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File: P-1977

March 6, 2025

City of Pickering
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Attention: Cristina Celebre – Principal Planner, Strategic Initiatives, City Development

**Re: Redline Draft Plan of Subdivision Submission
Oak Ridges Seaton Inc. c/o DG Group
Part of Lots 25, 26, 27 and 28, Concession 4
City of Pickering
Municipal File Number: SP-2009-02**

Dear Cristina,

On behalf of our client and owner of the above noted land, Oak Ridges Seaton Inc. c/o DG Group, we are pleased to submit the enclosed materials in support of the redlined revisions to Draft Plan of Subdivision SP-2009-02.

Land Use and Background

The Subject Lands are located on the east and west sides of Whites Road (Sideline 26), south of Whitevale Road, legally described as Part of Lots 25, 26, 27 and 28, Concession 4 in the City of Pickering (the “**Subject Lands**”). These lands are located in the Mount Pleasant Neighbourhood, which is part of the Seaton Community. The Subject Lands have a land area of approximately 83.6 hectares and are bisected by Whites Road. This area is predominantly agricultural with areas of natural open space and no existing buildings or structures. To the north of the Subject Lands is a draft approved Plan of Subdivision (SP-2009-01). Lands to the east, west and south are owned by the Province and are designated “Seaton Natural Heritage System”.

The Draft Plan of Subdivision (SP-2009-02) and associated Zoning By-Law Amendment Applications for the Subject Lands were originally approved by the Ontario Municipal Board (OMB) in December 2013 and the Seaton Zoning By-law 7364/14 was confirmed by the Province through an Order in Council on March 26, 2014.

An initial redline revision application was submitted in June 2016 as a result of the Region of Durham completing the Central Pickering Development Plan Class Environmental Assessment for Regional Services. The conclusions of this EA recommended the relocation of the proposed Regional reservoir block, resulting in minor changes to the size and location of the elementary schools and park blocks. Additional changes include the removal of several slip-lanes along the Whitevale Road By-pass and the elimination of some local road intersections along the western side of Whites Road.

Red Line Revisions Since 2016

Since 2016, several Regional roads and associated widenings have been conveyed, resulting in an overall reduction in the Draft Plan of Subdivision area. The above-noted revisions resulted in modifications to the lotting fabric and the conceptual density of the approved Draft Plan of Subdivision. Among these modifications was a minor revision to the lot mix and a reduction in the number of dwelling units in the land designated “Community Node”, shown as “Commercial/High Density” on the approved Draft Plan of Subdivision. The density of these two blocks had a density of 250 units per hectare. This is incorrect as this density is only applicable to the High Density land use designation, whereas the Community Node designation permits between a minimum of 80 units per net hectare and a maximum of 140 units per net hectare as per the City’s Official Plan. The error was likely due to the Draft Plan’s labelling of the two blocks as being Commercial/High Density, causing the confusion over the development of the plans as the initial neighbourhood plan concepts called for Commercial/High Density that got carried over after the policies for the Community Node was solidified. The revised Draft Plan now reflects an estimated unit count for the two Community Node blocks based on the prescribed densities within the Official Plan, totalling 80 units per net hectare.

Further revisions to the Draft Plan of Subdivision have been made based on internal conversation, and discussions with City Staff. These changes include updates to the road layout and residential lot arrangements in specific areas. Within land identified as A6 (Phase 4), the changes involve removing a cul-de-sac and modifying the design of Road 29, which has also been expanded. This area is planned to be zoned as MD-M (Medium Density-Multiple) and LD1 (Low Density Type 1).

Additionally, adjustments have been made to the residential lot layout in the area of the Plan identified as A5 (Phase 3). The revisions swap the single detached dwelling lots along Spring Meadow Avenue with the townhouse lots along Silvermoon Drive. This creates a more consistent townhouse character along the northern section of Spring Meadow Avenue while maintaining a single detached dwelling character on both the eastern and western sides of Silvermoon Drive. This area is also intended to be zoned as LD1 (Low Density Type 1). These revisions have subsequently changed the overall unit count of the Draft Plan of Subdivision to 2,586.5 units. Please refer to the redline comparison draft plan of subdivision that has been submitted with this application for a visual depiction of the changes made to the Draft Plan of Subdivision.

It should be noted that a separate application for a Draft Plan of Subdivision and Zoning By-law Amendment for an outparcel, referred to as A11 within the Draft Plan of Subdivision is forthcoming. The outparcel was excluded from the draft approval of the Plan of Subdivision SP-2009-02 and is proposed to be a medium-density residential development in the form of 27.5 townhomes.

Provincial Planning Statement (2024)

On August 20, 2024, the Ontario government released the Provincial Planning Statement, 2024 (“2024 PPS”), which came into effect on October 20, 2024. The 2024 PPS replaced the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019). The 2024 PPS is the key document guiding policy direction on matters of provincial interest related to land use planning and development. The 2024 PPS applies to all decisions that affect planning matters made on or after October 20, 2024, helping to achieve the provincial goal of meeting the needs of a fast-growing Province while enhancing the quality of life for all Ontarians.

The application for red-line revisions to the approved Draft Plan of Subdivision will facilitate development of the Subject Lands that addresses key principles and policies of the 2024 PPS. In particular, the development will make efficient use of an underutilized parcel of land that can accommodate residential

growth and intensification, support the achievement of complete communities and contribute to the range and mix of housing options within the City to serve a diverse population and residents in all stages of life. Furthermore, the Subject Lands are located within a settlement area, a focus of growth and development. As per Schedule 1 of the PPS, The City of Pickering is considered a *large and fast-growing municipality*. Section 2.3.5 of the PPS encourages these municipalities to plan for a target of 50 residents and jobs per gross hectare. With a density of 53 dwelling units per net hectare, the proposed development is consistent with the general policies for settlement areas of the PPS.

In conclusion, the red-line revisions to the draft approved Plan of Subdivision have been carefully considered and designed to align the project with the recommendations of the Central Pickering Development Plan Class Environmental Assessment and the vision/goals of the City of Pickering Official Plan. We believe these modifications will lead to a well-integrated, aesthetically pleasing, and environmentally responsible development that will assist in the City meeting its growth targets.

We are committed to working closely with the City and its residents to address any concerns to ensure that the final plan reflects the shared vision of a vibrant and sustainable community. We welcome the opportunity to discuss these revisions in greater detail and address any questions you may have. In support of this Application, please find attached the following materials:

1. Red-lined comparison Draft Plan of Subdivision, prepared by KLM Planning Partners, dated March 4, 2025;
2. Draft Plan of Subdivision, prepared by KLM Planning Partners., dated March 4, 2025;
3. Draft Zoning By-law Amendment Schedule prepared by KLM Planning Partners;
4. Proposed Phasing Plan, dated July 15, 2024; and,
5. A cheque in the amount of \$11,000 for file recirculation fees.

We trust that the above materials are in order and would facilitate staff to circulate the application to Council for recommendation and the OLT for final approval. Should you have any questions with respect to the enclosed, please do not hesitate to contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.



Billy Tung BES, MCIP, RPP
Partner



Ian Franklin BPHIL, BURPI, MCIP, RPP
Senior Planner