of an automotive sales dealership would be permitted under the policies.

Pickering Official Plan

On Schedule I of the Pickering Official Plan the subject lands are designated Mixed Employment.

On Schedule II, the subject lands are at the southwest of the intersections of Brock Road and Bayly Street. Bayly Street is a Type A arterial road. Brock Road along the frontage of the subject property is designated a Type C arterial road.

The Mixed Employment industrial use Category is a subset of the employment land use. Mixed Employment permits all uses allowed in the Prestige Employment designation. The Prestige Employment category uses

include vehicle suppliers, automotive vehicle sales and repairs. Given this the proposed use conforms to the Pickering Official Plan permitted land use, subject to other considerations.

The minutes of pre-consultation suggest that regard should be had to Sections 9 and 14 of the Official Plan.

Section 9 deals with community design. The section sets out ten community design concerns and several objectives for community design. The objectives provide general guidance and for detailed direction development must address Part 4 Chapter 14 of the Plan.

Chapter 14 identifies 15 detailed design considerations which are to be applied to new development. The key considerations applicable to the proposal here include: streetscape, design of buildings, lighting and signage.

A separate urban design brief has been prepared to support the application. For this reason, the urban design matters of Chapters 9 and 14 will not be discussed here. The proposed development design does meet the City standards and for details reference should be made to the urban design brief.

Pickering Official Plan Update

The City is currently undertaking a review of their Official Plan. The review is currently at the end of phase 2. Phase 2 involves policy drafting. Draft policies will be made available to the public. The next phase will involve the development of recommendations. Given the status of the review there is not yet specific policies and recommendations that affect the specific site and proposal.

Zoning

The vacant property is zoned CA5 exception 65. The exception provides the full range of zone requirements for the parcel including definitions, permitted uses and performance standards. Permitted uses include:

- Office
- Automobile Sales Showroom
- Automobile Service Repair Garage
- Office-associated Commercial Establishment
- Printing Shop.

The proposed expansion of the dealership building would be allowed by the permitted uses.

It is noted that the previous bylaw provided a requirement for a build to line to require buildings to locate close to the street line. As the building is an addition to the existing building these provisions cannot be met.

The westerly property supporting the existing dealership is zoned SC-36 Exception 85. The sole permitted use is vehicle sales and service. As with the other parcel there are site specific performance provisions.

It is suggested that one comprehensive bylaw be developed for the overall site. The draft bylaw which is attached hereto is structured as if the two properties are one single property. It is noted from the pre-consultation minutes that it is expected that there will be requirement to meld the properties under a single title.

A draft proposed bylaw is attached to this report. The draft will be reviewed by City staff to ensure that it meets their requirements and City standards for formatting and structure.

The bylaw is drafted to ensure that minimums provisions conform with the proposed site plan.

Justification to Support Applications

a) Conformity to PPS and OP

Based upon a review of the PPS and OP, the proposed use is permitted as noted above.

b) Zoning

The existing and extended uses related to auto sales are permitted by the existing zoning for the two sites. The need for a rezoning is based upon establishing appropriate performance standards that reflect the proposed site plan.

c) Business Expansion

The proposed development provides for expanded commercial activity and employment. It is seen that the redevelopment of the site is permitted by policy and would be considered an appropriate economic development activity.

d) Overall Site Improvement

As noted in the discussion the existing site is vacant of buildings and is used for vehicle parking. The proposed expansion would extend the building onto the corner property, while a large part of the site will remain in vehicle parking. However, the vehicle parking area will be paved as well as landscaped, improving the current visual impact of the property.

e) Conversion to other uses

The proposed structure is a shell building and the areas outside of the building footprint will be dedicated to parking. Given this conversion of the corner property to a more intense use is easily accomplished. When the corner becomes available or in demand for other uses, intensification of the site can be readily accomplished.

f) Impact in Surrounding Uses

The surrounding land use is explained above. It is not anticipated that the proposed expansion to the dealership will have any effect on the surrounding land uses. Uses on neighbouring properties may carry on or intensify in accordance with OP policy without the need to address the proposed expansion.

Urban Design Brief Findings and Recommendations

An urban design brief was prepared by Barry Bryan and Associates Architects. The brief examined the Official Plan urban design objectives. The brief concluded that the proposed addition and renovation to the existing dealership will attempt to align with the Official Plan Design Objectives and Principles.

- Consistent Corporate Initiatives through the consistent building envelope and massing,
- A consistent streetscape design (Bayly Street) with new addition and existing building
- human scale with respect to the massing of new and old building elements.

