



1884 Liverpool Road & 1885 Glendale Drive

Planning Justification Report

Prepared by Batory Planning + Management – April 2026

BÁTORÝ
Planning + Management



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EXECUTIVE SUMMARY

Batory Planning + Management has been retained by Louisville Homes Limited as the planning consultant for the properties municipally referred to as 1884 Liverpool Road and 1885 Glendale Drive, Pickering (the 'subject site'). The subject site is located in Ward 2, Neighbourhood 12 - Liverpool, at the northwest intersection of Liverpool Road and Glenanna Road with frontage also along Glendale Drive to the west.

This report provides an overview of the proposed townhouse development on the subject site, a review and analysis of the applicable policy framework, and a detailed rationale of the Official Plan and Zoning By-law Amendments needed to facilitate the proposed development.

The proposed development replaces the existing single detached dwellings on the site with a new townhouse development, containing 51 residential units, with a total of 3,207 square metres of floor area. The proposed development includes an underground level providing 56 parking spaces with a centralized vehicle access from Glenanna Road. Approximately 173 square metres of outdoor amenity space is provided along Glendale Drive.

The site benefits from its adjacency to two arterial roads – Liverpool Road and Glenanna Road – both of which are served by transit routes. It is also within an existing townhouse context, with the remaining three corners of the intersection being defined by townhouse blocks.

The proposed development is located where Provincial and City policy intend residential development. The proposal implements the objectives of the Provincial Planning Statement, and appropriately balances the Official Plan's numerous goals and objectives for transit supportive, environmentally responsive growth that improves public space and the range of housing options in an area transitioning to reflect a more urban, transit-connected community.

The proposal has been designed and sited, in consultation with City Planning staff through the pre-application consultation process, to appropriately limit impacts related to building mass and scale on surrounding areas while supporting residential use through accessible outdoor amenity space and enhancing streetscape design.

The proposed development provides for a well-designed and thoughtful development that aligns with the broader up-to-date planning framework. The development will provide new housing supply well-supported by amenities, geared to complement the existing townhouse intersection context while mitigating impacts on low-density properties to the north.

1.

LOCAL
CONTEXT
OVERVIEW

1. LOCAL CONTEXT OVERVIEW

1.1 SITE + LOCAL CONTEXT OVERVIEW

The subject site is 2,240.7 square metres in size after land conveyances. The site is slightly irregular in shape, following a generally rectangular shape with the exception of the corner at Liverpool/Glenanna that accommodates a daylight triangle requirement.

The site features a frontage of approximately 104 metres along Glenanna Road and 23 metres along Liverpool Road and Glendale Drive.

The site is currently occupied by two single detached dwellings, one on each municipal property.

The subject site is situated in an existing townhouse context, with 2 to 3 storey townhouse developments defining the intersection on the northeast, southeast, and southwest corners.

The subject site benefits from its location within an amenity rich area – immediately accessible to transit routes and an abundance of commercial retail and service uses along the Kingston Road main street corridor less than 300 metres south.



Aerial context of subject site

Surrounding Context

The surrounding area is predominantly residential in land use, comprising low-rise single detached and semi-detached residential dwellings, and 2- and 3-storey townhouses. Approximately 300 metres south is Kingston Road, an arterial road supported by a transit spine and the main city centre corridor.

North: To the north are lands designated Low Density Areas featuring a mix of bungalow and 2-storey detached dwellings.

East: East of the subject site are lands designated Medium Density Areas occupied by various row house and townhouse developments and semi detached dwellings. The row house and townhouse developments range in height from 3-4 storeys, while the internal semi detached dwellings range in height from 2-3 storeys.

Vehicular access is provided through internal local roads from Glenanna Road. There is little to no relationship to the public realm, with features such as berms, fencing, and blank walls facing the main streets and public sidewalks.

South: To the south, on the south side of Glenanna Road are lands designated Medium Density Areas occupied by more recent townhouse developments ranging in heights from 2.5 to 3 storeys. These townhouse developments offer a more enhanced public realm design, including direct access to units via walkways from the public sidewalk, high proportions of façade fenestration, and variety in building articulation and design.

Further south is the Kingston Road commercial corridor, which also functions as the city’s transit spine and main urban arterial road.

West: West of the subject site, across Glendale Drive, are lands designated Low Density Areas. These properties consist of a mix of bungalow and 2-storey detached dwellings.



Axonometric view of subject site and surrounding context



Looking north along Liverpool Road from the southwest corner of the intersection at Liverpool Road and Glenanna Road. Subject site to the left.



Looking east along Glenanna Road from southside of Glenanna Road. Subject site to the left, existing three storey townhouse development to the right.



Looking northeast toward existing three storey townhouse development from southwest corner of the intersection at Liverpool Road and Glenanna Road.



Looking southeast toward existing three storey townhouse development from northeast corner of the intersection at Glenanna Road and Glendale Road. Bus stop and bike lane in forefront.



Looking east toward existing two storey townhouse development from southwest corner of the intersection at Liverpool Road and Glenanna Road.



View of Pickering GO Station and pedestrian bridge from Liverpool Road overpass. Pedestrian access to GO Station available via Pickering Parkway.

1.2 AREA SCHOOLS, CHILDCARE, COMMUNITY SPACES, AND PARKS

The subject site is in an area well serviced by amenities that support residential uses, including several parks and open spaces, schools, and an indoor community facility that offers a range of year-round programming.

Recreation options located in the nearby vicinity include David Farr Park, approximately 215 metres to the west, and Glengrove Park, approximately 225 metres to the northeast. Other nearby parks and recreation facilities include Glengrove Park, Mulmer Tot Lot, South Pine Creek Ravine, and Kitley Ravine.

The City of Pickering Civic Complex and Public Library, Esplanade Park, and Chestnut Hill Developments Recreation Complex are located less than a kilometre away, just east of The Shops at Pickering City Centre.

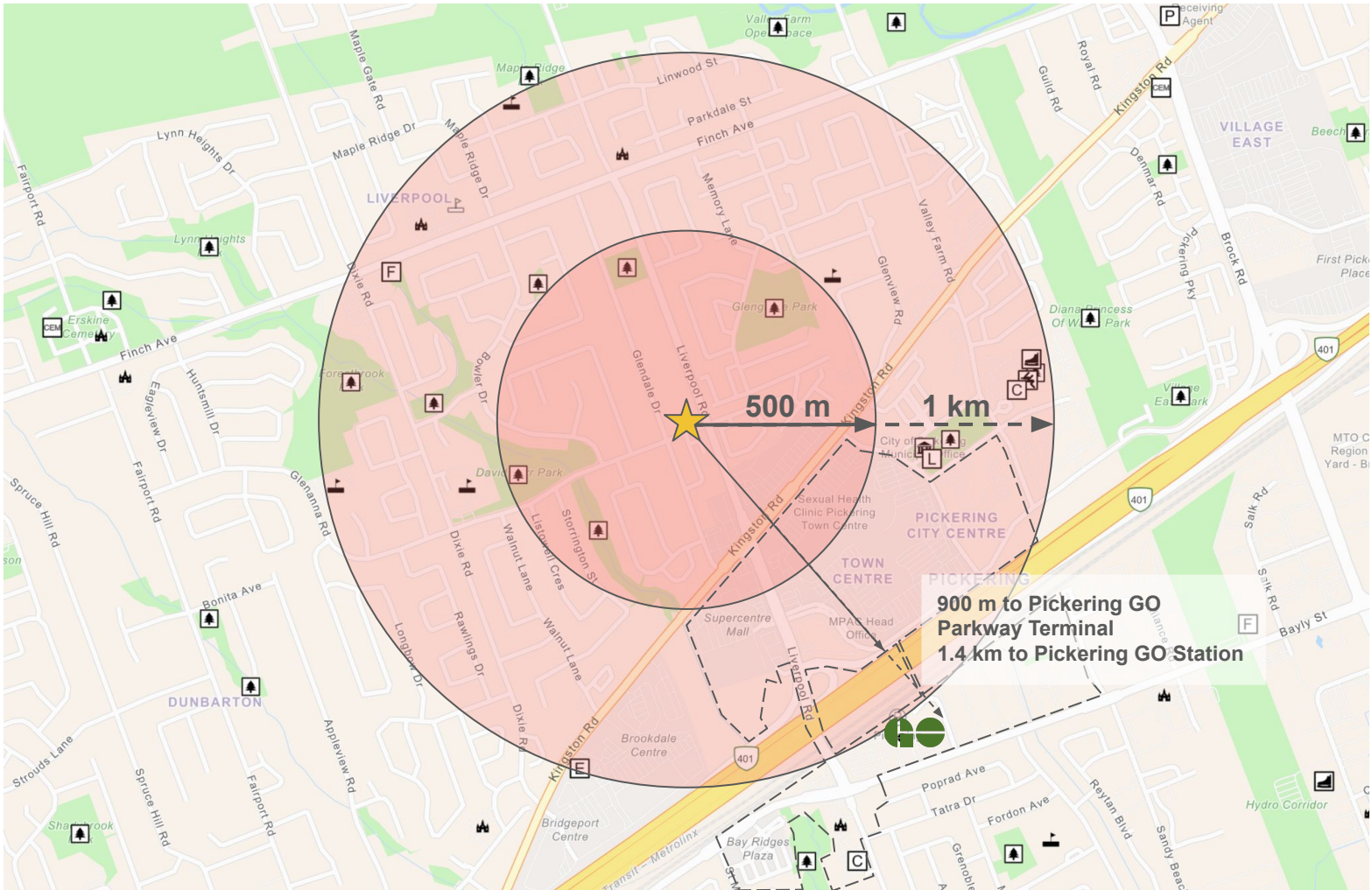
There are five schools and seven child care centres within 1 kilometre of the subject site, including the following:

Child Care Centres

- Pickering St. Isaac Jogues YMCA Before and After School Program
- P R Y D E Maple-Ridge Day Care
- Pickering Early Years
- Smart Kids Club
- EduKids Child Care Centres Discovery Place
- Pickering Glengrove YMCA Child Care Centre
- EduKids Child Care Centres Glenanna

Schools

- Glengrove Public School
- Maple Ridge Public School
- Vaughan Willard Public School
- William Dunbar Public School
- St. Isaac Jogues Catholic School



- | | | |
|----------------------------|------------------|-----------------------------|
| Arena | Place of Worship | Pickering GO PMTSA Boundary |
| City Facility | Cemetery | GO Station |
| Community Centre | Library | |
| Elementary Public School | Marina | |
| Secondary Public School | Seniors Club | |
| Separate Elementary School | Swimming Pool | |
| Separate Secondary School | Yacht Club | |
| EMS Station | | |
| Fire Station | | |
| Police Station | | |

City of Pickering Map of Existing Points of Interest

1.3 AREA DEMOGRAPHIC SUMMARY

The subject site is located within the 5350804.06 Census Tract. Census data from this area, and the City overall, was analysed to understand population and demographic statistics with respect to the subject site in relation to the City as a whole.



City of Pickering 5350804.06 Census Tract Boundary

The 5350804.06 Census Tract has a population of 3,011 based on the 2021 census data. The area's population has experienced slight decline over the past five years, declining by 0.9%, or 28 persons over the last five years, compared to the overall City's growth of 8.1% over the same period.

Population Change	5350804.06 CT	City of Pickering
Population, 2021	3,011	99,186
Population, 2016	3,039	91,771
Population Change Rate (2016-2021)	- 0.9%	+ 8.1%
Population Change Count (2016-2021)	- 28	+ 7,415

The neighbourhood has a population density of 36.9 persons per hectare compared to the City’s overall density of 4.29 persons per hectare rate. The median age is slightly older than that of the City’s. The population distribution reflects a similar on par average with a slightly higher rate of seniors than youth compared to the overall City’s distribution. The area is predominantly of working age population, with 66.1% of the population ranging between 15-64 years old, similar to the City-wide rate at 66.9%.

Population Distribution (2021)	5350804.06 CT	Pickering
Population Density (people per hectare)	36.9	4.29
Median Age (Years)	42.8	40.8
Percentage of Youth (<15 years)	15.8%	16.5%
Percentage of Working Age (15-64 years)	66.1%	66.9%
Percentage of Seniors (65+ years)	18.1%	16.6%

The neighbourhood has a slightly higher proportion of owners and a lower proportion of renters than the City-wide average.

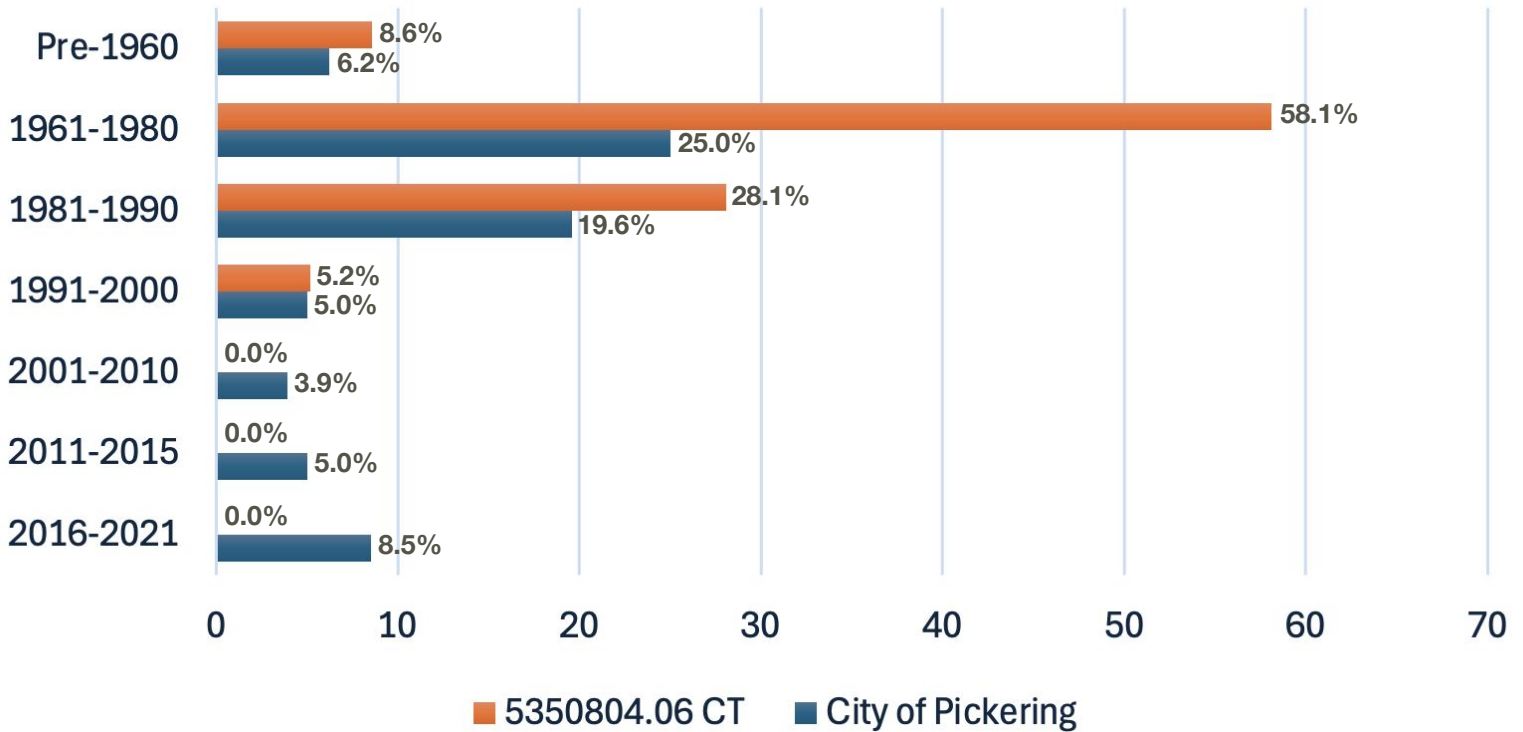
Tenure	5350804.06 CT	Pickering
Owner	90.0%	85.2%
Renter	10.0%	14.8%

With regard to housing type, the neighbourhood is characterized by a higher percentage of single detached dwellings, at 46.5% of area dwellings categorized by this structure type.

Over half of the area’s housing stock – 58.1% – dates to pre-1981. Since 2000, housing growth in the neighbourhood has fallen far short of the housing growth occurring on average in Pickering, at only stagnating at 0% based on sample data between the years 2000 and 2021 compared to the overall City’s of 3.9-8.5% depending on the construction period (refer to chart on following page).

Occupied Dwellings by Type	5350804.06 CT	Pickering
Single-detached house	46.5%	59.6%
Semi-detached house	30.0%	7.5%
Row house	15.5%	14.9%
Apartment or flat in a duplex	2.8%	5.5%
Apartment 1-4 Storey	4.5%	3.3%
Apartment 5+ Storey	0.0%	9.2%

Period of Construction



Comparison of period of construction for housing in 5350804.06 CT and City of Pickering

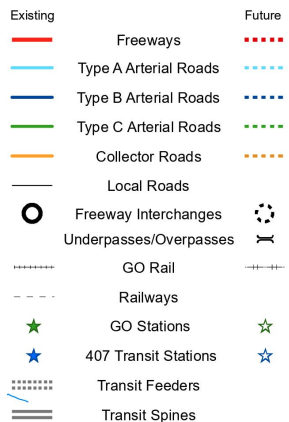
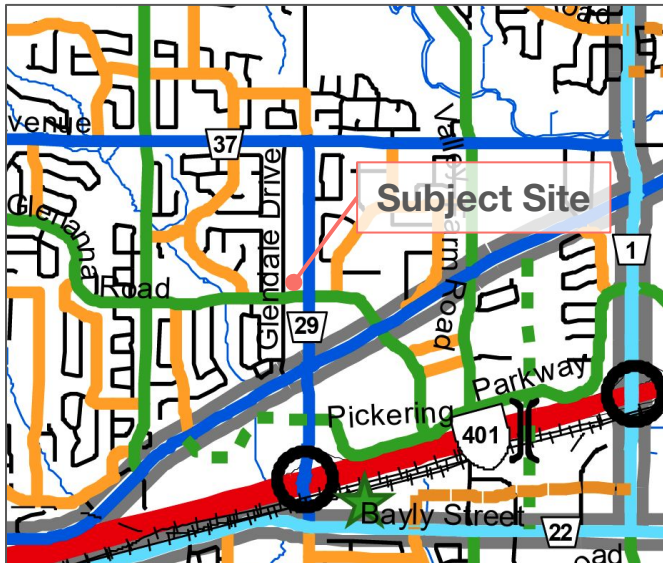
Based on the most recent neighbourhood profile information for the 5350804.06 Census Tract, dated 2021, the population in the area has experienced a slight decrease despite its proximity to amenities, such as shops, grocery stores, parks, and public service facilities.

Of note, the number of recent housing construction in the area falls significantly behind that of the City average and there is indication based on the population density figures that settlement areas are largely contained within existing built-up areas.

1.4 TRANSPORTATION NETWORK

Rights-of-Way

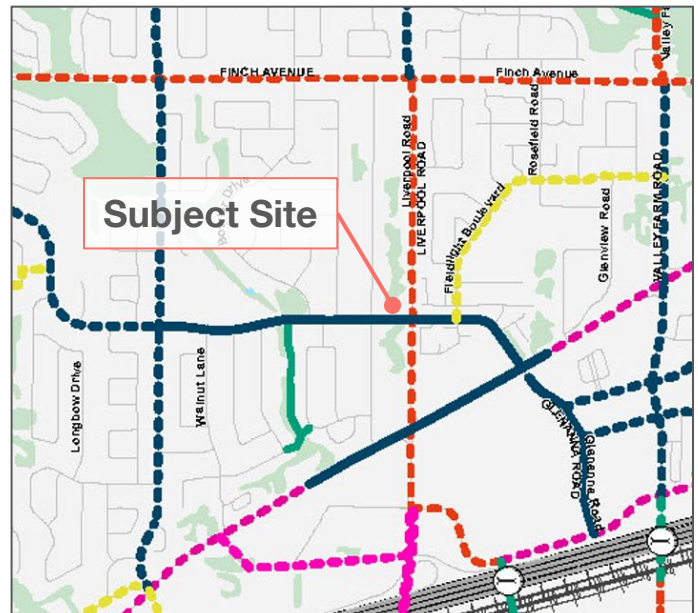
The subject site is located on the northwest corner of Liverpool Road and Glenanna Road. City of Pickering Official Plan Schedule II – Transportation System identifies Liverpool Road as a Type B Arterial Road and Glenanna Road as a Type C Arterial Road, planning for right-of-way widths of 30-36 metres and 26-30 metres, respectively. Glendale Drive is a Local Road, where right-of-way widths are generally planned for 20 metres.



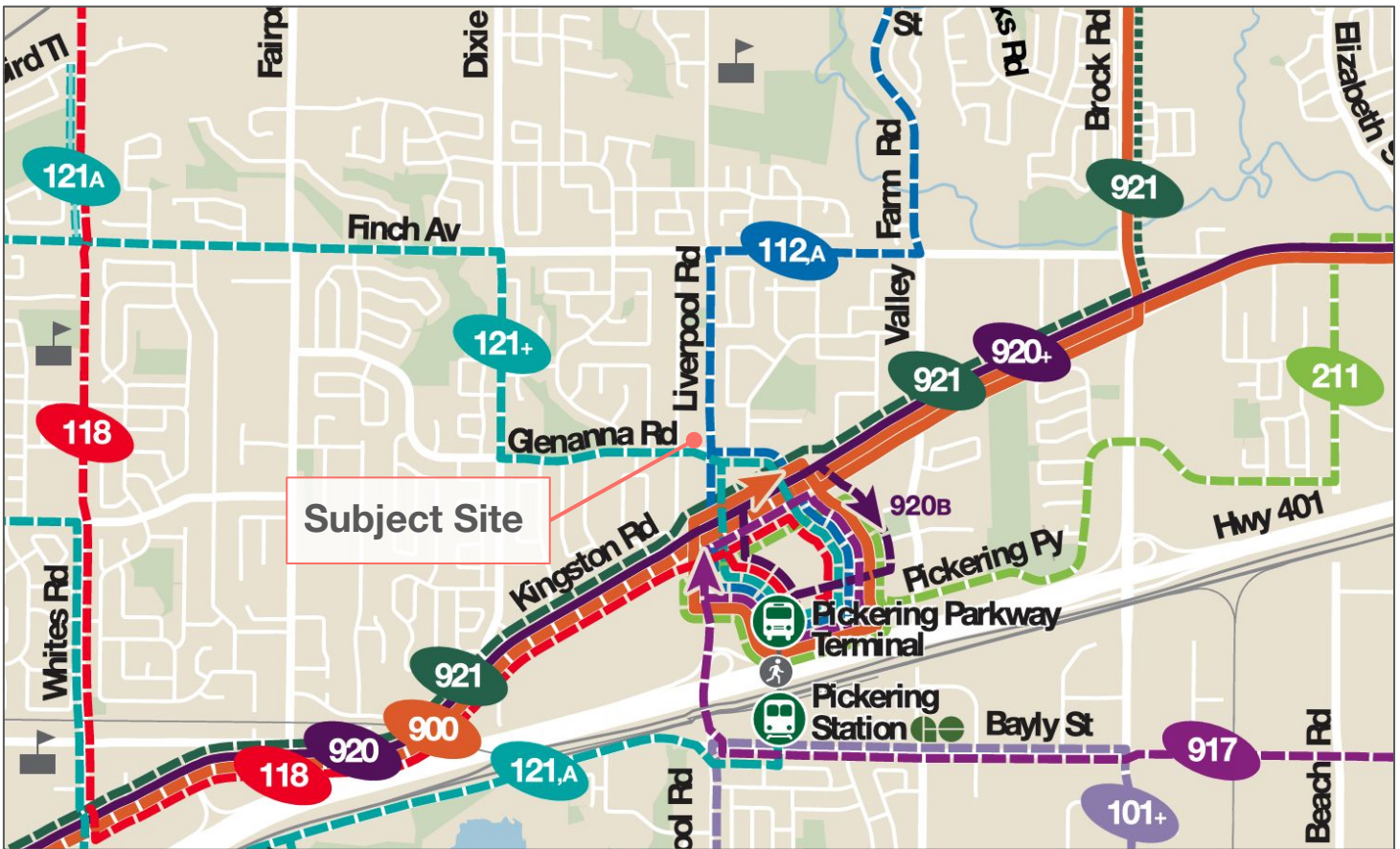
City of Pickering Official Plan
Schedule II - Transportation System Excerpt

Cycling

The subject site is adjacent to the the Glenanna Road On-Road Cycling Facility and proposed Liverpool Road Boulevard Multi-Use Path. The connection to these cycling routes provides access to the broader City-wide and regional cycling network for active mobility and recreational/leisurely pursuits.



City of Pickering Integrated Transportation Master Plan
Map 5: Long-Term Cycling Network - Facility Type (South)



Durham Region Transit Map excerpt

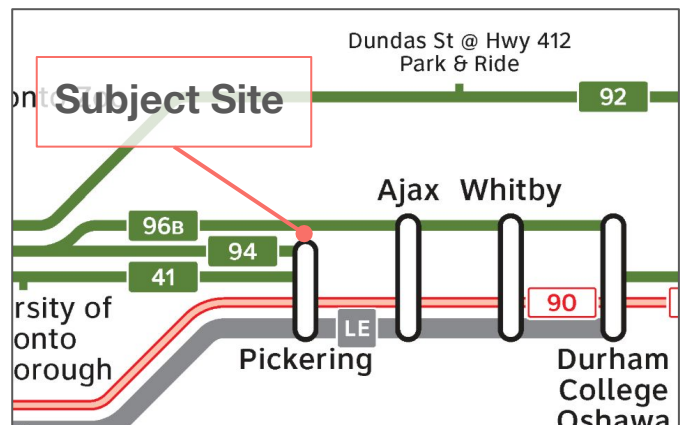
Transit

The subject site is strategically located at an intersection site with adjacency to two transit routes – 112 and 121.

The site is approximately a 5-minute walk (400 metres) to the Kingston/Liverpool bus stops, which are served by several additional routes - 118, 211, 900, 916, 917, 920, 921, and N1 - providing connection to the broader Durham Region.

Further south, appropriately a 15- and 20-minute walk (900 metres, 1.4 kilometres), is the Pickering Parkway Terminal and Pickering GO station. These two facilities work in tandem as the City’s main transit hub.

In addition to the serving as the Durham Region Transit hub, the GO terminal and station are also serviced by GO bus routes 41 Hamilton/Pickering, 90 Lakeshore East, 94 Pickering/Mississauga, and the Lakeshore East & West rail lines.

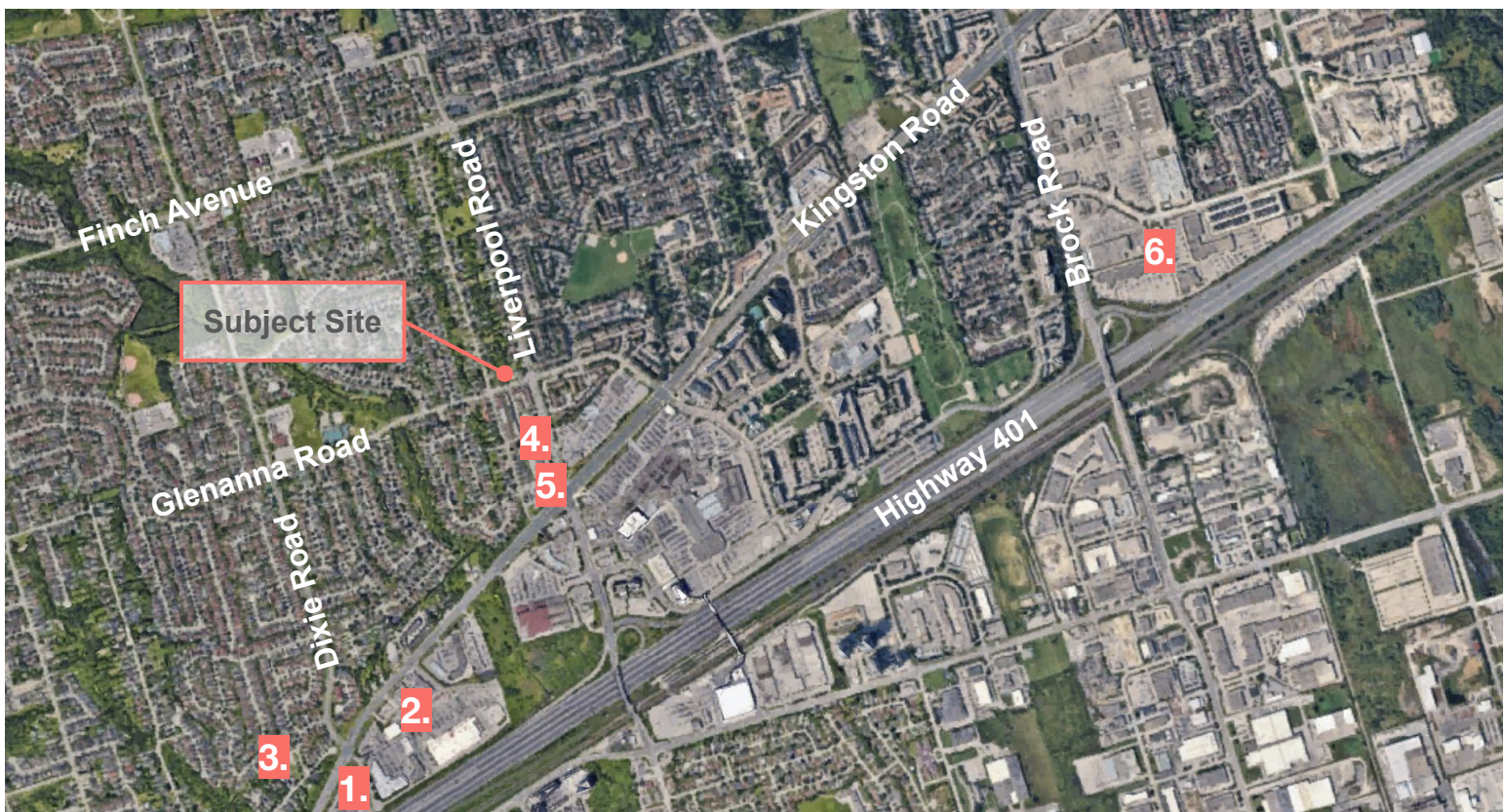


GO Transit System Map excerpt

1.5 AREA DEVELOPMENT APPLICATIONS

The following identifies and summarizes proposed development applications that are currently under review or have been recently approved, and projects that are under construction in the local context.

These active developments applications are considered in conjunction with the existing context, including the 2-3 storey townhouse developments to the east, south, and southeast of the Liverpool/Glenanna intersection.



Surrounding context map of proposed developments

1. 1095 Kingston Road - four 35 storey residential towers
2. 1101A, 1105 and 1163 Kingston Road - fourteen 17-35 storey towers
3. 1066 Dunbarton Road - 33 stacked townhouses & 8 townhouses 3 storeys
4. 1854 and 1858 Liverpool Road - 13 storey mixed use apartment
5. 1294 Kingston Road, 1848 and 1852 Liverpool Road - 13 & 25 storey mixed use buildings
6. 1755 Pickering Parkway - thirteen 20-43 storey residential towers

1. 1095 Kingston Road

ZBA A05/25

A rezoning application to permit a high density residential development consisting of two buildings and four residential towers of 35 storeys (120 metres to the top of MPH), a total GFA of 98,184 square metres and FSI of 4.71. The proposed development contains 1,492 dwelling units, 1,000 square metres of POPS, 1,143 parking spaces, and 895 bicycle parking spaces.

2. 1101A, 1105 and 1163 Kingston Road

OPA 24/002/P & A02/24

An OPA/ZBA application to permit five buildings containing fourteen towers ranging in heights from 19 to 35 storeys (60.5 - 114.5 metres to the top of MPH), 338,503 square metres of GFA, and 4.98 FSI. A cumulative total of 5,264 residential units, 6,585 square metres of commercial space, 13,816 square metres of Parkland/POPS, 4,192 parking spaces, and 3,171 bicycle parking spaces are proposed.

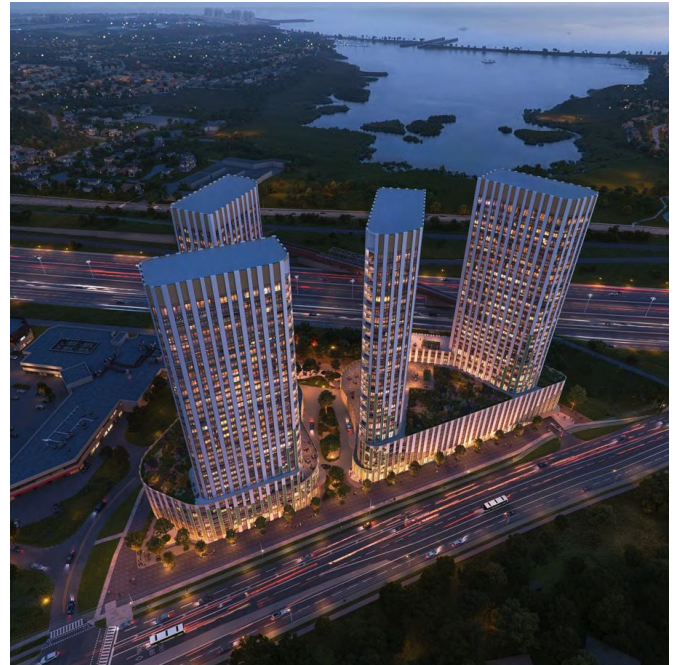
3. 1066 Dunbarton Road

OPA 22/004/P & A11/22

An application on behalf of the United Church of Canada to construct 33 stacked townhouse units and 8 townhouses while retaining a portion of the existing church to continue its use as a place of worship and day nursery.

The development is proposed as four 3-storey townhouse blocks and is intended to offer 30% of units as affordable rental tenure.

A total of 50 parking spaces is proposed.



1095 Kingston Road rendering



1066 Dunbarton Road rendering

4. 1854 and 1858 Liverpool Road

OPA 19/005 & A15/19

An application to construct a 13-storey (146 metres, not including PMH) mixed use building containing 98 dwelling units and approximately 460 square metres of grade-related commercial space. 126 parking spaces are proposed.

5. 1294 Kingston Road, 1848 and 1852 Liverpool Road

A 08/19

A mixed use development consisting of two buildings – 13 and 25 storeys (47.65 metres and 84.4 metres, to top of MPH), 40,953 square metres of GFA, and a 4.59 FSI. The two buildings propose a combined total of 495 dwelling units, 1,332 square metres of commercial space, 557 parking spaces, and 256 bicycle parking spaces.

Old Liverpool House, an existing heritage asset on the site, is proposed to be relocated and adaptively reused.

6. 1755 Pickering Parkway

OPA 22/002/P & A05/22

A proposed multi-phase development consisting of seven buildings and thirteen residential towers with heights ranging from 20 to 43 storeys, comprising a total GFA of 350,442 squares, and 3.69 FSI. Overall, the proposal will provide 5,109 residential units, 18,432 square metres of office space, 5,855 square metres of retail space, 13,833 square metres of park space, and 834 square metres of POPS.



1294 Kingston Road, 1848 and 1852 Liverpool Road rendering



1755 Pickering Parkway rendering

2.

PROPOSED
DEVELOPMENT

2. PROPOSED DEVELOPMENT

2.1 PROPOSED DEVELOPMENT SUMMARY

The proposed development replaces the existing two single detached dwellings with associated garage structures on the site with a new 3-storey (up to 10.8 metre), 3,207 square metre, 51-unit stacked townhouse development, including 173.4 square metres of outdoor amenity space, 56 bicycle parking spaces, and 56 below grade vehicle parking spaces.

The proposed development includes a 173.4 square metre outdoor amenity area at the corner of Glenanna Road and Glendale Drive, providing a transitional buffer space to the residential street.

Vehicular access to the loading area and underground parking level is provided along Glenanna Road. All vehicle related spaces are internalized and appropriately screened to not detract from the public realm.

To improve conditions for cyclists, bicycle parking is generally located nearest the ramp for convenient in/out access.

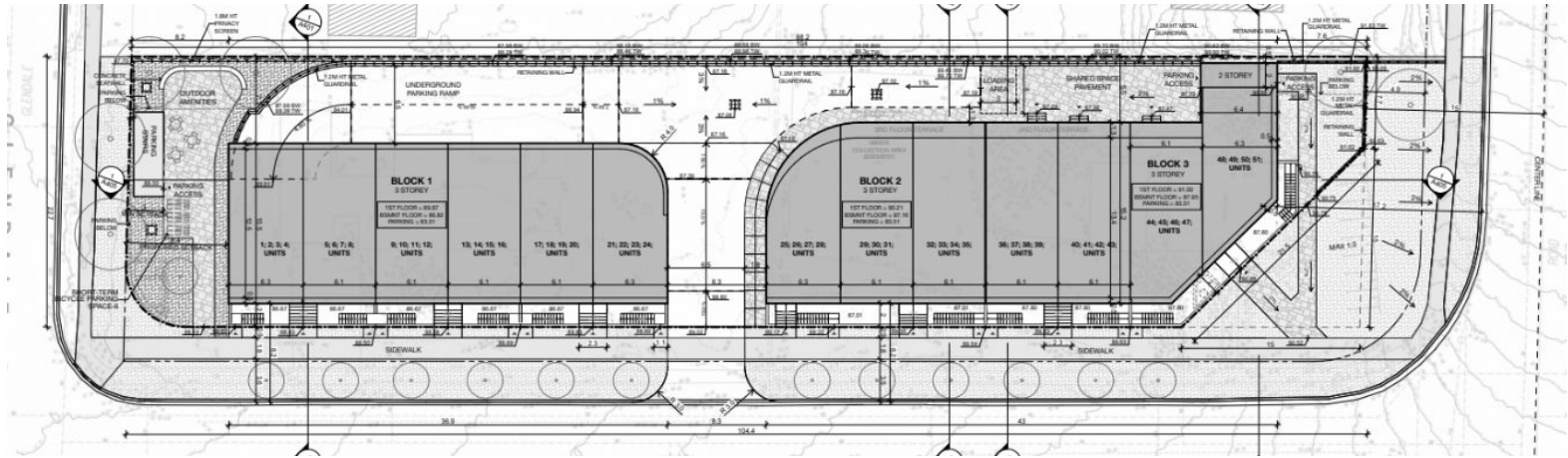
Notably, the proposal includes 92% of units as larger units types, containing 2 bedrooms.

Proposed Development Overview

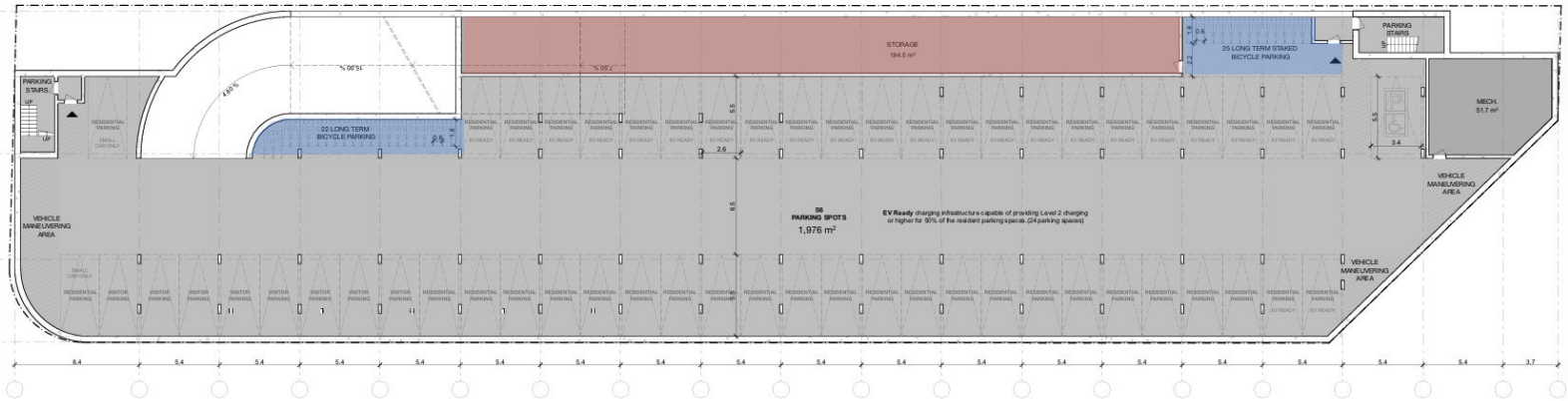
Site Area (post conveyance)	2,240.7 sq m
Gross Floor Area	3,207 sq m
FSI	1.43
Building Height	3 storeys (10.8 m)
Residential Units	51
1 Bedroom Units	4 (8%)
2 Bedroom Units	47 (92%)
Amenity Area	173.4 sq m
Bike Parking	56
Vehicle Parking	56
Loading Space	1