Supporting Studies

The pre-consultation identified a number of supporting studies for the application. This included:

- Planning justification
- Traffic impact including parking analysis and auto-turn
- Functional servicing
- Stormwater management
- Environmental site assessment
- Urban design brief
- Conceptual landscape
- Geo-technical report
- Site plan
- Lot survey.

These studies are not summarized here. Reference should be made to the actual documents. However, it is concluded that the studies indicate that the plan can be developed and then operate under standard development procedures.

Several reports related more directly to the site plan and zoning will be submitted with the site plan application. This includes:

- Sustainability
- Construction management
- Fire route signage plan
- Functional grading plan
- Erosion sediment control plan
- Conceptual floor plans
- Building code matrix.

Summary and Conclusion

The various items discussed above support the proposal.

The proposed development does not impact and will not adversely affect surrounding land uses. The use will be compatible with surrounding area uses and improve the overall property appearance.

As discussed in the report the proposal conforms with Provincial policy, Region and City Official Plans. Given this, only rezoning and site plan approval is required to permit the use. Rezoning is required due to the melding of properties necessitating an update of performance standards.

The proposal expands the commercial enterprise on the site. As such it would address economic development objectives of the Official Plan.

Several supporting studies have been prepared in support of the application. For details one should refer to the specific study. However, the studies verify that the development can be implemented and operated within standard development and building requirements for uses of this nature.

It is understood that the urban design impact of the project is the primary concern raised in the pre-consultation. The corner property is at a gateway intersection to a major employment area. However the corner property has been vacant and had previously been poorly maintained, The proposed redevelopment will enhance the corner property and provide appropriate landscaping. The property would also be properly maintained.

The desired future form of development at the corner is understood. Given the nature and scale of the proposed building, the development will not inhibit redevelopment of a more intensive and large-scale development at the corner. Reference should be made to the urban design brief submitted in support of the application. While the brief does identify that certain objectives cannot be met in general the overall design meets the requirements of the plan.

Given the foregoing the proposed rezoning and site plan represents good land use planning and should be supported by the City of Pickering.

Steve Edwards, R.P.P.

Figure 2 - Draft Bylaw

The Corporation of the City of Pickering
By-law No. XXXX/26
Being a By-law to amend Restricted Area (Zoning) By-law
2511, as amended, to implement the Official Plan of the
City of
Pickering, Region of Durham, Part of Lot 19, Range 3
B.F.C.,
City of Pickering (xxx)

Whereas the Council of The Corporation of the City of Pickering received an application to rezone the subject lands being Part of Lot 19, Range 3 B.F.C. in the City of Pickering to permit the development of an automobile sales outlet and an automobile sales and service dealership,

And whereas an amendment to Zoning By-law 2511, as amended by By-law 5858/01, is therefore deemed necessary,

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

1. Schedules I and II

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

2. Area Restricted

The provisions of this By-law shall apply to those lands being Part of Lot 19, Range 3 B.F.C., in the City of Pickering, designated "CA5" on Schedule I to this By-law.

3. General Provisions

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

4. Definitions

In this By-law,

(1) "Automobile Sales Showroom" means a building or part of a building where new or used vehicles are displayed and/or offered for sale, rent or lease.

(2) "Automobile Service Repair Garage" means an establishment for the servicing or repairing of automobiles, but shall not include a body shop.

(3) "Body Shop" means an establishment in which motor vehicle bodies are repaired and/or painted.

(4) "Building Height" means the vertical distance between the average grade as measured along the front wall, 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.

Ornamental fixtures such as a cupola or antenna shall not be included in calculating the height of a building.

(5) "Build-to-Zone" means an area of a property within which all or part of one (1) or more buildings or structure is to be located.

(6) "Gross Floor Area" means the total area, expressed in square metres (m²) of each floor whether located above, at or below grade, measured between the exterior faces of the exterior walls of the building at each floor level but excluding any porch, veranda, cellar, mechanical room or penthouse, or areas dedicated to parking within the building. For the purposes of this definition, the walls of an inner court shall be deemed to be exterior walls.

- (7) “Inoperative Vehicle” means a motor vehicle that is mechanically inoperative, and/or is in a state that precludes immediate use.
- (8) “Landscaped Area” means the open unobstructed space from ground to sky at grade which is suitable for the growth and maintenance of grass, flowers, bushes and other landscaping and includes any surfaced walk, patio, stairs or similar area but does not include any driveway, or ramp, whether surfaced or not, any curb, retaining wall, parking area, interior courtyard, or any easement for the purposes of underground or overhead utilities or services where located within a front yard or exterior side yard.
- (9) “Lot” means a parcel of land fronting on a street, whether or not occupied by a building or structure.
- (10) “Lot Frontage” means the horizontal distance between the side lot lines of a lot measured along a line parallel to and 6.0 metre distant from the front lot line.
- (11) “Lot Line” means a line delineating any boundary of a lot.
- (12) “Lot Line, Flankage Side” means the side lot line, which separated a lot from the street adjacent to it.
- (13) “Lot Line, Front” means the lot line, which separates a lot from the street in front of it. Where more than one (1) lot line separates a lot from the street, the front lot line shall be the shorter lot line. Where a lot is a through lot, the lot line abutting the wider street right-of-way shall be the front lot line. In the case of a through lot, where both streets are of the same width, the City may designate either street line as the front lot line.
- (14) “Lot Line, Interior Side” means a side lot line, which is not adjacent to a street.
- (15) “Lot Line, Rear” means the lot line opposite to, and most distant from, the front lot line, but where the side lot lines intersect, as in the case of a triangular lot, the rear lot line shall be represented by the point of intersection.

(16) "Lot Line, Side" means all lot lines, which join both a front lot line and a rear lot line.

(17) "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.

(18) "Office-associated Commercial Establishment" means an establishment providing retail goods or equipment required for the daily operation of a business office or professional office, such as a stationery store, a computer store, or an office furniture store.

(19) "Outdoor Storage" means the occasional or continuous keeping of goods, inventory, materials or machinery or equipment outside, but does not include damaged, impounded or inoperative vehicles.

(20) "Printing Shop" means an establishment used for blueprinting, engraving, electro-typing, photocopying, plotting from disk, printing, stereotyping or typesetting.

(21) "Yard" means any open, uncovered, unoccupied space appurtenant to a building.

(22) "Yard, Flankage Side" means a side yard adjacent to a street.

(23) "Yard, Front" means a yard extending across the full width of the lot between the front lot line and the nearest wall of any main building on the lot for which the yard is required.

(24) "Yard, Interior Side" means a side yard not adjacent to a street.

(25) "Yard, Rear" means a yard extending across the full width of the lot between the

rear lot line and the nearest wall of any main building on the lot for which the yard is required.

(26) "Yard, Side" means a yard extending from the front yard to the rear yard between the side lot line and the nearest wall of any building or structure on the lot for which the yard is required.

5. Permitted Uses and Zone Regulations ("CA5" Zone)

(1) Permitted Uses ("CA5" Zone)

No person shall, within the lands zoned "CA5" on Schedule I to this By-law, use any lot or erect, alter, or use any building or structure for any purpose except for the following:

- a) Office
- b) Automobile Sales Showroom
- c) Automobile Service Repair Garage
- d) Office-associated Commercial Establishment
- e) Printing Shop

(2) Zone Regulations ("CA5" Zone)

No person shall, within the lands zoned "CA5" on Schedule I to this By-law, use any lot or erect, alter, or use any building or structure except in accordance with the following provisions:

- a) Lot Frontage minimum – 45.0 metres
- b) Lot Area minimum – 0.5 of a hectare
- c) Gross Floor Area (GFA) minimum – 2000.0 square metres
- d) Lot Coverage maximum – 40% of the lot
- e) Landscaped Area minimum – 10 % of the lot
- f) Front Yard Setback minimum – 3.0 meters
- g) Rear Yard Setback minimum – 15.0 meters
- h) Interior Side Yard Setback – minimum 20.0 meters

- i) Exterior Side Yard Setback – minimum 20 meters
- j) Building Height minimum – 10.0 metres

(3) Vehicular Parking Regulations

- a) Minimum Parking Requirements Office, Automobile Sales Showroom, Automobile Service Repair Garage
3.0 parking spaces per 100 square metres of Gross Floor Area (GFA) minimum required 85 spaces
- b) All other permitted uses 5.5 parking spaces per 100 square metres

(4) Outdoor Storage and Display

- a) No outdoor storage or display of inoperative vehicles or equipment in the front yard or exterior side yard.
- b) Notwithstanding Section (4) a) above, the display of automobiles in association with an Automobile Sales Showroom shall be permitted on the lot.
- c) Dedicated display spaces for Automobile Sales shall be setback a minimum of 1.0 meters from the property line.

(5) Garbage Facilities

All garage facilities shall be contained within a fully enclosed structure attached or integrated into a building.

6. Repeal of By-law

Upon this By-law being in force and effect, By-law **xxxx** is hereby repealed.

7. By-law 2511

By-law 2511, as amended, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as it applies to the area set out in Schedule I

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 2511.

8. Effective Date

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

By-law passed this XX day of XXX, 2026.