Proposed development – rendered view from Glenanna Road

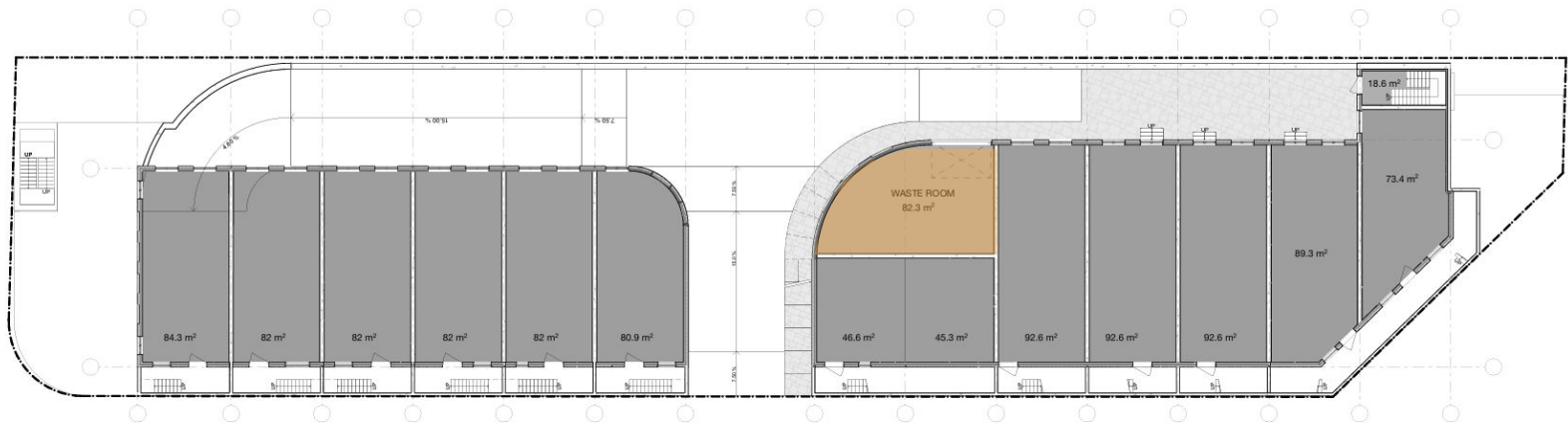


Proposed Development: Site Plan



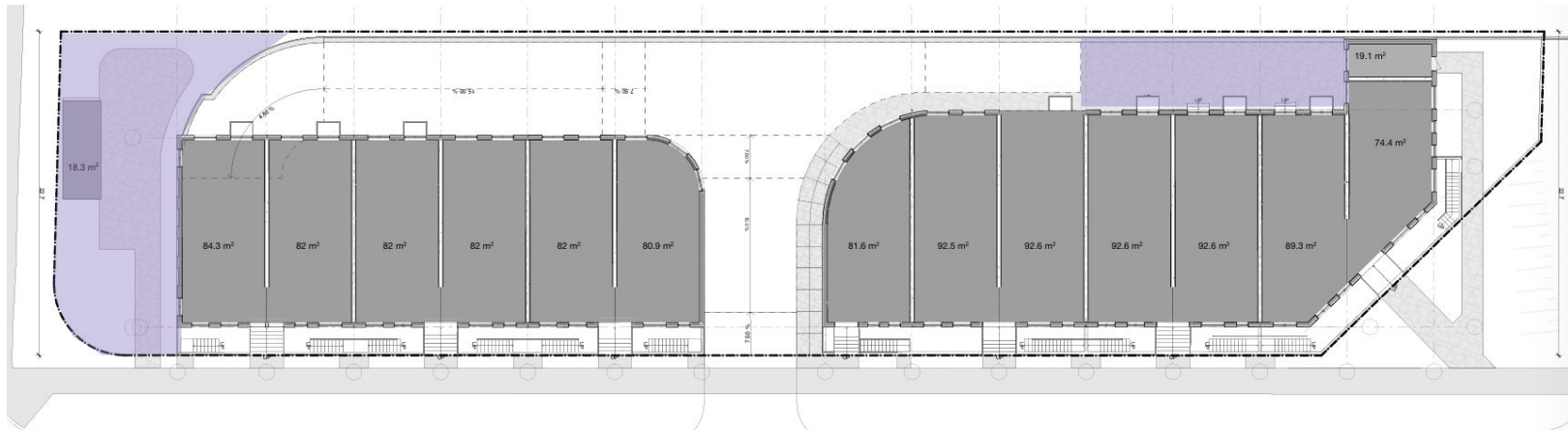
- Bicycle parking
- Storage space

Proposed Development – Underground Parking Plan

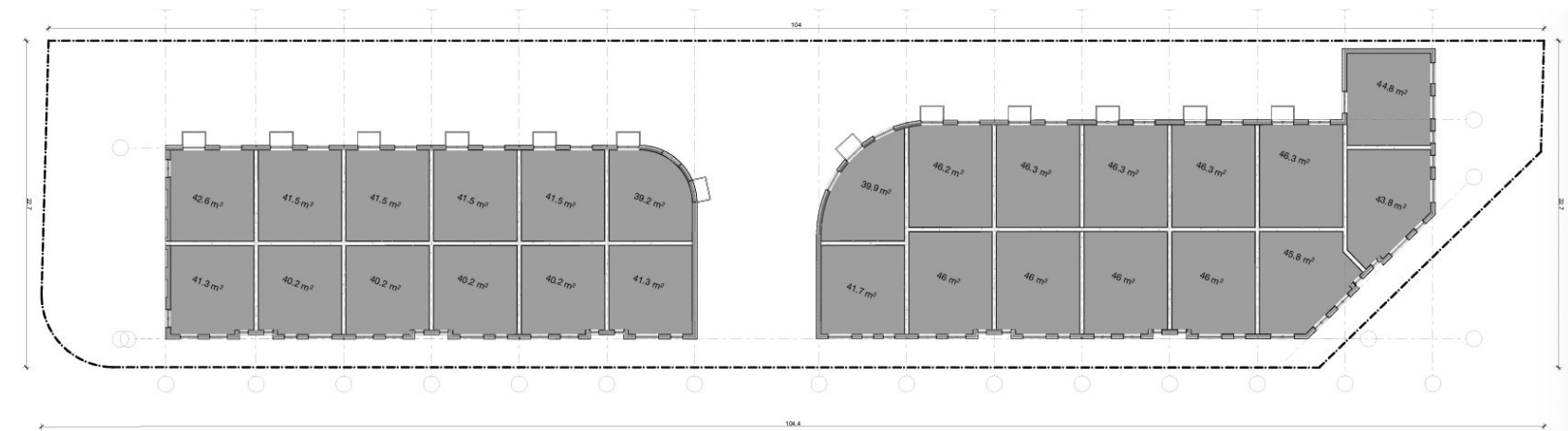


- Waste collection room

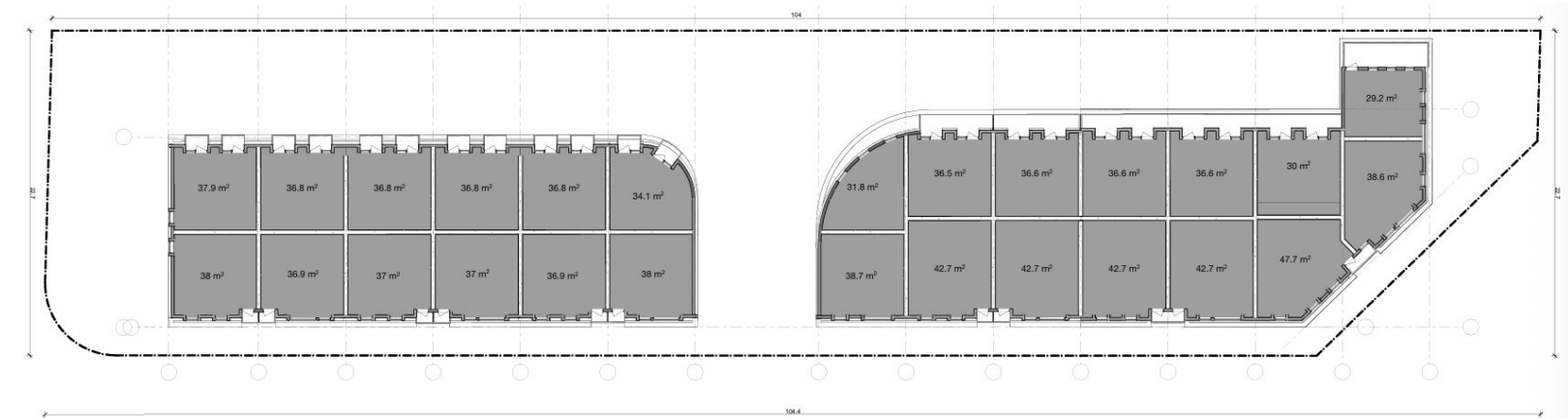
Proposed Development – Basement Floor Plan



Proposed Development – First Floor Plan



Proposed Development – Second Floor Plan



Proposed Development – Third Floor Plan

2.2 BUILDING DESIGN AND LANDSCAPING

At 3 storeys in height, the proposed development has a height ranging from 10.4-10.8 metres. The variation in height is a result of the changes in site grading throughout the subject site. The proposed development has been sited, massed, and scaled as a three-storey townhouse development to integrate appropriately into the existing and evolving context of the Liverpool/Glenanna intersection and the Liverpool Road corridor, leading to the City Centre. The proposed development benefits from its adjacency to transit and nearby amenities, as well as natural features that promote a healthy and complete community.

The height and massing are a compatible form of infill intensification within the Liverpool neighbourhood, where a context of 2-3 storey townhouse developments exists on three of the four intersection corners. Building orientation, setbacks, and siting have been carefully considered to create a pedestrian friendly environment and maintain an attractive and compatible streetscape along both arterial roads and a physical buffer along Glendale Drive through the siting of the open amenity area.

The blocks have been sited to accommodate a 15.0 metre daylight triangle at the Liverpool Road and Glenanna Road intersection and setback 8.4 metres from Glendale Drive to provide a buffer along the local road leading to the low rise residential neighbourhood. This setback is also reflective of the present condition to the north. Similarly, an east setback of 7.6 metres is provided to align with the building at the north adjacent property.

The north setback is generally 5.5-7.3 metres to accommodate vehicular movement, with the exception of the eastmost townhouse block, which is reduced to a height of 2 storeys and set back 0.5 metres, creating a built form transition to the residential properties along Liverpool Road to the north. Beyond the setback is a stepback of 2.0 metres for the third storey.

In regards to the main frontage along Glenanna Road, the 6.3 metre curb to property line setback is expanded with an additional 2.0 metre setback from the property line to the building face. An overall 8.2 metres curb to building face distance is providing to enhance the public realm, allowing ample space for street tree planting, landscaping, boulevard sodding, sidewalk and walkways, and entryway elements.

The units fronting the arterial streets – Glenanna Road and Liverpool Road – have been designed with a pedestrian oriented interface, including openings and entrances to animate the streetscape and create a positive relationship with the public realm.

The townhouses are envisioned with a consistent architectural style with slight variation in façade treatments to provide subtle building articulation, adding to visual interest while maintaining a cohesive design.

The proposed development presents a thoughtful and context-sensitive addition to the surrounding neighbourhood character. The façade is articulated with a mix of traditional and contemporary materials that speak to the existing material palette present in the neighbourhood.

The buildings are clad in warm-toned brick, a direct reference to the predominant red and brown brick used in the surrounding townhouse developments. The darker composite panels frame the upper levels and pushed-in front walls, adding a subtle modern touch while visually breaking down the massing into distinct architectural elements that contribute to the sense of rhythm and pedestrian scale.

The building façades are designed to reinforce a consistent street framing at the main intersection, complemented by a common outdoor amenity at the western edge. The variation in building material is augmented by the architectural articulation through windows, push-pull massing, and a roof featuring subtle dormers to break up the townhouse building walls both vertically and horizontally.

The use of large windows also provides passive surveillance and activates the street edge, while the integration of parking within the building's underground level – and not through street facing driveways/garages – helps to relegate the auto-oriented spaces and improve the pedestrian experience.

All street frontages are proposed to be landscaped with sodding, trees, and planting areas. Pedestrian walkways are proposed to connect from the public sidewalk to the unit entryways as well as underground access areas.

Overall, the design strikes a careful balance between architectural continuity and contemporary expression, ensuring it fits into the existing neighbourhood context.



Rendering of view looking west along Glenanna Road from intersection at Liverpool Road – proposed development to the right



Rendered view of the proposed development from Glenanna Road looking north at the west section



Rendered view of the proposed development from Glenanna Road looking north towards the driveway access



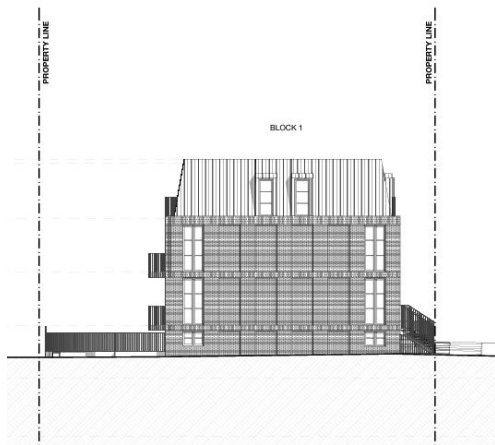
Rendered view of the proposed development from Glenanna Road looking north at the outdoor amenity space



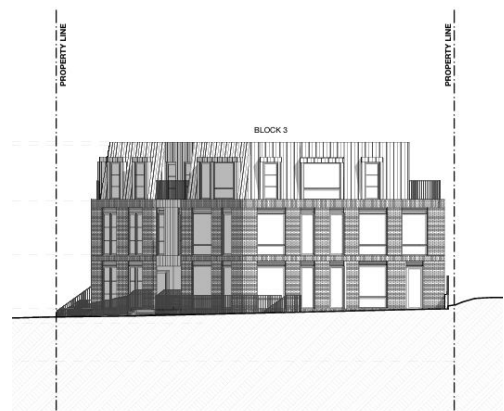
Rendered view of the proposed development from Liverpool Road looking west towards the east façade and daylight triangle



Proposed development – south elevation (Glenanna Road)



Proposed development – west elevation (Glendale Drive)



Proposed development – east elevation (Liverpool Road)



Proposed development – rear elevation

2.3 PRE-CONSULTATION WITH CITY STAFF

A pre-consultation meeting was held on June 10, 2024 with staff from the City development review departments, including Planning, Urban Design, Landscape & Parks, Transportation & Traffic, and Water Resources & Development Services.

A summary of comments is as follows:

- An Official Plan Amendment application is required to increase the maximum permitted density (based on units per hectare).
- A Zoning By-law Amendment application is required to permit townhouse dwellings and the proposed zoning standards.
- The proposed development should have regard for the 9.0 metre maximum height.
- Staff requested consideration of overlook and privacy concern mitigation.
- The proposed development should consider larger setbacks to align with adjacent properties.
- An outdoor amenity space should be provided, with the City's standard being a 7.5 metre setback.
- Sufficient space for soft landscaping and outdoor amenity space should be considered, particularly along street frontages.
- Ensure adequate parking supply is proposed, including visitor parking spaces.
- Consider reducing the proposed density.
- Consider affordable housing units geared towards low to moderate incomes.
- Show sidewalks, access, and drive aisle dimensions, and curb radiuses on the proposed site plan.
- A road widening and daylight triangle will be required.
- The site access on Glenanna Road should be located so that it lines up with the access on the opposite side of the street.
- A landscape strip is required along all street frontages, as well as boulevard trees.
- A sufficiently sized, central waste storage room is required where individual units do not have set out points.
- The proposed townhouse development generally conforms to the policies of the current and new Regional Official Plan.

Following the meeting and receipt of the checklist, the project team prepared the requisite submission items in consideration of the comments from City staff noted above, and those included in the pre-consultation comments document.

2.4 REQUIRED APPLICATIONS

The proposed development requires an application to amend the Official Plan and Zoning By-law.

An Official Plan Amendment is necessary to re-designate the subject site from 'Low Density Areas' to 'High Density Areas' with a site specific policy to increase the maximum permitted density.

An amendment to Zoning By-law is required to permit the townhouse use, height, setbacks, and form of the proposed development in addition to tailoring a series of performance standards.

As outlined further in Section 4 of this Planning Rationale, the proposed Zoning By-law Amendment is consistent with the Provincial planning direction and framework, including the *Planning Act* and Provincial Planning Statement, as well as regional and local planning policy.

A Site Plan Control Approval (SPA) application will be required at the detailed design stage. An SPA application will be submitted following the land use entitlements phase.

A Draft Plan of Condominium application is also anticipated to be submitted for the proposed development, subsequent to the Official Plan and Zoning Amendment applications.

3.

PLANNING
FRAMEWORK
SUMMARY

3. PLANNING FRAMEWORK SUMMARY

3.1 PROVINCIAL POLICY



Planning Act, R.S.O 1990, c. P.13

Section 2 of the *Planning Act* establishes matters of Provincial interest to which City Council shall have regard in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians; and the appropriate location of growth and development.

Bill 23: *More Homes Built Faster Act, 2022* and 2031 Municipal Housing Targets

On October 25, 2022, the Ontario Government introduced Bill 23, the *More Homes Built Faster Act 2022*, that proposes extensive changes to the planning and land development system in Ontario. On the same day Bill 23 was introduced, the Province issued a bulletin assigning housing targets to selected lower and single tier municipalities in Southern Ontario. The Province’s goal for the Bill is to facilitate the construction of 1.5 million new homes, of which 13,000 are targeted in Pickering by 2031.

To support intensification in low density areas, Provincial legislation was updated to permit up to 3 units as-of-right on all fully serviced lots within urban areas and up to 45% lot coverage as-of-right.

Provincial Planning Statement, 2024



On April 10, 2024, the Ministry of Municipal Affairs and Housing introduced Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* and released the Provincial Planning Statement in October 2024 to supplement the series of legislative changes to support Ontario’s Housing Supply Action Plan, which targets the construction of 1.5 million new homes in Ontario by 2031.

The new document focuses on facilitating continued growth within the Province through policies that will result in increasing intensification – particularly around transit investments, promoting a range and mix of housing options, providing infrastructure to support development, and making more land available for development.

3.2 2041 REGIONAL TRANSPORTATION PLAN

On March 8, 2018, Metrolinx adopted the 2041 Regional Transportation Plan (RTP) to build on the regional transportation foundations set by The Big Move, 2008. The 2041 RTP continues to respond to the region’s rapid growth and outlines a long term transportation framework for governments and agencies to build on an integrated and coordinated transportation system. The RTP seeks to ensure that land use and growth management complement a well-connected, reliable, and frequent transit and active transportation systems that provide seamless travel within and between municipal jurisdictions.

Chapter 3 sets the vision and goals, stating the following as Vision 2041:

“The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.”

To fulfil this vision, the RTP outlines three goals:

1. *Strong connections* – connecting people to places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities.
2. *Complete travel experiences* – designing an easy, safe, accessible affordable and comfortable door-to-door travel experience that meets the diverse needs of travellers.
3. *Sustainable and healthy communities* – investing in transportation for today and for future generations by supporting land use intensification, climate resilience and a low-carbon footprint, while leveraging innovation.

These goals are supported by the implementation of five strategies, each of which include a number of priority actions:

Strategy 1 – *Complete the delivery of current regional transit projects.*

To sustain the momentum of The Big Move, Strategy 1 recommends completing regional transit projects that are now ‘In Delivery’ or ‘In Development’ while also modifying projects to reflect updated information in meeting the Province’s growth targets. It focuses on the GO Regional Express Rail (GO RER) to transform the existing GO rail system into the backbone of an integrated regional rapid transit network, connected to LRT, BRT, and subway systems.

Strategy 2 – *Connect more of the region with frequent rapid transit.*

This strategy is focused on extending the reach of frequent rapid transit and connecting various parts of the GTHA with a Frequent Rapid Transit Network to improve transit accessibility and move people more efficiently. This strategy aims to not only provide frequent transit service through the 15-minute all-day GO RER service, but also provide more reliable service through transit priority infrastructure such as transit priority corridors and transit signal priority, efficient transfers between routes for better integrated service, 24-hour transit network composed of strategic regional routes, and improved access to airports and the Region of Waterloo.

Strategy 3 – Optimize the transportation system.

Strategy 3 aims to make the best possible use of existing and future transportation assets by integrating fares and services, planning for seamless first and last mile transfers, improving the traveller experience, providing universal access, and using best practices for design excellence and transportation planning.

Strategy 4 – Integrate transportation and land use.

As part of The Big Move, more than \$30 billion in transit investment has been made to support efficient and sustainable growth. The RTP continues the effort to integrate land use planning and transit infrastructure through intensification and complete communities around transit, particularly through planning for Major Transit Station Areas (MTSAs), employment areas, the development of complete streets, and innovative approaches to parking and TDM.

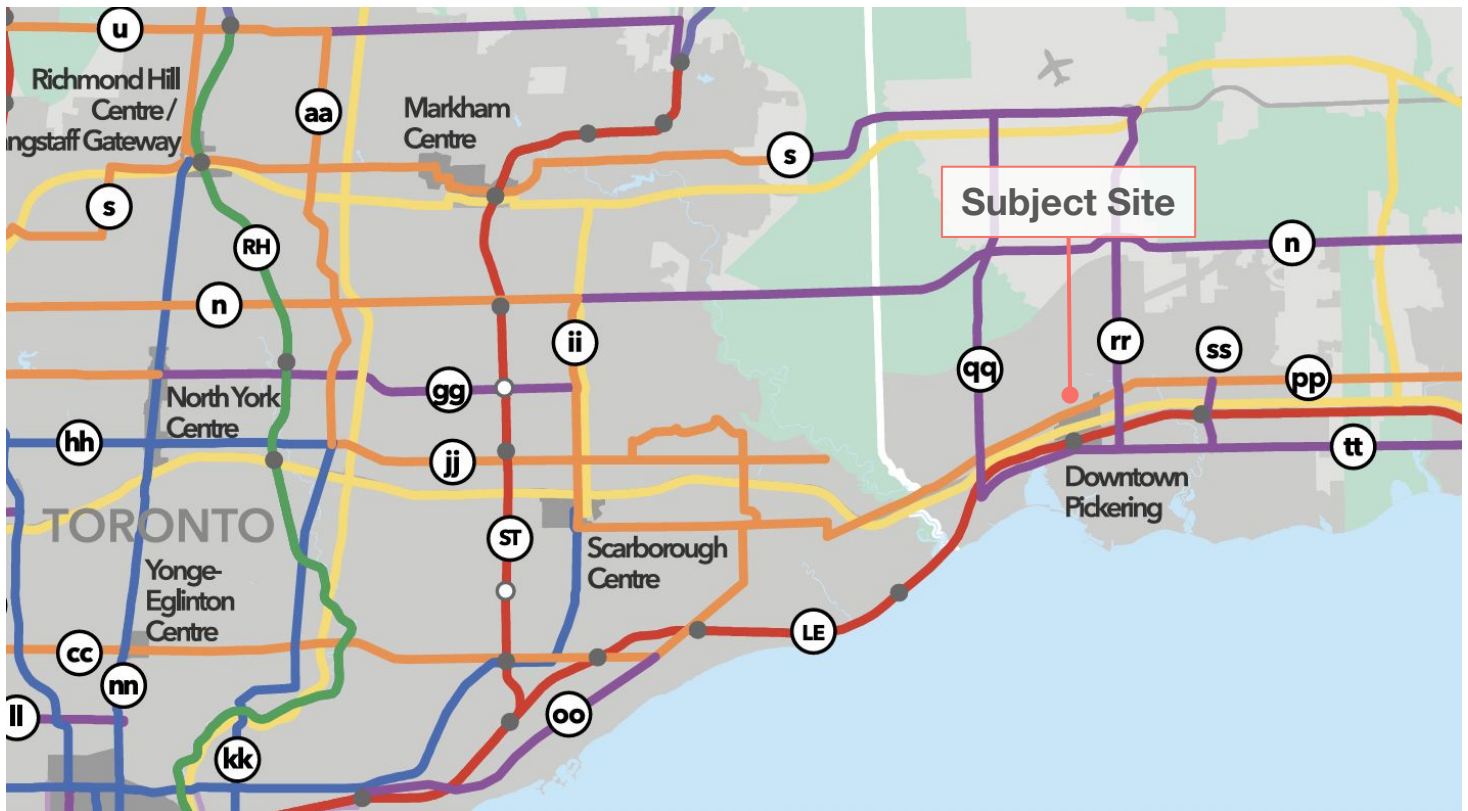
This strategy recognizes that sufficient land use density at and around stations is important to ensure significant two-way, all-day ridership on GO RER and prioritizes meeting density targets along transit corridors where frequent rapid transit are committed.

Mobility Hubs are also emphasized as key intersection points along the Frequent Rapid Transit Network with vital opportunity to maximize the benefits of transit investments. These hubs are intended to create important regional transit network connections and accommodate an intensive concentration of places to live, work, shop, or play.

The endeavor to create complete communities through intensification also supports overall active transportation design, including walking and cycling. The RTP recognizes that the investments to support active transportation are relatively small compared to those for rapid transit while their impact to congestion, healthy, and safety can be significant. A complete street approach that prioritizes walking and cycling includes measures to calm traffic, creating safe and convenient pedestrian linkages to transit, and improving bicycle amenities.

Strategy 5 – Prepare for an uncertain future.

This strategy acknowledges the limits to how planners can predict the future and considers a range of possible futures, emphasizing adaptive strategies that enable agility. It considers: the impact of technology and data; shifts caused by changing economical, political and environmental uncertainties; and, the need to reduce greenhouse gas emission and build for climate change resilience.



Frequent Rapid Transit Network and Regional Rail Corridors

- | | | |
|---------------------------------------|---|-------------------------------------|
| a. Hamilton A-Line | u. Bovaird / Castlemore / Major MacKenzie | nn. Yonge-University-Spadina Subway |
| b. Hamilton B-Line | v. UP Express | oo. Kingston Rd. |
| c. Hamilton L-Line | w. Highway 27 | pp. Durham-Scarborough |
| d. Hamilton S-Line | x. Davis Dr. | qq. Whites Rd. |
| e. Hamilton Mohawk T-Line | y. Yonge St. / Green Lane | rr. Brock Rd. |
| f. Harvester / Speers / Cornwall | z. Jane St. | ss. Westney Rd. |
| g. Dundas St. / Brant St. | aa. Don Mills Rd. / Leslie St. | tt. Bayly St. |
| h. Bronte Rd. / Regional Road #25 | bb. Finch West LRT | uu. Brock St. / Baldwin St. |
| i. Derry Rd. | cc. Eglinton LRT | vv. Simcoe St. |
| j. Trafalgar Rd. | dd. Bloor Subway | Ni Niagara Line |
| k. Britannia Rd. / Matheson Blvd. | ee. Waterfront LRT | LW Lakeshore West Line |
| l. Eglinton Ave. Mississauga | ff. Dufferin St. | MI Milton Line |
| m. Erin Mills Pkwy. / Mississauga Rd. | gg. Finch Ave. East | KI Kitchener Line |
| n. Steeles Ave. / Taunton Rd. | hh. Sheppard Subway | BA Barrie Line |
| o. Hurontario LRT | ii. McCowan Rd. | RH Richmond Hill Line |
| p. Hurontario North | jj. Sheppard East LRT | ST Stouffville Line |
| q. Airport Rd. | kk. Relief Line Subway | LE Lakeshore East Line |
| r. Dixie Rd. / Bramalea Rd. | ll. St. Clair Ave. | |
| s. Queen St. / Highway 7 | mm. Spadina Ave. | |
| t. Mississauga Transitway | | |

- Urban Growth Centre
- GGH Built Boundary
- Greenbelt Designation
- Expressway / Provincial Highway
- Existing or In Delivery GO Rail Station
- Planned GO Rail Station
- ✈ International Airport
- ✈ Potential Future Airport

- Frequent Rapid Transit**
- Subway
 - LRT / BRT
 - GO Rail - 15-min Two-Way All-Day
 - Priority Bus / Priority Streetcar
 - Frequent Regional Express Bus
 - TTC Streetcar Network

- Regional Rail**
- GO Rail - Two-Way All-Day
 - GO Rail - Peak Only

2041 Regional Transportation Plan Map 6 – Complete 2041 Frequent Rapid Transit Network

3.3 DURHAM REGIONAL OFFICIAL PLAN

The Durham Regional Official Plan (ROP) was adopted by Regional Council in May 17, 2023, and approved in part with modifications by the Minister of Municipal Affairs and Housing (MMAH) on September 3, 2024, with all remaining parts being approved on December 13, 2024.

The purpose of the ROP is to provide strategic direction and policies to guide growth and development across the Region in a comprehensive manner. The ROP acts as an upper tier policy framework that implements directions given by the Province and allows for implementation of local Official Plans and Zoning By-Laws.

Bill 23 (*More Homes Built Faster Act, 2022*) and Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) removed planning policy and approval responsibilities from upper tier municipalities, including the Region of Durham as of July 1, 2024. As such, the Region integrated the ROP into that of the eight area municipalities to carry forward Regional planning and growth management direction.

The subject site is designated as ‘Community Areas’ within the Urban System and Urban Area boundary in Map 1 Regional Structure - Urban & Rural Systems. Liverpool Road is identified as a ‘Type B Arterial’ on Map 3b Road Network with a planned 30 metre right-of-way (Map 3e Regional Road Right-of-Way Requirements). It is also identified as a ‘Future Priority Cycling Network Facility,’ which connects to the broader cycling and active transportation network, including the Province-Wide Cycling Network, on Map 3d Active Transportation Network.

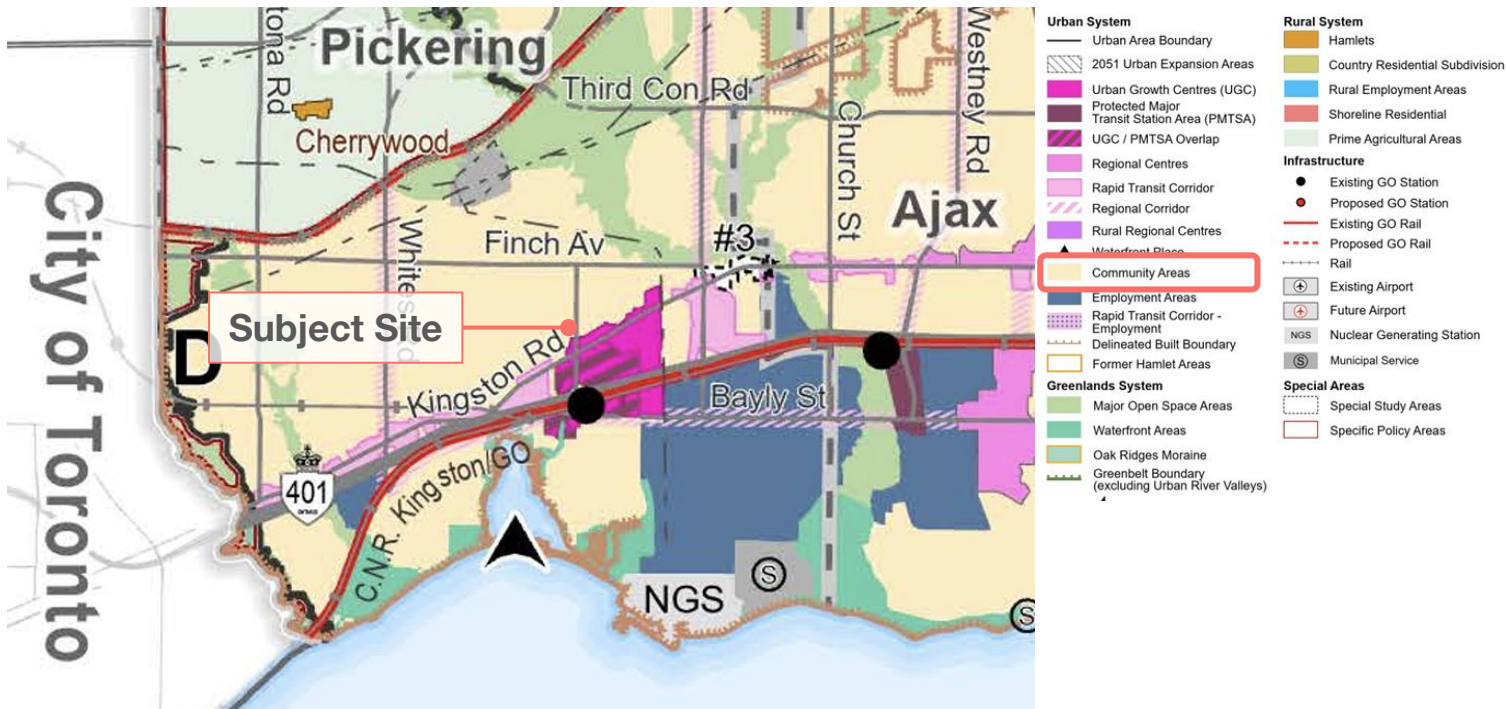
Vision and Objectives

The ROP is the Region’s primary land use planning document, directing lower tier municipal land use decision-making through policies and strategic directions that comprehensively envision the growth and development for 1.3 million residents and 460,000 jobs by 2051.

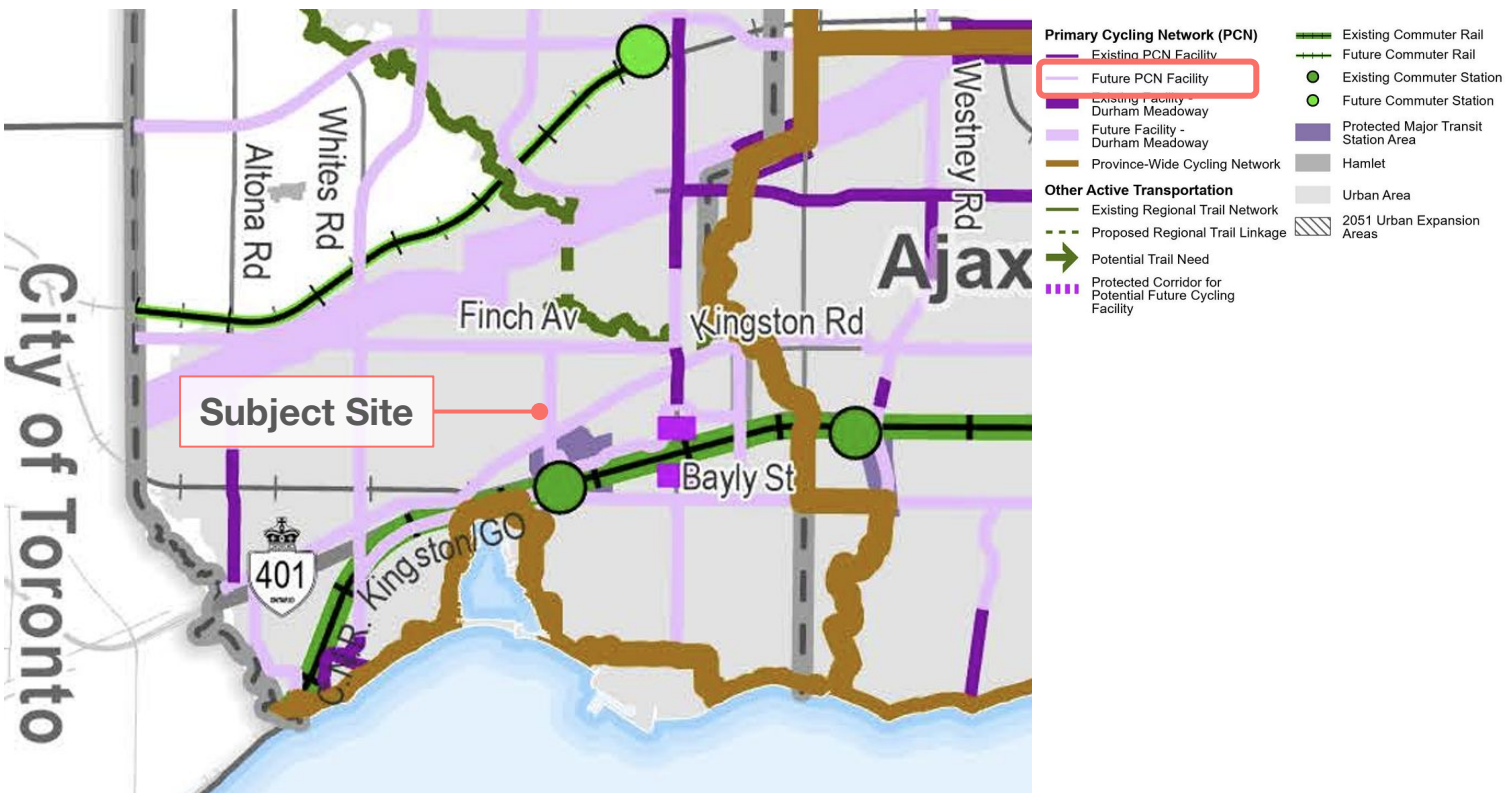
The ROP contains policies that guide where and how the City grows its housing, commercial, and employment areas, ensures the stewardship of the Region’s green spaces, and directs expansion and improvement of the City’s transportation network to help the Region flourish as a resilient, healthy, inclusive, and walkable community.

With the understanding that the Region is forecast to accommodate a population of 1.3 million residents, nearly doubling the 2021 population of approximately 725,000, the ROP aims to further strengthen communities as they grow by:

- Accommodating the needs of an aging, growing, and diverse population.
- Meeting shared obligations to address the impacts of a changing climate and protect the natural environment.
- Satisfying a growing demand for sustainable alternatives to personal vehicles for mobility.
- ***Using land efficiently, optimizing services and infrastructure, and focusing efforts on intensification within existing communities (emphasis added).***
- Providing measures to improve the viability of Rural Settlements and support for the agricultural sector.
- Facilitating the development of high quality job opportunities.



Durham Regional Official Plan Map 1. Regional Structure – Urban & Rural Systems excerpt



Durham Regional Official Plan Map 3d. Active Transportation Network excerpt

Regional Structure

The Regional Structure is comprised of four systems: the Urban System, Rural System, Greenlands System, and Transportation System. The objective of the Regional Structure is to accommodate forecasted growth through distinction between Urban Areas and Rural Settlements while minimizing conflicts between the various Systems (Objective 1.1.i).

It is the policy of the ROP to direct population and employment growth to the Urban System with limited growth permitted within the Rural System, where it is appropriate and compatible with surrounding uses (Policy 1.1.3). This growth should be planned for through the achievement of a minimum 50% annual rate of intensification region-wide (Policy 1.1.6), where intensification is defined as:

Intensification: means the development of a property, site or area at a higher density than currently exists through:

- a) Redevelopment, including the reuse of brownfield sites;
- b) The development of vacant and/or underutilized lots within previous developed area;
- c) Infill development;
- d) Additional residential units; and,
- e) The expansion or conversion, including adaptive reuse, of existing buildings.

Pickering is allocated a total population of 125,830 by 2026, 121,220 (96.3%) of which is within the Urban System. This figure represents a total household count of 41,310.

By 2031, the total allocated population increases to 151,650, of which 147,000 (96.9%) is within the Urban System. This figure represents a total household count of 50,360, or an increase of 9,050 within a 5-year span (Policy 1.1.7, Figure 2).

Healthy Communities

Chapter 3 of the ROP discusses the needs of a growing region and the provision of a full range of housing options to accommodate existing and future residents to support a complete and healthy community.

To support the objective of promoting residential growth in the region by prioritizing intensification of existing residential area (Objective 3.1.iii.), the following policies apply:

3.1.2 Provide a minimum of 15-year supply of land through residential intensification, redevelopment, on lands designated and available within Settlement Areas for residential development and through Urban Area Boundary expansions, in accordance with Section 5.7, if necessary.

3.1.3 Support opportunities to ensure that a wide range of affordable and market-based housing options are provided in Urban Areas. Outside of Urban Areas, housing options shall be locally appropriate and consistent with the character of the area.

3.1.4 Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.

3.1.10 Support creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas.

3.1.11 Prioritize transit-supportive development, including potential air rights development, in proximity to transit, including Regional Corridors and Protected Major Transit Station Areas.

With respect to affordability, Policy 3.1.20 requires at least 25% of all new residential units produced throughout the region to be affordable to low and moderate income households. These units are particularly encouraged in medium and high density areas that are well served by local amenities including transit, schools, and parks (Policy 3.1.22).

In addition to providing a mix of housing options, the ROP supports the development of complete communities through the incorporation of various elements, such as: active transportation and the use of multi-modal transportation options; a public realm characterized by compact built form; and climate resilient development (Policy 3.3.1 a), d), j), and k)).

Policies 3.3.3 d) and e) promote a high quality public realm with regard of quality urban design with consideration for compatibility and integration with surrounding land uses and built form, as well as pedestrian, transit-supportive, and transit-oriented development pattern that supports active transportation.

Policy 3.3.3 h) relates to designing for the pedestrian scale, safety, comfort, and connectivity, including pedestrian-oriented destinations with Policy 3.3.3 q) specifically speaking to the improvement of the public realm and pedestrian experience along Regional Roads.

To promote the concept of complete communities that highlights active transportation modes, Policy 3.3.4 d) i) directs that parking management policies and standards are provided through the area municipal official plans such that minimum and maximum parking requirements reflect the walking distance to transit and complementary uses. Buildings should be designed to orient main pedestrian entrances to face the public street and provide a pedestrian-friendly urban form, where surface parking spaces are discouraged to enable further development, and should be avoided between the main building entrance and adjacent major street (Policy 3.3.4 d) iv and v)).

Urban System

Chapter 5 discusses the Urban System component of the Regional Structure. Building on the basis of objectives and policies supporting complete, healthy communities, it is clear in its intent to direct future growth within the Urban System. The five southern municipalities, including Pickering, are prioritized as areas to continue to develop and intensify alongside improved transit and transportation connections. In these areas, the goal is to promote intensification and development to optimize infrastructure, public service facilities, and achievement of transit supportive densities.

The objective of the Urban System is to plan for growth to create efficient, compact, and complete communities within Urban Areas (Policy 5.1. i.).

Policy 5.1.6 reiterates that a minimum of 50% of all new residential units across the region are to be provided through intensification. Intensification developments are intended to support the efficient use of existing and planned infrastructure, including Strategic Growth Areas,

other nodes and corridors, other areas that can support intensification within the delineated built-up areas, and brownfield and greyfield sites (Policy 5.1.8). The City of Pickering is allocated 55,150 total housing unit growth, of which 21,790 units are allocated to intensification (5.1.14 a)).

- d) Built form that considers social equity, human health and improves overall quality of life by developing high-quality urban environments that are accessible to people of all ages, abilities, and incomes.
- g) Providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity.

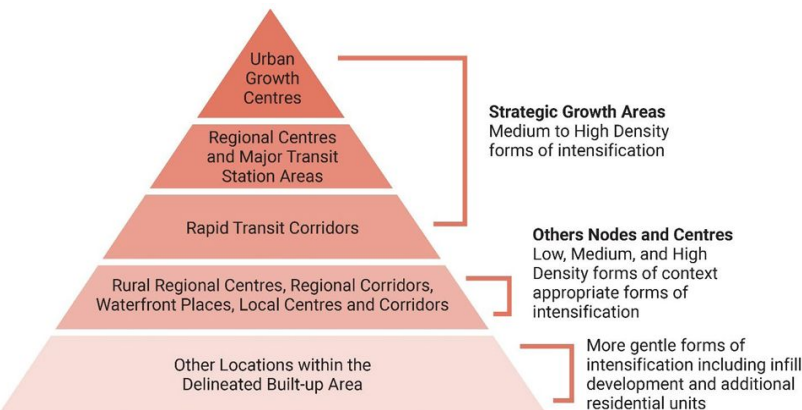
Community Area Policies

Community Areas are intended to develop as complete communities, providing a range of housing, transportation, and lifestyle choices, and creating opportunities for residents to live, shop, work, and access services and amenities within their community (Objective 5.4. i.).

Policy 5.4.2 directs Community Areas be planned 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.

Transportation Policies

Chapter 8 discusses the relationship between land use and transportation systems, encouraging compact and mixed use land patterns that encourage the use of sustainable modes of travel to reduce carbon emissions and maximize infrastructure investment. The region aims to enhance the role of transit in creating efficient, compact, and complete communities, and supporting increased densities within Urban Areas (Objectives 8.1. i. and 8.2. i.).



Region of Durham Official Plan Figure 8. - Growth & intensification framework

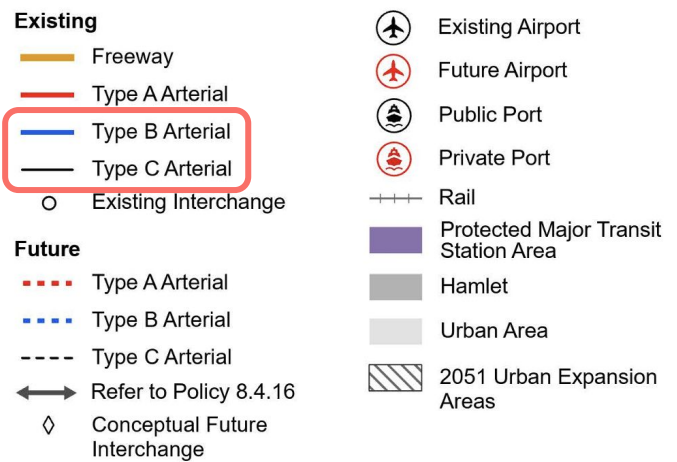
Policy 5.1.15 supports the planning and development of Urban Areas on the basis of the following applicable principles:

- a) The achievement of compact, urban, and pedestrian-oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density.
- b) Logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas.
- c) A mix of diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public services facilities.

To support this objective, Policy 8.1.4 directs the achievement of transit-supportive development for existing and future transit services within Urban Areas outside of Strategic Growth Areas by creating an urban grid system that provides active transportation connections, supports active places and streetscapes with a wide range and mix of medium and high density uses, limits surface parking, and provides facilities that support non-auto modes.

The ROP supports a reduced reliance on automobiles and single-occupant vehicles in favour of access to transit through a safe and integrated network of active transportation facilities that support increased densities within Urban Areas (Objectives 8.2. ii. and iii.). This aim is further stressed through the policies of Chapter 8.3, which relate to transportation demand management and the encouragement of urban design measures that facilitate the use of active transportation and transit (Policy 8.3.5).

Arterial roads are specifically identified to correlate with complete street approaches, including the provision of transit-related improvements and the provision of active transportation facilities (Policy 8.4.4).



Durham Regional Official Plan Map 3b.Road Network excerpt

3.4 CITY OF PICKERING OFFICIAL PLAN

The Official Plan (OP) lays the foundation for community building to guide land use decision-making in the City. The Plan is intended to be read and considered in context of all other policies to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Guiding Principles

Policy 1.3 of the OP establishes guiding principles for the City’s future growth and development, as:

- (a) To meet people’s needs while ensuring environmentally appropriate actions;
- (b) To become more self-sufficient while seeking broader connections;
- (c) To support individual rights while upholding community goals;
- (d) To welcome diversity while respecting local context; and,
- (e) To manage change while recognizing uncertainty.

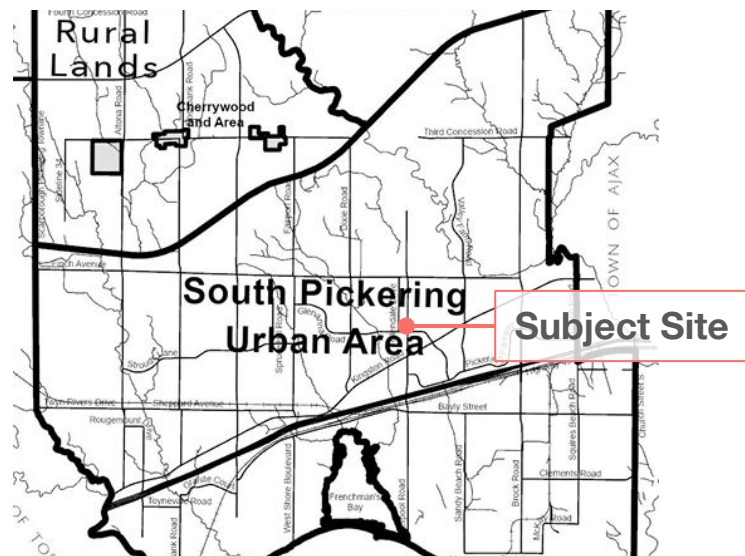
The City’s planning framework implements the guiding principles in three interrelated systems that are intended to mutually benefit each other: the ecological system, urban system, and rural system (Policy 2.1).

The subject site is located within the Urban System, where Policy 2.7 states City Council shall:

- (a) Encourage a variety of uses in close proximity to one another through a well designed, compact urban form.
- (b) Make efficient use of infrastructure, land and services, and facilitate local economic and social interactions between people.

- (c) Increase overall the number and variety of housing, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area.
- (d) Direct new residents, jobs and activities to areas where adequate amenities, services and facilities either exist or will be provided.
- (e) Encourage the integration of people of varied backgrounds, cultures and lifestyles into the urban system.
- (f) Encourage alternatives to the private automobile for moving around and through the urban area.
- (g) Improve the physical design of neighbourhoods, streets and the public realm, making them safer, more attractive, more comfortable, more human in scale, and more respectful of cultural and natural heritage.

Within the Urban System, the subject site is within the Liverpool Neighbourhood of the South Pickering Urban Area.



City of Pickering Official Plan Map 2 Pickering’s Urban System

Land Use Designation

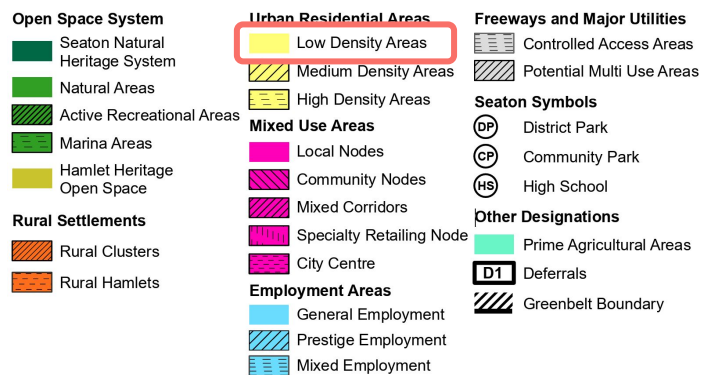
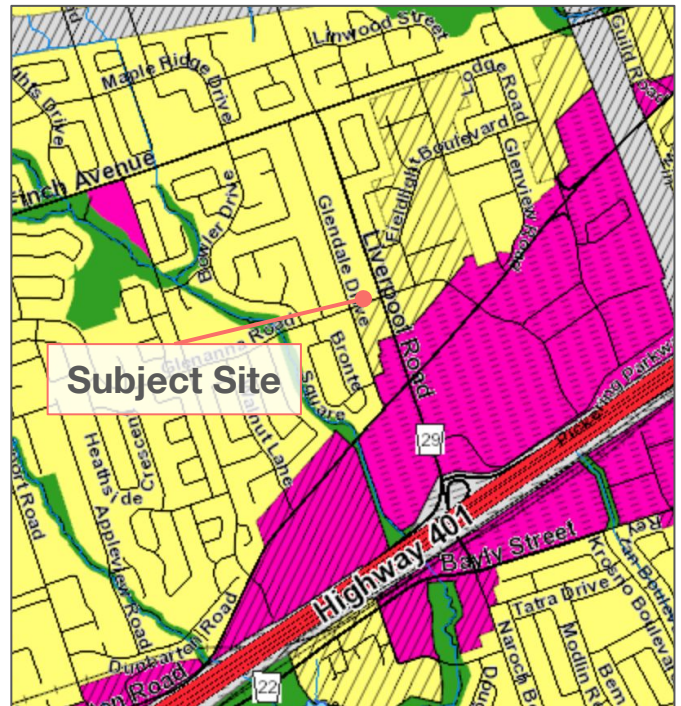
The land use policies of Chapter 3 direct City Council to create compact urban areas in southern Pickering to promote land and resource conservation, enhance community diversity, minimize long-term infrastructure and servicing costs, and improve the overall quality of life in the community.

Kingston Road is described as the main street and the City Centre is the main focus for high density residential; yet, compact urban forms and land use patterns are promoted within all urban areas, including stable residential neighbourhoods, where an increase in variety and intensity of land uses can be accommodated while maintaining the area character (Policy 3.2).

The subject site is designated ‘Low Density Areas’ within the Urban Residential Areas land use category in Schedule I Land Use Structure.

Establishing performance standards, restrictions, and provisions for developments within the Urban Residential Areas shall have regard for protecting and enhancing the character of established neighbourhoods, considering matters such as height, massing and scale, yard setback, lot coverage, access to sunlight, overlook and privacy, parking provisions, and traffic implications (Policy 3.9 (c) (i); OPA 40).

Newly added Policies 3.9 (c) (ii) and (f) also acknowledge that certain areas within the City may be more susceptible to the construction of Infill and Replacement Dwellings and establish zoning provisions to address the above noted matters as they relate to the impact on the existing neighbourhood and streetscape.



Pickering Official Plan Schedule I Land Use Structure

Table 9 outlines that the Low Density Area subcategory is limited to a maximum density of 30 units per hectare. A side note details that density by itself does not control housing form, rather, other land use and design policies establish performance standards to protect and enhance the character of established neighbourhoods.

Transportation Policies

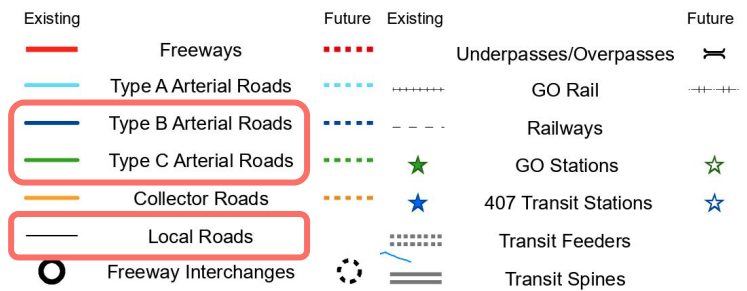
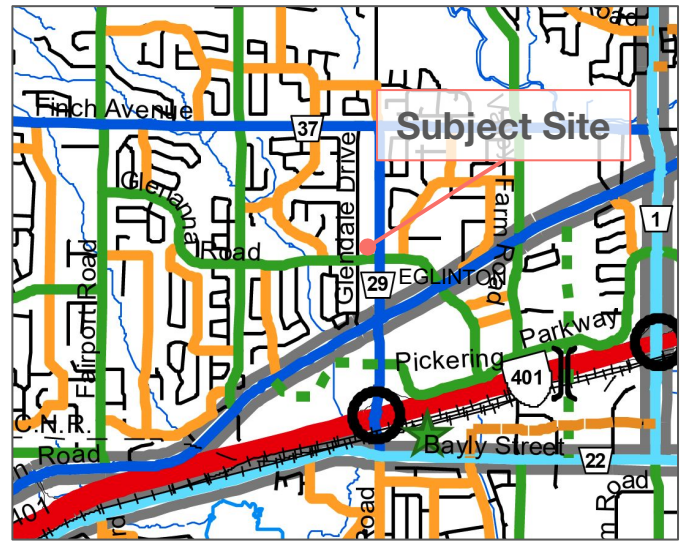
Chapter 4 of the Official Plan describes how land use and transportation integration can structure growth in the City in a manner that is critical to achieving the overall aim of increasing access to opportunities throughout the City. The proposed development is a transit-oriented development and promotes equitable access to active modes of transportation and opportunities.

The subject site is adjacent to three right-of-ways, including: Liverpool Road, a Type B Arterial Road; Glenanna Road, a Type C Arterial Road; and Glendale Drive, a Local Road. The subject site is also less than 400 metres to Kingston Road, the City’s east-west main street and a Transit Spine.

Policies 4.3 (a) and 4.4 (c) direct the City to ensure that transportation, land use, and community design plans and actions complement each other to enhance the quality, safety, and convenience of the transportation system, supporting pedestrian, cycling, and local transit use while accommodating vehicular traffic.

Housing and Intensification

The housing strategy set out in Chapter 6 of the OP is an integrated approach to housing that balances the existing and future needs of the City’s urban, rural, and ecological systems. It promotes the opportunity for a broad diversity of housing form, location, size, tenure, and and cost to meet the needs of existing and future residents as they evolve over time (Objective 6.1 and Policy 6.2). Policy 6.2 (c) specifically encourages the provision of an adequate range of housing to be available and integrated within the City’s neighbourhoods and villages.



Pickering Official Plan Schedule II Transportation System

Policy 6.5 addresses intensification efforts to maximize the efficiency of existing infrastructure and minimize the consumption of vacant land. It directs for infill development of vacant or underutilized blocks of land and encourages compact housing forms where technically feasible (6.5 (b) and (d)).

Community Design

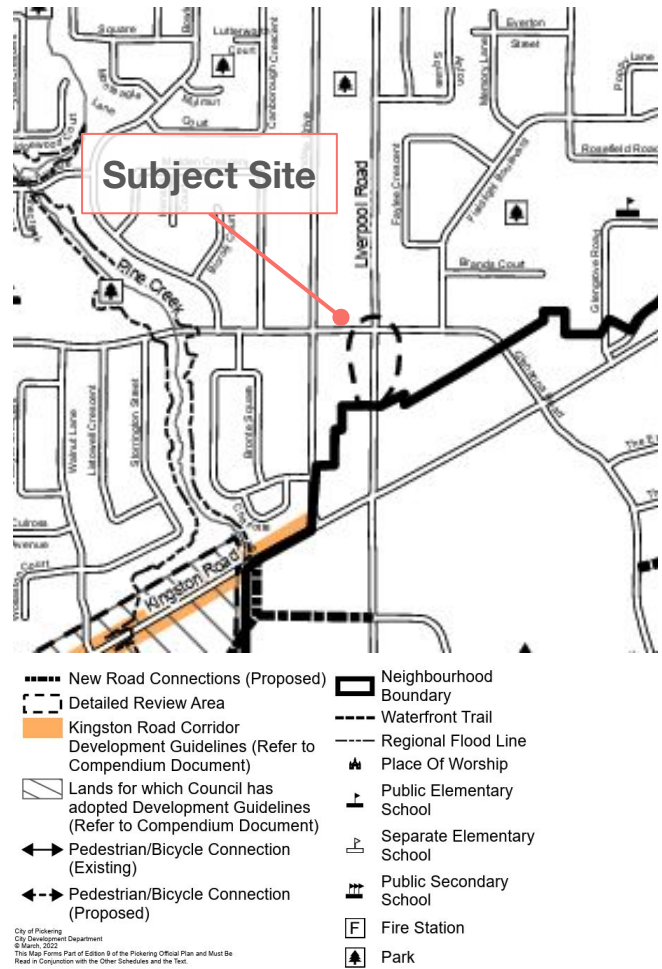
Chapters 9 and 14 are intended to promote design excellence to contribute to the creation of high quality built environments. These policies are examined in detail within the Urban Design Brief section of this report.

Urban Neighbourhoods

The subject site is sited within Neighbourhood 12: Liverpool.

The relevant section of Chapter 12 of the OP provides an overview of the Liverpool neighbourhood, including areas of significant open space, population growth projections to 2016, and general land uses and built forms present in the various neighbourhood areas. It describes the area north of Kingston Road as consisting of a mix of detached, demi-detached, and townhouse dwellings, also including amenities that support the residential use, such as schools, parks, and places of worship.

Policy 12.14 (a) notes that City Council shall recognize the proximity of low intensity development in the Liverpool Neighbourhood to the high intensity development in the Town Centre Neighbourhood and consider the concerns of nearby residents accordingly.



Pickering Official Plan Map 22: Neighbourhood 12: Liverpool

3.5 CITY OF PICKERING ZONING BY-LAW 8149-24

The City of Pickering Zoning By-law 8149-24 (“ZBL”) is a comprehensive City-wide zoning by-law aggregating zoning regulations that apply to properties across the City, whereas previously, six zoning by-laws (2511, 2520, 3036, 7364/14 & 7553/17) applied to different areas of the City.

The subject site is zoned Residential First Density Zone (R1D), which permits limited residential and accessory uses, including an additional dwelling unit, detached dwelling, rooming home, home occupation, and short-term rental.

The maximum height for the R1D zone is 9.0 metres.

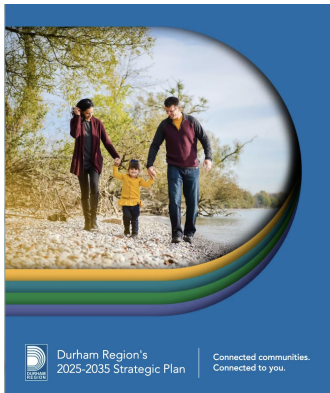
Established Neighbourhood Precinct Zone which provides additional parameters within the zoning by-law.

A zoning amendment application will be required to bring the property into Zoning By-law 8149-24 to redesignate the site as R3B with site specific provisions.



Zoning By-law 8149-24 map excerpt

3.6 OTHER PLANS AND GUIDELINES



Durham Region Strategic Plan 2025-2035

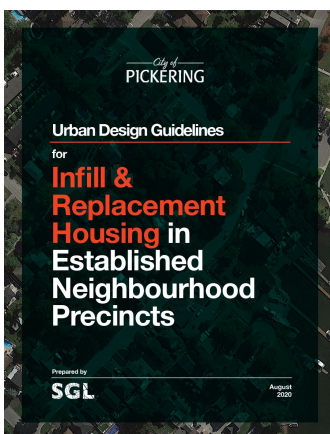
The Durham Region Strategic Plan presents a strategic direction to guide decision-making over the next 10 years. The plan features five Strategic Directions with pathways that outline the high-level areas of action that will move the Region toward achieving the Community Vision of creating “Connected, caring, and welcoming communities that respect the natural environment and create prosperity for all.”

One of the key pathways includes enabling a full range of housing options, including housing that is affordable and close to transit (C2).



Integrated Sustainable Design Standards (ISDS)

The ISDS was recently adopted to replace the City’s former Sustainable Development Guidelines (2007). It consists of two tiers of performance criteria that standardizes the review process to assess sustainability elements. While these measures are largely intended to be implemented through the detailed design stage, they are to be considered as part of the OPA/ZBA stage to guide design decisions.



Urban Design Guidelines for Infill & Replacement Housing in Established Neighbourhood Precincts

In response to increasing development pressure within the South Pickering Urban Area, the urban design guidelines were presented to identify areas in transition, identify and evaluate the quality and characteristics of established neighbourhoods, develop appropriate guidelines in consideration of the character areas, and to provide an opportunity for public consultation as part of the study process.

Whereas infill development refers to housing forms such as single detached, semi-detached, and townhouse dwelling, within the context of this development, stacked townhomes, stacked back-to-back townhomes, apartment buildings, and other forms of multi unit housing may be considered appropriate and reviewed on a site specific basis.

The proposed development is assessed within the objectives and principles of this guideline in the Urban Design Brief section of this report.

4.

PLANNING
EVALUATION

4. PLANNING EVALUATION

4.1 *PLANNING ACT, R.S.O 1990, c. P. 13*

Section 2 of the *Planning Act* establishes matters of Provincial interest to which City Council shall have regard in carrying out its responsibilities, including:

- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing;
- the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;
- the appropriate location of growth and development;
- the protection of the financial and economic well-being of the Province and its municipalities;
- the mitigation of greenhouse gas emissions and adaptation to a changing climate; and,
- the promotion of built form that:
 - is well-designed,
 - encourages a sense of place, and,
 - provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

Analysis

The proposed development has been designed with regard for the matters of Provincial Interest established in Section 2 of the *Planning Act*.

The proposal provides 51 residential units in a range of sizes, including 92% of the units comprising two bedroom layouts.

The proposed development increases the supply and variety of housing in an area characterized by compact forms of low rise residential development. The 51 new units are provided within stacked townhouse blocks with unit layouts to meet the needs of a range of potential households, including young couples, families, and seniors looking to downsize while remaining in the community.

The proposal increases density through a built form that relates to the existing and evolving context, with compatible design to mitigate potential impact to the established neighbourhood character while accommodating higher density along the arterial corridors. It has been designed to respond to the existing streetscape, minimize impact to adjacencies, and provide building articulation to create an attractive and interesting infill development that is contextually appropriate and reflective of shifts in policy direction for transit oriented communities.

A more compact form of new housing delivery supports policy direction for the efficient use of land and infrastructure investment including transit, and creates a pedestrian oriented environment to promote active transportation.

The proposal reflects the orderly development of lands within an urban settlement area that is fully serviced and supported by transit with future plans for additional active transportation infrastructure to accommodate limited growth. It helps meet the Region and City's growth targets in an efficient manner to protect and support Provincial, Regional, and Municipal investments.

4.2 PROVINCIAL PLANNING STATEMENT, 2024

On October 20, 2024, the Province declared the Provincial Planning Statement, 2024 (the “PPS”) to be in force, replacing the previous Provincial Policy Statement as well as the Growth Plan for the Greater Golden Horseshoe and building upon housing-supportive policies from both documents.

The PPS is a consolidated statement of the government’s policies on land use planning, providing provincial policy direction on key land use planning issues that affect communities, such as: building more housing where it’s needed; making land available for development; creating opportunities for economic development and job creation; planning for the appropriate infrastructure; protecting the environment and important resources; and directing development away from natural or human-made hazards, such as flood prone areas.

Section 3 of the Planning Act requires that all decisions affecting planning matters shall be consistent with the Provincial Planning Statement.

Chapter 1 of the PPS envisions Ontario as a fast growing, economically prosperous province with distinct and culturally diverse communities and populations, and a range of physical and natural conditions. The opening paragraph of the ‘Vision’ section in the PPS establishes the goal of building at least 1.5 million homes by 2031. The PPS acknowledges the role that land use decisions make in how our communities grow and prosper. The document envisions growing housing options to respond to the full range of needs in communities across the province, and the optimization of investments in infrastructure and public facilities through the prioritization of compact transit supportive design.

Chapter 2 of the PPS concerns policy direction for building homes and sustaining strong, competitive communities. Policy 2.1.6 directs that Planning authorities support the achievement of complete communities by:

- Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses.
- Improving accessibility for people of all ages and abilities by addressing land use barriers that restrict their full participation in society.
- Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Regarding housing, Policy 2.2.1.a) directs that Planning Authorities establish and implement minimum targets for the provision of housing that is affordable to low and moderate income households. Policy 2.2.1.b) directs that Planning Authorities provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future, and all types of residential intensification, including the development and redevelopment of underutilized sites, which result in a net increase in residential units. Policy 2.2.1.c) and d) direct that Planning Authorities promote densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and require transit-supportive development, prioritizing intensification in proximity to transit corridors and stations.

Regarding development in settlement areas, Policy 2.3.1.1 states that Settlement Areas are the focus of growth. Within Settlement Areas the highest levels of growth are to be directed to Strategic Growth Areas, including major transit station areas. Policy 2.3.1.3 directs that Planning Authorities support general intensification and redevelopment to support the achievement of complete communities with a range and mix of housing options and prioritize investment in infrastructure and public service facilities.

As part of its overall growth strategy, the PPS directs growth to Major Transit Station Areas (“MTSAs”) on priority transit corridors or subway lines. Policy 2.4.2.1 directs that areas within an approximate 500 to 800 metre radius of a transit station maximize the number of potential transit users that are within walking distance of the station.

Section 2.9 of the PPS provides direction on energy conservation, air quality, and climate change. Policy 2.9.1 directs Planning Authorities to support the achievement of compact, transit-supportive, and complete communities, promote active transportation, protect the environment and improve air quality, and consider any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The PPS is intended to be read in its entirety, and all relevant policies are to be applied to each situation, as noted in Policy 6.1.1. In instances where an Official Plan has yet to be updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that the Planning Authority must still make a decision that is consistent with the Provincial Planning Statement.

Analysis

The proposed development is supportive of the Provincial direction to optimize land and infrastructure investment by providing housing in an appropriately compact, efficient form through infill intensification along transit and active transportation corridors.

The proposal includes many aspects that contribute to complete communities, one of the high-level objectives expressed throughout the PPS; these aspects include a range of unit sizes and types in a dense apartment form near transit, public space improvements, and amenities to serve the residents’ day to day needs. The proposal makes efficient use of land in an area designated in the City’s Official Plan for residential development.

The proposed development is situated in close proximity to transit routes and hubs including approximately 900 metres from the Parkway Terminal and 1.4 kilometres to the Pickering GO station. It is directly adjacent to local transit routes and less than 400 metres to the City’s main transit spine – Kingston Road, providing connection to multiple local and regional transit lines. While the highest levels of growth are anticipated within Strategic Growth Areas, such as delineated Major Transit Station Areas, the PPS directs for general intensification within the broader Settlement Areas to balance the provision of housing where infrastructure exists to support efficient land use and investment in infrastructure.

The location promotes the concept of transit oriented communities and development by proposing density along transit routes to promote potential ridership. It also supports active modes of transportation being along a planned multi-use trail and through its siting within walking distance to commercial streets, a major shopping district, as well as the Pickering mobility hub.

In accordance with the PPS, the proposed development contributes to maximizing the number of potential transit users in the area, delivering a total 51 new residential units in a compact, well-designed urban form including 92% of units being larger units.

The development proposes a form of housing that is compatible with the surrounding low rise built forms, while reflecting the existing built form scale present at the intersection. The proposed development increases housing supply and the range of options available for current and future residents, whereas most of the built context was completed in the late 1970's during the era of single detached subdivisions replacing agricultural lots. The development maintains the direction for an active and attractive streetscape, proposing an open space area and street-facing townhouse blocks on lots that currently exist as properties with the side of buildings interfacing the longest lot line and facing an arterial road.

The overall scale of the project and its location adjacent to local transit routes, active transportation infrastructure, and a range of community services and amenities that support the residential use, contributes to the PPS climate adaptation objectives by limiting personal automobile trips and promoting transit and active transportation.

The compact design and location of the proposed development promotes environmental sustainability to mitigate climate change impacts while contributing to a meaningful scale of housing to accommodate growth forecasts within a well serviced and established settlement area.

The proposal includes many aspects that contribute to complete communities, including an increased supply and range in types of housing in a compact low rise building form, and public space improvements, including an at-grade outdoor amenity area. The site is currently underutilized with two single detached dwellings and associated accessory structures with little public realm design interface and programming along main arterial roads leading to the City Centre.

Given the density of nearby planned development, amenities, local and regional transit connections, and active transportation options, redevelopment of the site in the form proposed is consistent with the high-level growth objectives of the Province, Region, and City for this area.

4.3 REGIONAL TRANSPORTATION PLAN

The mandate to create a Regional Transportation Plan is embodied in the *Greater Toronto Transportation Authority Act, 2006* which established Metrolinx and directed it to create a long term strategic plan for an integrated, multi-modal, regional transportation system. As defined by the Act, this is to be a transportation plan that:

- Takes into account all modes of transportation;
- Makes use of intelligent transportation systems;
- Promotes the integration of local transit systems with each other and with the GO Transit system;
- Works towards easing congestion and commute times, and reducing transportation related emissions of smog precursors and greenhouse gases; and,
- Promotes transit supportive development and the viability and optimization of transit infrastructure.

Analysis

The subject site is identified as being within a “High” 2041 Urban Density Area in the RTP, proximate to a “Very High” designated density area in RTP’s Regional Cycling Network map, and anticipated to benefit from convenient access to transit, higher order transit routes, and active transportation networks.

Kingston Road, located approximately 350 metres (5 minute walking distance) to the south, is identified as a Frequent Rapid Transit corridor on the RTP Map 6: Complete 2041 Rapid Transit Network. It is anticipated to build on the work for the Durham-Scarborough Bus Rapid Transit (BRT) project, which will introduce approximately 36 kilometres of bus rapid transit.

The Durham-Scarborough BRT transit corridor will better connect key mobility hubs in Durham Region and Toronto, including Scarborough, Pickering, Ajax, Whitby, and Oshawa. It is being constructed in partnership with the Investing in Canada Infrastructure Program (ICIP), Metrolinx, Durham Region, Durham Region Transit, City of Toronto, and TTC to respond to the anticipated growth and associated travel demand.

Further to the south is the Pickering GO station, part of the Lakeshore East GO Corridor. This is the second busiest line in the GO rail network, with over 14 million riders per year and accounting for over half of GO’s ridership along with the Lakeshore West line.

The introduction of the BRT, in addition to the GO rail and bus lines, local transit routes, and an active transportation network, support the objectives of Strategies 1, 2, and 3 by completing the delivery of regional transit projects, improving connections within the region through frequent rapid transit, and optimizing the transportation system.

Aligning with Strategy 4 of the RTP, the proposed development supports Provincial and Regional transportation investments by optimizing the density on the subject site and providing pedestrian connections to the greater transit and active transportation network. The proposal takes into consideration the creation of a well designed pedestrian oriented environment to encourage walking, cycling, and rolling.

In concert with the existing, ongoing, and planned transportation network improvements, the proposed development helps achieve the RTP’s vision through efficient land use that is supportive of transit investment, contributing to a healthier, cleaner, and more resilient community.

4.4 INTENSIFICATION AND LAND USE

The Region and City’s Official Plan contain a comprehensive set of policies to direct growth within the established settlement area and higher levels of growth to specified strategic growth areas, primarily those well served by transit and amenities nearby transportation corridors. While strategic growth areas are intended to absorb a significant portion of growth, existing communities such as low density neighbourhoods are also anticipated to change, albeit at more moderate scales.

The ROP and OP both start with establishing a vision for the Region and City. They contain a vision statement and series of guiding principles for policy directions that will help achieve this vision. Key priorities include the protection of natural and cultural heritage, mitigating the impacts of climate change by planning for resilience and sustainability, promoting a strong local economy that is well connected to the broader system, providing a range of mobility options, and creating complete and liveable communities with a range of housing options for a growing and diverse population.

Chapters 1 and 3 of the ROP and OP both focus on growth management. Chapter 5 of the ROP further delves into the Urban System as part of the Regional Structure. The policies contained within both documents direct the vast majority of new population growth into the Urban System to make efficient use of infrastructure investments and support cost effective development patterns such as more compact forms near transit. The ROP directs the local municipalities to carry forward this direction in their respective OPs and promotes the concept of complete communities, where development patterns reduce the reliance on private automobiles and encourage active modes of transportation and transit.

The ROP directs a minimum 50% annual rate of intensification and allocates a population forecast of 151,650 for the City of Pickering by 2030, where 147,000 (96.9%) is projected to be contained within the Urban System (Policies 1.1.6, 1.1.7, 5.1.6, 5.1.14 a)). It supports the creation of new residential units on vacant or underutilized lands through infill development in Urban Areas and prioritizes transit-supportive development, allocating 21,790 new housing units as intensification developments (Policies 3.1.10, 3.1.11, 5.1.14 a), and Objective 5.1. i)).

Policy 5.1.15 provides principles to guide intensification developments, including: the achievement of compact, urban, and pedestrian oriented built forms to promote efficient use of infrastructure and transit supportive density; logical and sequential development patterns; built forms that support high quality urban environments; and, enhancing convenient access to multi-modal transportation options. The last point is reiterated in the transportation policies, which encourage transit supportive development through compact land patterns to promote sustainable modes of travel and maximize infrastructure investment (Objectives 8.1. i., 8.2. i., 8.2. ii., 8.2. iii., and Policies 8.1.4 and 8.3.5).

The OP recognizes the importance of integrating development with existing and planned infrastructure, particularly surrounding transit as the reliance of private automobiles is not sustainable for the long term growth and mobility of the City. Policies 2.7 (a)-(f), 4.3 (a) and 4.4 (c) encourage compact urban form to make efficient use of existing and planned services and infrastructure, access to opportunities, and support alternatives to private vehicle use for travel within the urban area.

These policies are considered alongside the balance of relevant policies throughout the OP when ascertaining the appropriateness of development within existing communities. Chapter 3 reiterates the direction for City Council to create compact urban areas to promote land and resource conservation. Policy 3.2 describes the hierarchy of development, where the City Centre is planned to absorb the highest level of intensification and growth, followed by the Kingston Road main street, and then general promotion of compact urban forms within all urban areas, including stable residential neighbourhoods.

The direction for intensification is strengthened in Chapter 5 of the strategic policies section of the OP, which relates to housing. Policy 6.5 directs to maximize the efficiency of existing infrastructure and minimize the consumption of vacant land through infill development and encourages compact housing forms where technically feasible.

Analysis

The proposed development introduces 51 new residential units in the form of stacked back-to-back townhouse blocks. It is on an underutilized, transit oriented site with adjacency to planned multi use trails within a mixed use area context characterized by a range of low rise housing forms, access to green space and amenities, and proximate to the city centre, including commercial and retail services and higher order transit. It aligns with the strategic growth and land use direction of both the ROP and OP by supporting the overarching vision for sustainable, resilient, and complete communities that accommodate growth efficiently, reduce dependence on private vehicles, expand housing supply and choice, and make efficient use of existing and planned infrastructure and services.

Both policy documents direct the allocated population growth of 147,000 residents within the Urban System – and coinciding development, where full municipal services, transit access, and community amenities exist to serve residents. These policies emphasize the need to support compact forms of development and land use patterns, particularly those near transit.

The subject site is at the intersection of two arterial roads, Liverpool Road and Glenanna Road, both of which also lead into the City Centre and Pickering GO PMTSA. The ROP mandates arterial roads follow complete street approaches, designing them as corridors to promote transit oriented development and places to be enhanced by active transportation facilities. In this regard, Liverpool Road is also planned as a Primary Cycling Network Facility in the ROP and the City of Pickering Transportation Master Plan identifies it as a proposed multi-use cycling path. Glenanna Road is served by an On-Road Cycling Facility and both roads also benefit directly from local transit routes.

In addition to transit access, the subject site is within convenient walking distance to area services and amenities, further supporting the objective creating complete communities through the promotion of active transportation.

The subject site is less than 400 metres from Kingston Road – a transit spine served by several local bus routes and part of the planned Durham-Scarborough BRT corridor. The site is 1-1.5 kilometres from the Pickering Parkway Terminal and GO station, providing connection to the broader region, including employment and education opportunities. Also within the 1 kilometre catchment area are parks, schools, places of worship, a library, community recreation facilities, a range of commercial and service uses, and The Shops at Pickering City Centre.

The proposed development supports policies relating to intensification strategies to meet projected growth forecasts and growth management objectives. It proposes infill development on underutilized lands through transit supportive residential intensification in a compact, urban, and pedestrian oriented built form.

Recent amendments to the OP acknowledge certain areas within the City as being more susceptible to redevelopment within established low rise residential areas and does not preclude them from changes. It affirms that while neighbourhoods are stable areas where development activity will be limited, that does not mean that they will be static, nor that new development need to emulate the existing patterns. Rather, new infill development should be sensitive to the existing and planned character by providing appropriate transitions in use, built form, density, and scale.

The proposed development follows the hierarchy described in the OP, understanding that while intensification is encouraged throughout the urban area, the highest levels of growth (i.e. tower developments) are limited to strategic growth areas, mid-rise developments along higher order arterial roads and transit corridors, and modest levels of intensification in all other areas.

The proposed three-storey townhouse development is consistent with the intent of the intensification policies by proposing a low rise yet compact built form at the intersection of two arterial roads served by transit and part of the active transportation network. It distinguishes the opportunity for main street developments from the interior neighbourhood context with sensitivity in scale and form to the low density adjacencies while responding to the character of the remainder of the intersection.

The proposed development reflects a level of infill intensification within an established neighbourhood that is appropriate for its location and helps implement an important intensification strategy to promote more efficient use of land and resources for growth management. It helps equitably distribute intensification across the City by maximizing the efficiency of existing infrastructure while minimizing the consumption of underutilized sites along arterial streets served by transit. It balances objectives to encourage transit oriented development while aligning with the City and Region's direction in differentiating between lands that can absorb varying levels of intensification to minimize impacts.

Given recent policy shifts at both the Provincial Regional, and Municipal levels that specifically direct transit supportive density along and nearby transit routes and amenities, the proposal optimizes the opportunity to provide housing through an approach that considers the surrounding context when determining the appropriate level of infill intensification.

The proposal meets the direction of Policy 5.1.15 through a compact, urban, and pedestrian oriented built form to efficiently use land and infrastructure by replacing two single detached dwellings with 51 new residential units in a back to back stacked townhouse form at the intersection of two arterial roads leading to the City Centre. It promotes transit supportive density and enhances convenient access to multi-modal transportation options. The proposed development appropriately responds to growth allocation along transit lines. Further, it is located at a major intersection near the PMTSA and at an intersection already defined by similar built forms. The built form and design has taken cues from the surrounding context and has been conceived to support high quality urban environments.



Existing medium density (townhouse) context at Liverpool Road and Glenanna Road intersection

4.5 PUBLIC REALM POLICIES

The ROP and OP contain policies that concern the mass, siting, and transition of new development to ensure its fit within the existing and planned context and limit impacts on adjacent areas. Policies also guide the development of public space around new development to ensure safe, cohesive, accessible, high-quality streetscapes and public spaces. This section reviews the general public realm policies and diverts to the Urban Design Brief for a more detailed analysis of the public realm policies contained in Chapters 9 and 14 of the OP.

The ROP promotes a high quality public realm with consideration for compatibility and integration with surrounding land uses and built form, as well as pedestrian, transit-supportive, and transit-oriented development patterns that support active transportation (Policies 3.3.3 d) and e)).

Policies 3.3.3 h) and q) direct for the creation of pedestrian-oriented environments, noting that developments should be designed for the pedestrian scale, safety, comfort, and connectivity, particularly along Regional Roads.

Similarly, the OP directs for improvements to the physical design of neighbourhoods, streets, and the public realm by making them safer, more attractive, comfortable, human scale, and respectful of cultural and natural heritage (Policy 2.7 g)).

Analysis

The proposed development enhances the public realm and aligns with the ROP and OP policy directions to prioritize safe, attractive, and human-scale streetscapes.

The proposed development abuts public space on three frontages and replaces what currently exists – board fencing, wide driveways, and large paved areas that offer little to no public benefit – with an attractive urban edge that promotes a stronger public-private interface and encourages pedestrian activity.

The proposed development consists of walkways that connect to the public sidewalk leading to unit entrances complemented by planters and an expanded boulevard to enhance the public realm. The existing two wide driveways are consolidated into a central point of access with vehicle related uses relegated to the rear and underground so that they are screened from the right-of-way and minimize the interruption to pedestrian circulation.

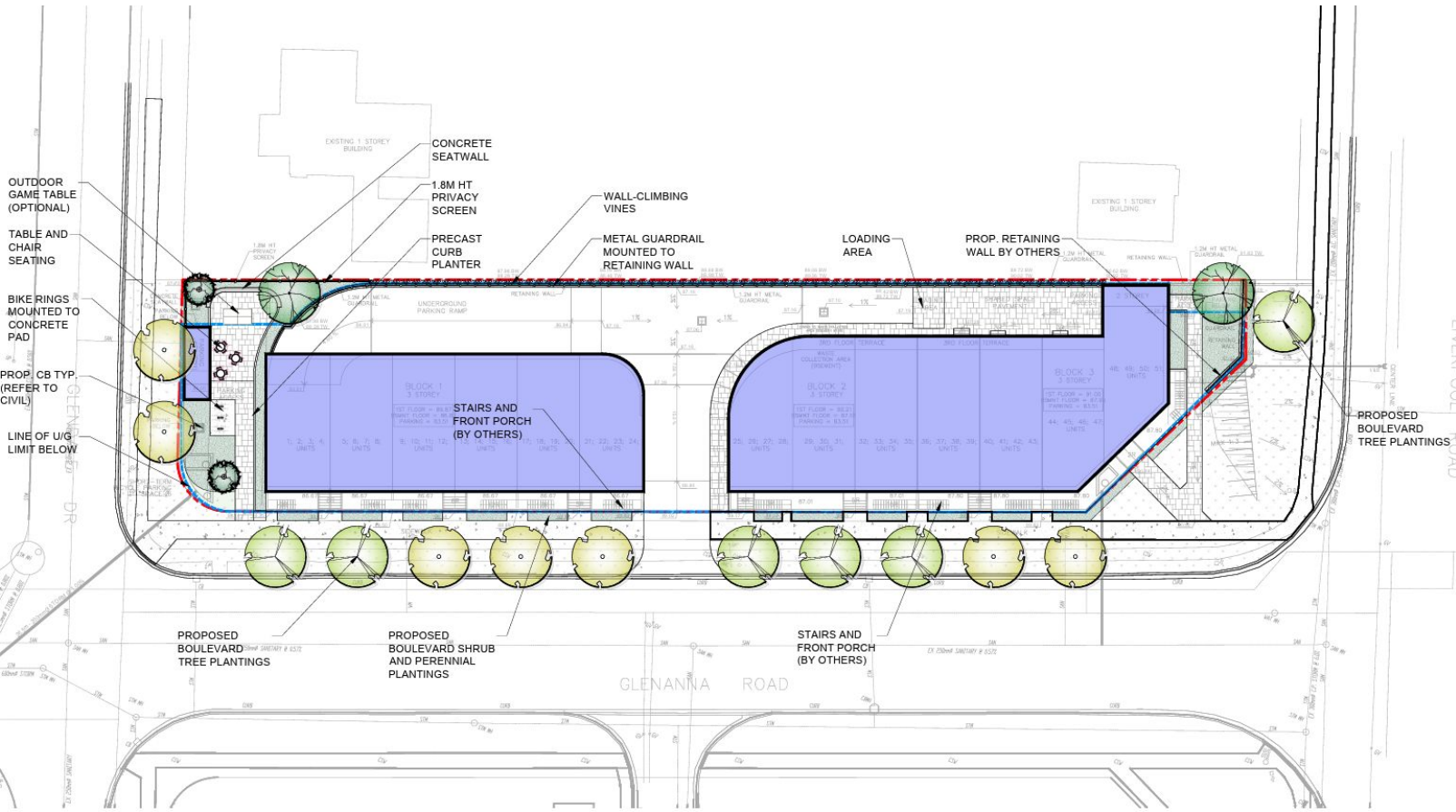
The 3-storey townhouse building façades are oriented to be street-facing and lined with building entrances and window openings on all levels to create the perception of natural surveillance, rhythm, and proportion, resulting in a human-scaled streetscape that aligns with principles for a safer pedestrian environment.

The proposal creates an improved landscape and more attractive street level pedestrian frontage along all three street frontages with the main building entrances addressing the main streets and an open space area along the local road. The building design and complementing landscape concept introduces a sense of separation between private and public spaces without the use of intrusive physical barriers such as fences.

The proposed development responds directly to both documents' emphasis on creating pedestrian oriented environments that integrate well with the existing neighbourhood and support active transportation.



Renderings of the proposed development and its interface with the public realm at the main intersection (top) and street level (bottom)



Landscape concept

Legend

	Property Line		Prop. Sodded Area Typ.
	Proposed Curb Typ.		Prop. Concrete Paving Typ.
	Prop. 1.2m H. Om. Metal Guardrail		Prop. Unit Paving Type 1
	Proposed Deciduous Tree		Proposed Planting Area
	Proposed Development Sign		Proposed Bike Ring
	Outdoor Game Table		Proposed Bench
			Table and Chair Seating

4.6 BUILT FORM POLICIES

As summarized in Sections 4.3 and 4.4 of this report, the ROP and OP promote compact built form, particularly along arterial roads with access to transit, to address the provision of a mix of housing options and climate resilient development. The following policies provide a high level overview of the built form direction. The Urban Design Brief provides a more detailed analysis of the built form policies contained in Chapters 9 and 14 of the OP and Infill and Replacement Housing in Established Neighbourhoods Urban Design Guidelines.

The ROP notes that Buildings should be designed to orient main pedestrian entrances to face the public street and provide a pedestrian-friendly urban form, where surface parking spaces are discouraged to enable further development, and should be avoided between the main building entrance and adjacent major street (Policy 3.3.4 d) iv and v)).

OP Policy 6.5 promotes maximizing efficiency of existing infrastructure and minimizing the consumption of vacant land by infilling vacant or underutilized sites with compact housing forms.

The OP adds new policies to Policy 3.9 as part of OPA 40, acknowledging that certain areas within the City may be more susceptible to the construction of infill and replacement dwellings and seeks to address concerns relating to the impact of redevelopment on the existing neighbourhood and streetscape.

Policy 12.14 (a) of the OP recognizes the proximity of low intensity development in the Liverpool Neighbourhood to the high intensity development in the Town Centre Neighbourhood and directs to consider the concerns of nearby residents accordingly.

Analysis

The proposed stacked townhouse development represents an appropriate, context sensitive built form that aligns with the built form directions of both the ROP and OP. The proposal introduces compact, pedestrian oriented townhouse blocks that make efficient use of the site while respecting and fitting within the surrounding neighbourhood character. Its design is informed by the remainder of the intersection to create visual continuity and reinforce a cohesive character while considering the sensitive adjacencies to the north.

The ROP directs that buildings be designed with main pedestrian entrances oriented toward public streets, contributing to a pedestrian-friendly urban form. The proposed development fully implements this direction by providing front entrances, walkways, and active residential façades directly facing the main streets, Liverpool Road and Glenanna Road. This design generates a stronger connection between the buildings and the public realm and enhances street animation and natural surveillance.

As surface parking between building entrances and adjacent major streets is discouraged and not considered best practice in designing complete streets and high quality built environments, the proposal locates parking underground and eliminates surface parking areas along all public frontages. This design results in pedestrian-oriented edges, a more attractive streetscape, and a built form that supports transit and active transportation objectives by prioritizing pedestrian circulation and environments.

The OP supports infill development that maximizes the efficiency of existing municipal infrastructure and minimizes the consumption of undeveloped land.

The proposed stacked townhouses represent a compact, ground-related form of housing that optimizes the use of a currently underutilized parcel at a main intersection proximate to the City Centre within the Urban System. By intensifying the site through a context sensitive and thoughtful approach to building height and massing, the proposal efficiently leverages existing servicing capacity, surrounding transit routes, and nearby community amenities. This form of compact infill development also aligns with broader strategic objectives to direct growth into established neighbourhoods where it can be supported by existing public services, reducing long-term servicing costs and supporting more sustainable development patterns.

The subject site benefits from a unique position between lower intensity residential areas and the high intensification area at the City Centre. It is also located where an existing townhouse context defines the remaining three corners of the main intersection. The 3-storey townhouse form fits with the existing built form context at the other three corners of the Liverpool/Glenanna intersection and has been designed with intent to provide a sensitive transition to the north low density developments.

The proposed development has been located and massed to frame the edges of the public realm with good street proportion and ensure access to direct sunlight for the site itself and its surrounding context. The proposed building height is up to 10.8 metres, nearly a third of the right-of-way width of the arterial roads and half that of the local road. It has also focused the siting closer to the street while leaving adequate buffer for public realm enhancements to shift shadow impacts away from the north adjacent properties.

Transition elements include the tapering of the building height to 2 storeys along the north portion of the Liverpool block and truncating the building near Glendale Drive to accommodate an outdoor amenity area and to create physical relief adjacent to the lower density neighbourhood. A 45-degree angular plane is also applied along the rear property line from a height of 3 metres to ensure an appropriate transition to the north adjacent lower space buildings.

The front and rear yard setbacks allow for tree planting and landscaping, as well as vehicle and loading access and outdoor amenities areas in the rear. The larger rear setback also provides a physical separation distance from the north properties to further ameliorate transition conditions. With respect to the side lot lines, the proposed development provides 0.5 metres at the north lot line to the east and 5.5-7.3 metres along the remainder of the north lot line. The corner extension along Liverpool Road provides a more active street frontage along the arterial road and reduces to 2 storeys to address the transition of built form to the low rise single detached dwellings to the north.

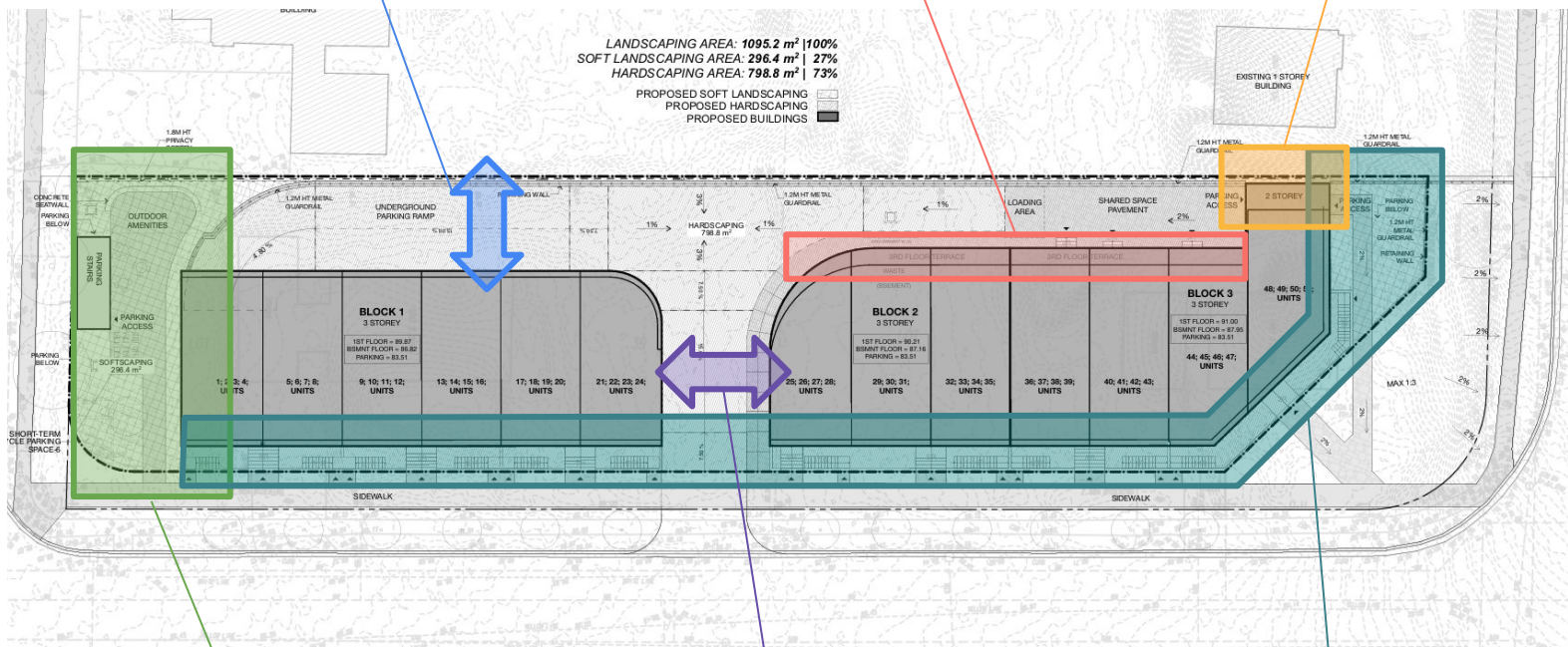
Vehicular access and visual impact have been minimized, with only one central access provided and the loading and vehicle parking ramp located at the rear, where it is screened by the proposed development, fencing, and soft landscaping from the public realm. Garbage storage is kept entirely enclosed within the building to minimize visual and operational impact on adjacent properties and the public realm.

These measures ensure that the proposal integrates well into the local streetscape, maintains neighbourhood character, and aligns with policy direction to proactively address the impacts of redevelopment in established communities while accommodating appropriate levels of intensification to efficiently use land.

Rear yard setback provides physical separation between the proposed townhouse development and adjacent low rise developments to the north, minimizing concerns related to privacy and shadow impact.

Third storey stepbacks function as a transitional design element to the existing lower scale residential uses while providing private amenity space to individual units.

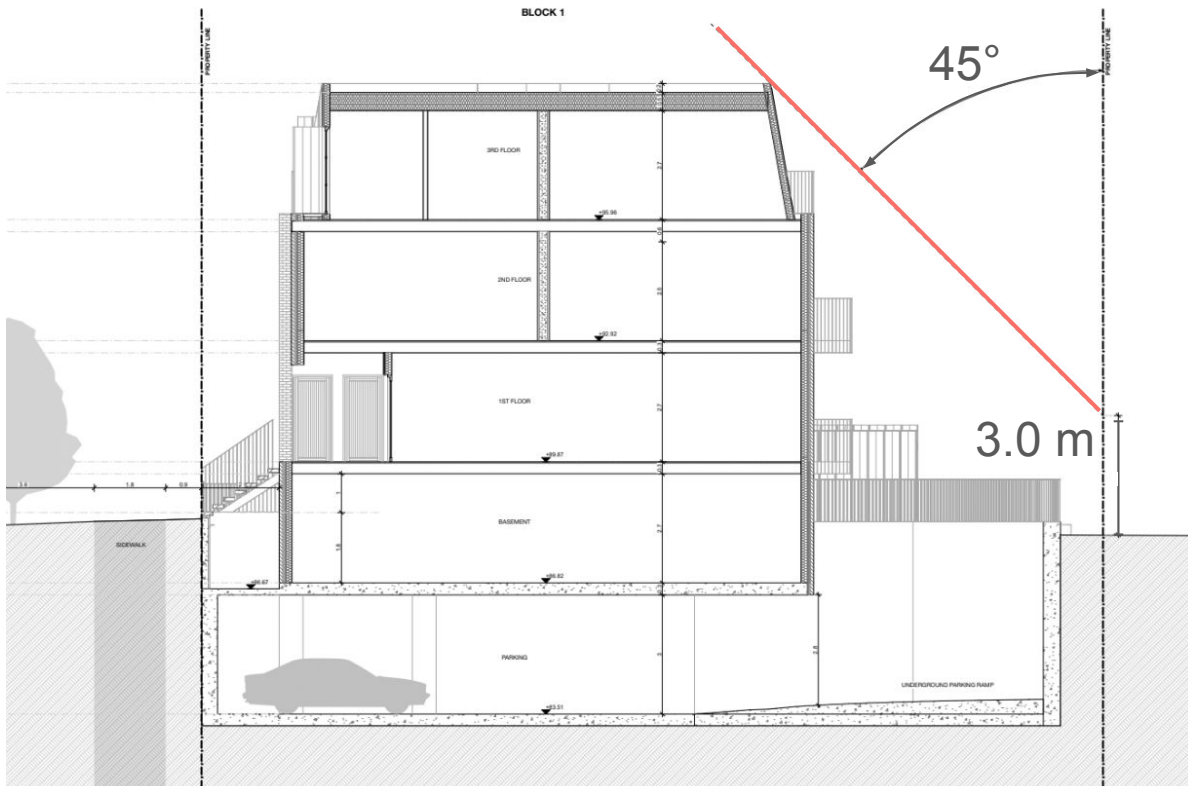
Height tapering facilitates the continued urban edge along Liverpool Road while responding to the more sensitive land use context to the north. The curb to building face dimension aligns with that of the existing building to the north and building depth does not exceed that of the north dwelling.



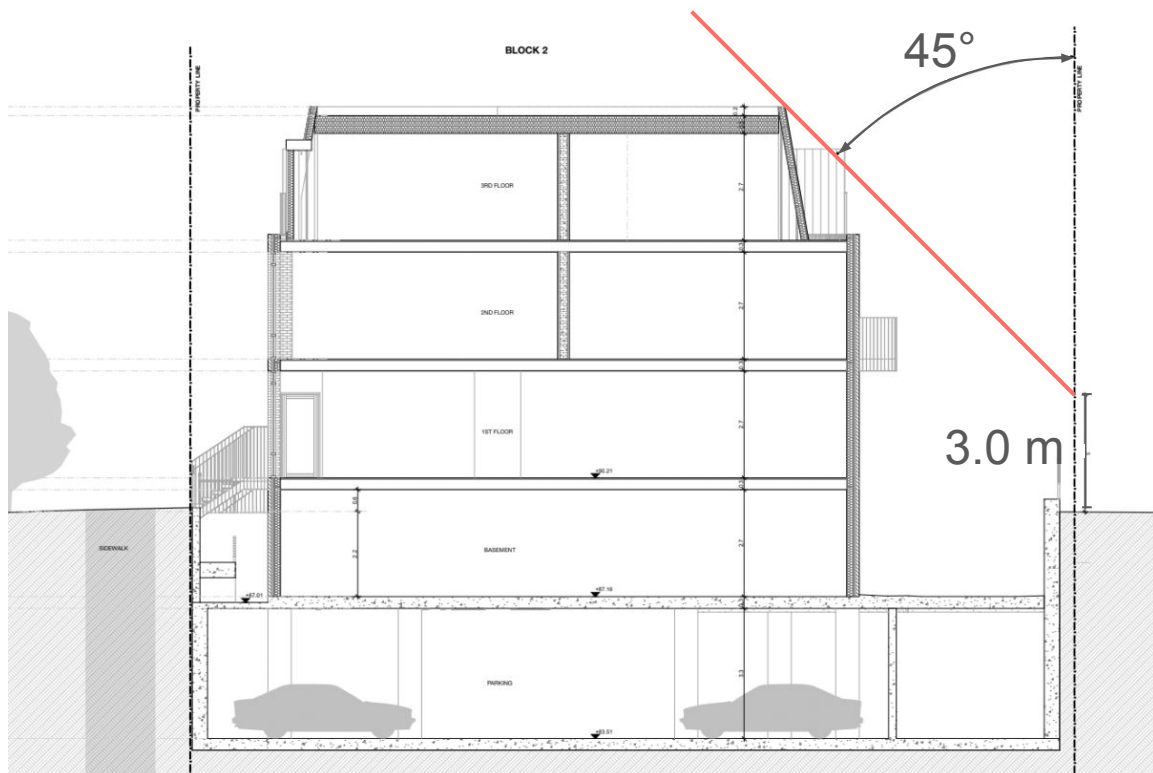
Grade-related outdoor amenity space fronting the local road provides a buffer between the neighbourhood to the north and the main street developments. Townhouse block aligns with north property front yard setback.

Two distinct townhouse blocks are separated by a central drive aisle to break apart the building massing, providing a visual relief and screening vehicle egress.

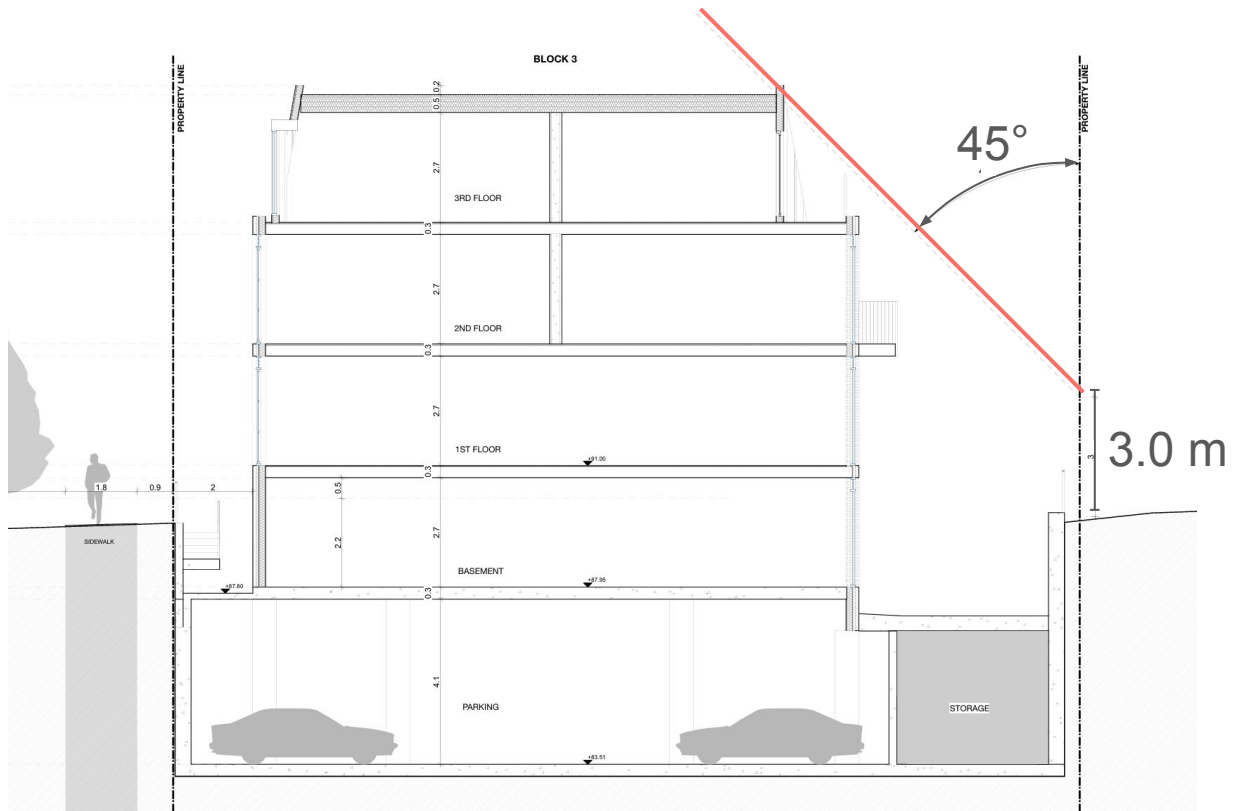
Townhouse blocks are setback from the property lines to expand the public realm and provide opportunity for streetscape enhancements, including tree planting, landscaping, and walkways.



Block 1 - rear 45 degree angular plane projection



Block 2 - rear 45 degree angular plane projection



Block 3 - rear 45 degree angular plane projection



Block 3 - rear building stepback at Liverpool frontage and elevation consideration for transitional design

4.7 DENSITY ANALYSIS

The determination of an appropriate density is informed by a range of variables, including the surrounding context, site organization, and potential impacts on light, views, overlook, and privacy, balanced with relevant policy direction for growth and development in a specific area. Density is also considered in tandem with broader objectives of the applicable official plans, including those related to the provision of a range of housing, densities that support transit and other infrastructure investments, built form and the public realm - as discussed in the preceding sections of this report.

The determination of appropriate density is based on a balanced consideration of impacts and opportunities. Buildings that are designed to mitigate all impacts on adjacent low rise areas generally do not have the capacity to deliver the housing and transit-supportive growth expressly intended by the Region and City's Official Plan and various Provincial policy documents, particularly in areas such as the subject site, which is located adjacent to transit and active transportation corridors, along two arterial roads, and proximate to amenities and a growth centre.

The proposed development takes the approach of optimizing, rather than maximizing land use efficiency, understanding that the highest forms of development are planned in the PMTSA. It takes cues from the existing context and acknowledges the land use adjacencies. Situating a townhouse development on this site is consistent with the policy intent that intensification is generally supported throughout the City. The proposed development utilizes a site that exists in an area where 3-storey townhouses and other similar built forms characterize the surrounding context and provides site specific built form considerations to reduce impacts on the low rise neighbourhoods.

Of note, the Province has introduced legislation to increase housing supply in areas that would have otherwise been restrictive in facilitating infill intensification. Bill 23 mandates that municipalities allow three units per lot as-of-right in residential areas served by municipal water and sewage systems. O. Reg 462/24 also establishes a maximum 45% lot coverage provision for all buildings and structures where an additional dwelling unit is permitted, which supersedes local zoning if the municipal zoning by-law has a lower coverage limit but a higher local limit would prevail. Whereas the maximum lot coverage would then be 45% for 6 units on the subject site on an as-of-right basis, the proposed development provides 51 units with a 51% lot coverage, representing a marginal increase in lot coverage for over 8 fold in new housing units.

While the OP designates residential land uses by way of density on a units per hectare (UPH) basis, it can be argued that this metric is not a reliable tool for regulating the physical characteristics of development. Over recent official plan updates in various municipalities, there is a shift moving away from this metric of prescribing density and towards a focus on built form standards as they more reliably address matters relating to streetscape and area character, transition, impact mitigation, public realm enhancement, and urban design excellence.

The number of residential units is greater on a units per hectare metric but the proposed development is comparable to the surrounding townhouse developments in overall gross floor area, massing, and scale. The limiting of density through a UPH creates a barrier to meeting housing, intensification, and complete community objectives, particularly in areas where a more urban form is warranted.

4.8 HOUSING POLICY

The ROP directs Community Areas be planned for a variety of housing types, sizes, and tenures and supported by a diversity of uses to offer convenient access to local amenities, community hubs, parks, trails, open spaces, recreational facilities, services, shopping, job opportunities, and public service facilities (Policies 5.1.15 c) and 5.4.2).

The housing strategy in Chapter 6 of the OP balances the existing and future needs of the City. Similar to the ROP, it promotes the opportunity for a diversity of housing, including variety in form, size, tenure, and affordability to meet the evolving needs of a broad demographic. Policy 6.2 (c) encourages the provision of an adequate range of housing to be available and integrated within the City's neighbourhoods and villages.

As discussed in Section 4.4 of this report, new housing supply is encouraged through intensification and infill, with a focus on transit-oriented development.

Analysis

A significantly disproportionate amount of new housing in Pickering is being provided as larger redevelopment projects, comprising multiple tall tower buildings generally near Highway 401 and within the PMTSA. This is a City-wide pattern, where housing growth has largely been concentrated to limited growth areas.

The vast majority of the existing neighbourhoods have seen little change over the years in addressing new housing targets to equitably distribute growth within the City.

Whereas new condo developments provide vertical communities that provide predominantly smaller units in tower communities that suit individual and coupled households, the character of low rise neighbourhoods lends itself to accommodate a more family-oriented context as it is consistent with the demographic make-up and access to amenities and facilities that respond accordingly (i.e. schools, libraries, playgrounds).

The proposed development meets the needs of a growing city and has been designed as an attractive townhouse development with a variety of larger units geared to young families and those downsizing while remaining in the community. Its location at the intersection of two main streets justifies a more intensive approach to the low rise typology on the block to appropriately provide a more meaningful scale of housing.

4.9 AFFORDABLE HOUSING BRIEF

The proposed development will provide a total of 51 residential units. Details pertaining to the tenure, rental rate/purchase price, provision of affordable and barrier free units, and funding stream have not yet been determined.

Based on the City’s most recent Annual Housing Monitoring Report, dated January 27, 2025, the following average primary rent by unit type for the Pickering/Ajax/Uxbridge area applies:

Year	1 bd	2 bd	3 bd
2018	\$953	\$1,248	\$1,397
2019	\$982	\$1,237	\$1,489
2020	\$1,198	\$1,362	\$1,506
2021	\$965	\$1,302	\$1,563
2022	\$1,193	\$1,533	\$1,608
2023	\$1,400	\$1,805	\$2,006

Based on the 2024 Fall CMHC Rental Market Survey, the blended average rent was \$1,677 and median rent \$1,568, representing an increase of 2.8%. By type, 1 bedroom units had an average rent of \$1,264, 2 bedrooms units \$1,664, and 3 bedrooms \$1,776.

The maximum rent level for renters in the 30th percentile in the Zone 28 market area are as follows: \$994 for 1 bedroom units, \$1,290 for 2 bedroom units, and \$1,540 for 3+ bedroom units.

While a vacancy rate of 3.0% is generally considered a healthy vacancy rate, where rental housing supply is able to meet demand, the vacancy rate for Zone 28 (Pickering, Ajax, and Uxbridge) was at 1.0%.

5.

URBAN DESIGN
BRIEF

5. URBAN DESIGN BRIEF

5.1 COMMUNITY DESIGN

Chapter 9 of the OP provides policies relating to community design and design excellence. It outlines the goal for community design as:

9.1 City Council shall promote developments at various scales which, through their adherence to principles of good, high quality community design, will produce built and natural environments in Pickering that offer enjoyment, comfort and safety for all users, and evoke a desirable image and sense of place for the City.

The proposed development responds to the objectives of community design by contributing positively to the physical and functional quality of the Liverpool Neighbourhood. The proposed development's built form, site organization, and architectural approach collectively respond to the following directions to create a comfortable, pedestrian scaled, contextually appropriate, and visually engaging place.

(a) Encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians.

- The proposed 3-storey back-to-back stacked townhouses reinforce a built form that is scaled to the pedestrian level. The height is limited to 3 storeys, with the upper storey offset with angled roofs.

- Building façade articulation is incorporated, including building entrances, balconies and recesses, and windows at intervals that related to the pace of pedestrians.
- The massing has been deliberated scaled to provide a contextually appropriate sense of street wall/street enclosure that is comfortable and legible for pedestrian moving along Liverpool Road, Glenanna Road, and Glendale Drive.

(b) Encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection.

- The proposed development enhances comfort, safety, and enjoyment through a pedestrian oriented approach to the design concept. It orients the active residential uses towards the public realm, improves the sense of natural surveillance, and offers well defined and connected walkways complemented by landscaped edges along an expanded public realm and tree lined streets.

(c) Encourage private and public developments that provide an integrated mix of uses, activities and experiences.

- While the proposed development is residential in land use, it is strategically located within convenient walking distance (0-20 minutes) of transit routes, schools, parks, the Kingston Road main street corridor, and City Centre mixed use node.

(d) Encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy for both pedestrians and vehicles to move about in a variety of directions.

- The subject site is situated at the intersection of two arterial roads and is directly connected to pedestrian, transit, and active transportation networks. The proposal strengthens this mobility structure by orienting the units to the street, minimizing curb cuts, and compact, transit supportive built form and density.

(e) Encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings.

- The stacked townhouse form responds to the existing prevailing built form context defining the main intersection at Liverpool/Glenanna. The proposed height, massing, and architectural rhythm take cues from the surrounding developments and seamlessly integrate them into the streetscape, contributing to an urban character appropriate for the arterial intersection.
- The building envelope has been designed with sensitivity to adjacent low rise residential properties to ensure appropriate impact mitigation and transition.

(f) Encourage developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering's public realm.

- The project enhances the streetscape by delivering an expanded public realm, where a curb to building face setback of 8.2 metres is provided along Glenanna Road, 17.2 metres along Liverpool Road, and 8.4 metres from Glendale Drive. Within this space, well articulated building frontages, a consistent landscaping concept, and minimal vehicular related spaces work in tandem to create an attractive and complementing street edge condition.

(g) Encourage, where appropriate, the creation of landmarks and other distinctive elements including buildings, open spaces, landscapes and natural features that make it easy for people to understand where they are, and how they get to the various places, amenities, and facilities they require.

- The proposed development completes a distinctive corner presence for the Liverpool/Glenanna intersection leading to the Kingston Road main street and City Centre. It helps to define the street and creates a subtle urban street edge that works as a transitional piece between the low scale neighbourhoods and planned high intensity nodes and corridors.

(h) Encourage the design of buildings and places that can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities.

- The back-to-back stacked townhouse building typology inherently supports flexible living arrangements that can accommodate a range of household types and life stages. The outdoor amenity area can be programmed in various ways throughout the year to meet the needs of residents.

(i) Encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use.

- The architectural design employs variation in materials, textures, and colour to create visual interest and contribute to a high quality and attractive streetscape. These design palettes are selected to complement built form and massing articulations, such as the push-pull façades, recessed entries, balconies, and angled roofs.
- At this stage, the design concept is considered preliminary and opportunity for implementing selections will be assessed at the detailed design review stage (i.e. site plan approval).

(j) Encourage developments that establish appropriate relationships between built and natural environments, that ensure sensitive natural systems are protected and where possible enhanced, and celebrate significant aspects of the natural and cultural landscape.

- On the broad scale, the proposed development is designed as a compact, transit supportive residential development. These qualities inherently support efficient land and resource uses to conserve natural system lands and protect the natural environment.
- On a site specific scale, the proposed development incorporates landscape features that soften the built form, and provides greenery along all three street frontages through landscaped areas and tree planting.

5.2 DETAILED DESIGN CONSIDERATIONS

Building on the community design framework described in Chapter 9 of the OP, Chapter 14 establishes detailed design considerations to address community concerns relating to: human scale, mixed uses, context, places versus buildings, legibility, pedestrian comfort, permeability, building adaptability, attractive public spaces, and natural heritage.

This section identifies the relevant detailed design consideration policies within each detailed design consideration subcategory and evaluates the proposed development against their intent and direction.

Community Image

14.2 (a), 14.2 (b)

The proposed development supports the applicable community image policies by reinforcing and enhancing the distinctive character of the Liverpool Neighbourhood, and specifically the Liverpool/Glenanna intersection by introducing a compatible 3-storey townhouse form that reflects the built form present on other three corners. The proposal strengthens the identity of this gateway corridor leading to the Kingston Road main street and City Centre node through a coherent streetscape.

Design with Nature

14.4 (e), 14.4 (f), 14.4 (g), 14.4 (h)

The proposed development is consistent with the policies relating to landscaping and natural elements. Although the landscape plan is conceptual at this stage, it establishes a foundation for achieving the intent of policies through future detailed design.

The site layout and building orientation create clear opportunities for planting and landscaping programming to help define open spaces, frame views, and guide pedestrian movement in addition to ameliorating the aesthetic appeal and pedestrian experience of the development and intersection corner.

While the landscape concept currently demonstrates street tree planting and areas for planting beds and sodding, the detailed landscape plan will delve deeper into the use of low-maintenance, native species that are tolerant to disease and drought to enhance ecological stability and planting resilience for higher environmental performance.

Views and Vistas

14.6 (a), 14.6 (c), 14.6 (e), 14.6 (f)

Although the surrounding area does not contain prominent natural or built landmarks, the site is positioned at a high visible intersection and provides the opportunity to enhance neighbourhood scale views. The proposed development has been designed to strengthen the visual legibility of Liverpool Road and Glenanna Road, both of which function as important corridors leading into the City Centre.

The built form creates a consistent street edge that, along with the other townhouse developments, frames views along both corridors. The design and interface of the building walls facing the street are activated by façades that are oriented and articulated towards the street, including features such as walkways connecting to the public sidewalk, large windows, and unit entrances.



Rendering and aerial image illustrating the enhancement of views and vistas

Public Open Spaces

14.7 (a), 14.7 (b), 14.7 (d), 14.7 (e), 14.7 (h)

The proposed development enhances the public realm along all three street frontages. Through increased curb to building face setbacks and generous landscaped boulevards, the proposed development creates a linear open space program that supports pedestrian activity and complements the residential character of the surrounding neighborhood.

Consistent with the City's direction to create smaller parks, gardens, and courtyards within urban areas, the proposed outdoor amenity area at the Glendale Drive corner functions as a small urban open space, providing a landscaped gathering area. The amenity's design, scale, and placement are complemented by the surrounding building massing to ensure that the space is well framed, defined, and appropriately enclosed.

The widened daylight triangle at Liverpool Road and Glendale Drive further contributes to an open, safe, and visually appealing public interface, enhancing the appearance of the public realm and supporting a cohesive relationship between private and public open spaces

As the landscape and detailed design progress, opportunities will be explored to incorporate high-quality amenities such as seating, lighting, bicycle parking, and enhanced paving to support users and reinforce the role of these spaces as publicly accessible extensions of the streetscape.

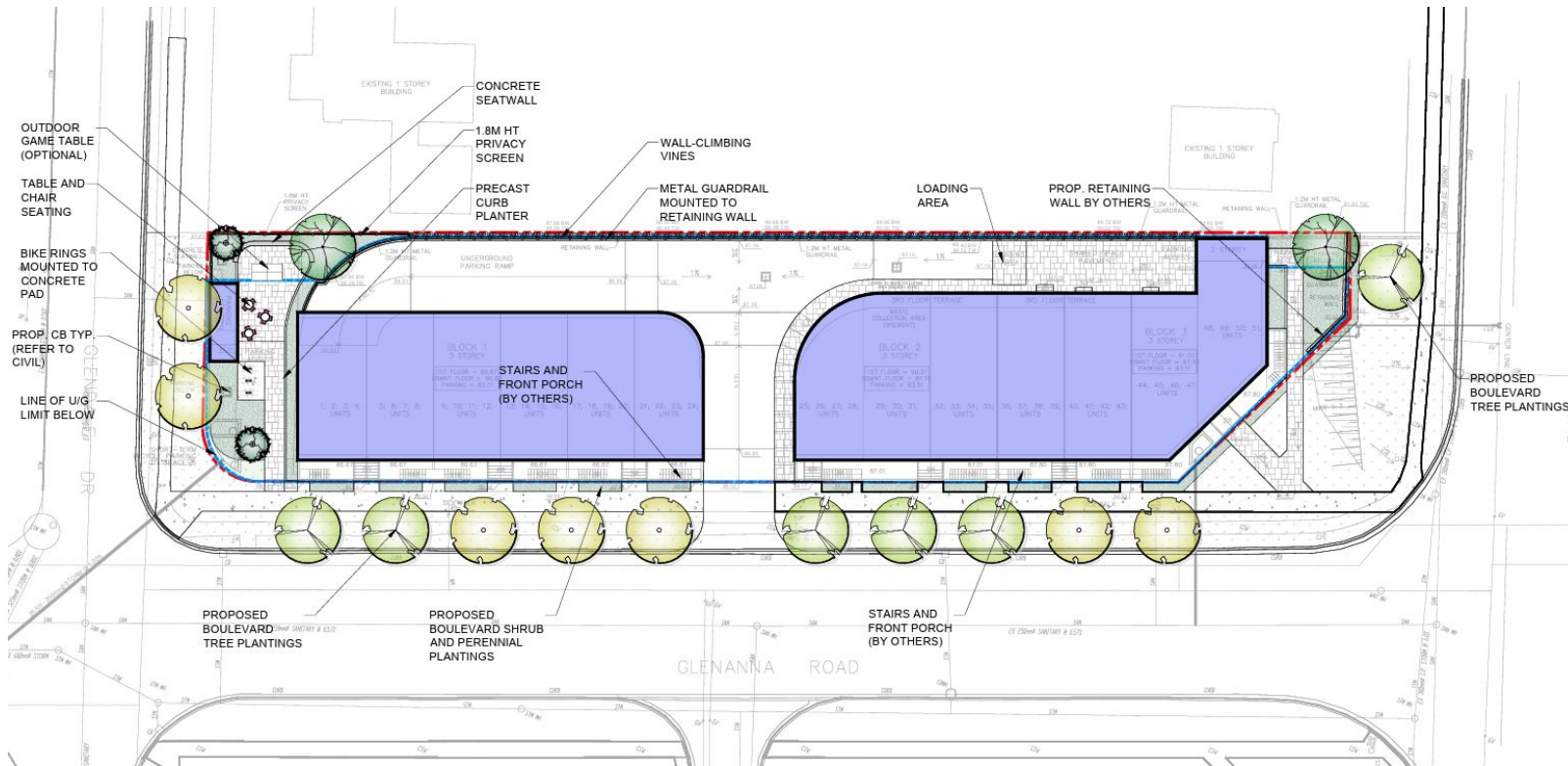
Streetscapes

14.8 (a), 14.8 (b), 14.8 (e)

The proposed development supports the City's streetscape objectives by significantly enhancing the public realm along Liverpool Road, Glenanna Road, and Glendale Drive, two of which are arterial corridor streets that lead to the City Centre. Through increased setbacks, generous boulevard plantings, and expanded sidewalk zones, the proposal establishes a framework for future specialty treatments that align with the City's vision for planted boulevards, street furniture, and coordinated design elements.

The landscape concept has been designed to complement the proposed built form and adjacent open spaces by framing building entrances, softening the street edge, and supporting a comfortable and visually engaging pedestrian environment. The proposed tree planting and additional planting areas will offer shade in the summer and seasonal variety in form and colour, adding to the aesthetic curb appeal of the arterials roads and improving the overall experience for pedestrians and transit users.

Surface parking between buildings, in front of units, and at the rear, which were the typical placements, have been eliminated from the proposed development and relegated to the underground level. Vehicular access and aisles have been strategically placed to benefit from physical screening to minimize their impact on the streetscape.



Proposed landscape concept



Landscape concept and example planting palette (top to bottom, left to right): Hackberry tree, Basswood Linden tree, Ballerina Serviceberry shrub, Switchgrass, Nodding Onion, Invincibelle Limetta Hydrangea shrub, Pasture Rose, Black-Eyed Susan

Human Scale and Safety

14.9 (a), 14.9 (b), 14.9 (c), 14.9 (d), 14.10 (d), 14.11 (d), 14.11 (e), 14.11 (f)

The proposed development supports the City's human-scale design objectives by establishing a comfortable, visually engaging, and appropriately proportioned pedestrian environment along all three street frontages.

The three-storey stacked townhouse form incorporates articulated façades and horizontal design elements, such as material changes with masonry courses on the first two storeys, balcony lines, front entrances facing the public streets, and datum lines established by consistent window placement. These architectural expressions work in tandem to create continuous visual references within levels of the three storey development to reinforce a human scale and pedestrian orientation.

Additionally, the street oriented windows and window openings establish a relationship between the private development and public realm, contributing to a sense of natural surveillance and animation of the street edge for pedestrian comfort and safety.

The building height is appropriately set to address the adjacent right-of-way widths, offering a proportional sense of street enclosure while still ensuring adequate sunlight access to sidewalks, landscaped boulevards, and north adjacent properties. The wide right-of-ways provide a human-scaled sense of enclosure through the planting of street trees and shrubs. These natural features have been placed with consideration to pedestrian visibility while also helping to soften the interface between the building, pedestrian zone, and road to achieve a well-proportioned, pedestrian friendly environment.

Design of Buildings

14.10 (a), 14.10 (b), 14.10 (c), 14.10 (e), 14.10 (f), 14.10 (h), 14.10 (i), 10.14 (j), 10.14 (m)

The proposed stacked townhouse development thoughtfully responds to the City's building design objectives by delivering a cohesive, human-scaled, and contextually appropriate built form that enhances both the immediate streetscape and the broader identity of the Liverpool Neighbourhood. The buildings are designed to be appreciated up close, as well as in a block context form, fitting into the surrounding area and reinforcing existing built form patterns by responding to nearby built form cues.

Within the development, the two townhouse blocks demonstrate a unified architectural treatment that presents as a continuous, but subtly varied and well articulated, building façade along the major streets. The design prioritizes an active and well defined street interface by orienting building entrances and windows towards the arterial roads, ensuring they are clearly visible from pedestrian routes. Recessed entrances and façade articulations provide weather protection, with additional opportunities for canopies and other architectural features to be explored through the detailed design stage.

Building operation spaces do not negatively contribute to the pedestrian experience, where parking and loading areas, waste storage, utilities, and mechanical spaces are internalized and located away from street frontages. As the site is along existing and planned bicycle routes, their provision and safe storage were considered at the onset of the development concept stage. Bicycle parking is placed near the underground ramp and stairway entrances for ease and convenience while remaining weather protected.

While the building façade features a push-pull treatment to create relief in building massing, consistent window datum lines create a strong sense of rhythm and pedestrian scale.

The townhouse built form is consistent with the existing context at the Liverpool/Glenanna intersection, with other 2-3 storey built forms framing the remaining three corners of the intersection.

Change in building materiality and built form massing break up the scale of the townhouse blocks, creating a distinct lower level characterized by brick cladding and separate upper level/roof component. The upper level is terraced and angled to provide a recession in built form from the pedestrian level.



Expanded public realm with planted boulevards, tree lined streets, and additional planting. Planting is placed such that pedestrian comfort and safety by visibility is prioritized, with trees mediating between the road and built form while planting areas and shrubs soften the interface between building wall and sidewalk.

Building façades are articulated with balconies, large windows, and unit entrances facing the public realm to create an active residential street frontage and sense of natural surveillance.

A centralized vehicular access minimizes points of interaction between pedestrian and vehicular traffic. The point of egress and driveway aisles are screened by the townhouse blocks to minimize visual impact. Parking areas are located underground and loading at the rear.

Setback provided at the rear provides physical separation between the proposed development and low rise uses to the north.

5.3 INFILL & REPLACEMENT HOUSING URBAN DESIGN GUIDELINES AND CHECKLIST

The Urban Design Guidelines for Infill & Replacement Housing in Established Neighborhoods Precincts (UDG) are intended to provide a guideline to approach the design of new infill replacement construction in a sensitive manner that considers the established residential neighbourhood character.

The UDG do not contemplate the application of the guidelines within the context of ‘missing middle’ forms of development, as it is mainly concerned with single detached, semi-detached, and townhouses (not including stacked or back-to-back townhouses). The document does not appear to address infill development as infill intensification beyond what is permitted in the OP’s Low Density Residential designation, i.e. does not provide opportunity for meaningful forms of infill density growth management.

The proposed development approaches infill development as an opportunity to create *compatible* intensification – not ‘similar’ or ‘same as’ development – and the UDG are referred to as reference for urban design objectives.

An amendment to the City of Pickering Official Plan is proposed to appropriately redesignate the subject site to permit the proposed typology and site specific density, in which case the evaluation of applications in this higher density land use designation would not require an assessment against the Urban Design Guidelines for Infill & Replacement Housing in Established Neighborhoods Precincts.

Notwithstanding this amendment, the proposed development is evaluated within the Urban Design Checklist provided in Appendix A of the UDG per staff’s request.

Urban Design Guideline Checklist

City of Pickering Established Neighbourhood Precincts Urban Design Checklist

Please note, if you mark “no” below please provide your rationale in the adjacent “Comments” section either supporting, or not supporting the proposal.

YES	NO		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Does the proposed dwelling have a sloped roof proposed such as a Hip, Gable, Mansard or Gambrel? (see Figure 5)	The proposed development features a mansard roof, tying the design to the townhouse development to the east side of Liverpool Road.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Is the proposed dwelling height and roof pitch similar/compatible with the surrounding dwellings? (see Section 2.1: Guideline 1)	The proposed dwelling height at 3 storeys and up to 10.8 metres is compatible with the surrounding developments at the Liverpool/Glenanna intersection.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	3. For dwellings with a height greater than 8.5 metres - is the dwelling a maximum two storeys with a sloped roof back from the adjacent dwellings? (see Section 2.1: Guideline 2)	The proposed development is 3 storeys but reduces to 2 storeys at the north portion, where it abuts a low rise single detached dwelling. The 3 storey height is consistent with developments at the same intersection to the east and south.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Does the front entrance have 6 or less steps? (see Section 2.2: Guideline 1)	The front entrance has approximately 5-7 steps, depending on grade.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. Is the main entrance visible from the street? (see Section 2.2: Guideline 2)	The main entrance to units is visible and accessible from the two main public right-of-ways – Liverpool Road and Glenanna Road.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. Is the design of the main entrance consistent with the architectural style of the dwelling? (Section 2.2: Guidelines 3 and 4)	The main entrances are designed as prominent, well-articulated street-facing features that use the same materials, detailing, and rhythm as the overall façade, ensuring they integrate seamlessly into the design of the main walls and reinforce the overall architectural style of the development.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7. Does the main entrance include a porch, portico or other weather protection in keeping with the design of the dwelling? (see Section 2.2: Guideline 4)	The main entrances are recessed to provide weather protection through a design solution consistent with the architectural style.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Are the stairs to the main entrance designed as an integral component of the front façade? (Section 2.2: Guideline 7)	The stairs are designed as an integral component of the front façade through materiality and design specifications, including open riser steps to allow light to the lower levels.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	9. Does the design of the front entrance reduce the visual dominance of the garage and driveway? (Section 2.2: Guideline 9)	The development has been intentionally designed to minimize the impact of auto-related uses on-site. The driveway and drive aisles are screened by the built form and parking garage located underground.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Does the proposed dwelling have a similar Dwelling Depth to the adjacent dwellings along the street? (see Section 2.3: Guideline 2)	The building depth is comparable to the nearby townhouse developments. While it is deeper than the single detached dwellings, the built form has been massed accordingly (i.e. northeast section) to sensitively address the immediate context.

YES NO		Comments
<input checked="" type="checkbox"/> <input type="checkbox"/>	11. Does the proposed dwelling have a similar Side Yard Setback to the adjacent dwellings along the street? (see Figure 15)	Taking Glenanna Road as the frontage, the proposal provides larger side yard setbacks than the recent townhouse developments to the south and similar to those provided at the east.
<input checked="" type="checkbox"/> <input type="checkbox"/>	12. Has shadow on adjacent dwellings been mitigated with greater setbacks? (Section 3.1: Guideline 2)	Shadows to the sensitive uses to the north have been mitigated through appropriate setbacks and built form massing.
<input type="checkbox"/> <input type="checkbox"/>	13. If a projecting garage is permitted, does it have a sloped roof? (see Section 3.2: Guidelines 2 and 4)	N/A
<input type="checkbox"/> <input type="checkbox"/>	14. If a double car garage is proposed, does it have 2 single doors or is it designed to look like 2 separate doors? (see Section 3.2: Guideline 3)	N/A
<input type="checkbox"/> <input type="checkbox"/>	15. Is the garage flush or recessed from the main front wall? (see Section 3.2: Guideline 5)	N/A
<input type="checkbox"/> <input checked="" type="checkbox"/>	16. Is the proposed driveway width the same as the permitted garage width? (see Section 3.3: Guideline 1)	The driveway width permitted in the applicable zoning allows for a 6.0 metre. The proposed development provides 6.5 metres and screens the driveway to minimize the visual impact.
<input checked="" type="checkbox"/> <input type="checkbox"/>	17. Are sustainable design features or resilient landscaping proposed as part of the site design? (Section 3.3: Guideline 2 and Section 4.1: Guideline 5)	Sustainable design and landscaping features are contemplated and will be explored further as part of the detailed design stage.
<input type="checkbox"/> <input checked="" type="checkbox"/>	18. Does the plan preserve existing trees? (see Section 4.1: Guideline 1)	Existing trees will be removed but replaced as part of a comprehensive landscaping concept. These include street trees and additional planting on-site.
<input checked="" type="checkbox"/> <input type="checkbox"/>	19. Does the plan include tree planting on private property? (see Section 4.1: Guideline 2)	Refer to landscape concept prepared by Marton Smith Landscape Architects. .
<input checked="" type="checkbox"/> <input type="checkbox"/>	20. Does the plan include one or more native species street trees? (Section 4.2)	Refer to landscape concept prepared by Marton Smith Landscape Architects. .

6.

CONCLUSION

6. CONCLUSION

The proposed development replaces the existing single detached dwellings on the subject site with a new 3-storey, 51-unit back-to-back stacked townhouse development. The proposal constitutes an appropriate scale of development to provide additional new housing stock in an area well served by transit, active transportation networks, parks, schools, community facilities, and commercial retail services. The site is within an area where intensification, specifically of this scale and type, is intended.

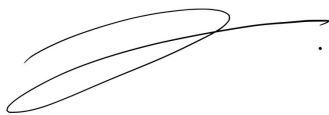
The proposed development is consistent with the Regional and local Official Plans' series of vision statements and objectives about the future of the Region and City, as well as the various housing, growth, design, and environmental policy objectives for development within Urban Areas along Arterial Roads well served by transit and active transportation options. The proposed development has been designed to fit within context and limit impacts on adjacent properties.

The site is located in the Liverpool Neighbourhood. Within the census tract area, the population has declined by 0.9% in contrast to the overall City's growth of 8.1% between 2016 and 2021. The inclusion of new residential units in this area provides additional housing opportunities to accommodate new population growth while also providing suitable living spaces for people to remain in their community at different stages of life as their housing needs evolve. The proposal includes over 92% two-bedroom units, representing a predominant proportion of the development.

The proposed development contributes to meeting the Province's housing goal of 13,000 new units in Pickering by 2031. A greater housing mix, particularly in areas well serviced by transit, schools, and services, is a key component in fostering social cohesion and equitable communities within the city.

The proposed development implements the objectives of the *Planning Act* and Provincial Planning Statement, appropriately balancing numerous goals and objectives for transit-supportive, environmentally-responsible growth. The proposal has been designed, massed, and sited with regard for the site and surrounding area, is consistent with the intent of relevant Provincial, Regional, and City policy documents, relevant guidelines, and current best practices, and represents good planning.

Respectfully submitted by,



Jacqueline Lee
Intermediate Planner



Paul Demczak, MCIP, RPP
Principal

APPENDIX A

DRAFT
OFFICIAL PLAN
AMENDMENT

The Corporation of the City of Pickering

By-law No. XXXX/26

Being a by-law to adopt Amendment No. XXX to the Official Plan of the City of Pickering

Whereas the Council of the Corporation of the City of Pickering received an application to redesignate the subject site being 1884 Liverpool Road and 1885 Glendale Drive, in the City of Pickering to permit a residential development consisting of stacked townhouses.

And whereas, an amendment to the Official Plan is required to permit the proposed development.

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

1. Schedule I

Schedule I attached hereto with notations and references shown thereon are hereby declared to represent the amendment required to Schedule I of the Official Plan, to re-designate the subject lands as “Urban Residential Area - High Density Areas”

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

2. Policies

A site-specific exemption to Table 9 of the Official Plan is hereby enacted as it relates to the subject site as follows:

- i. High Density Area: over 80 and up to and including 228

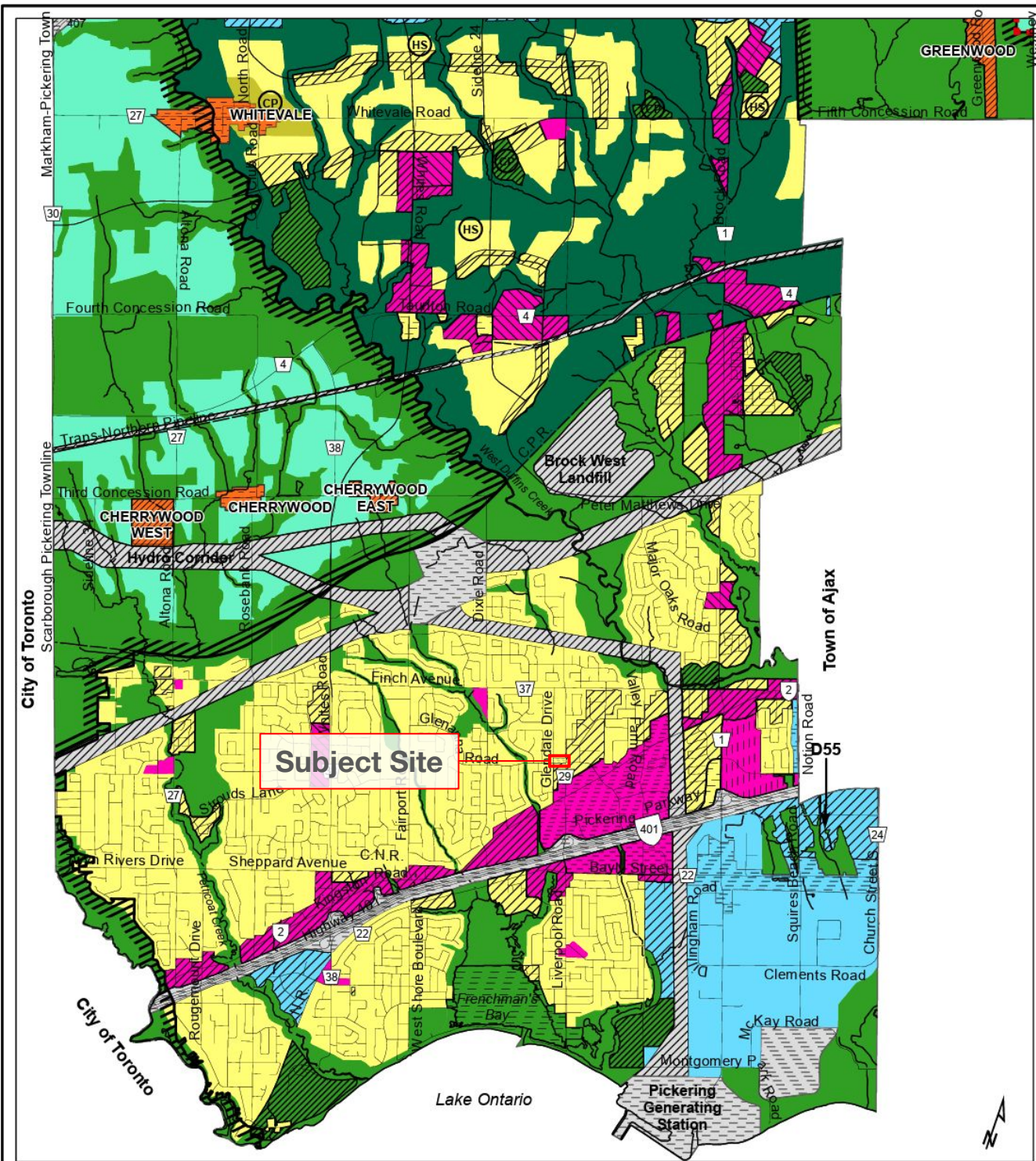
3. Effective Date

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

By-law passed this _____ day of _____, 2026.

Signed _____
Mayor

Signed _____
City Clerk



Schedule I to the
**Pickering
Official Plan**

Edition 9



Sheet 1 of 3

City of Pickering
City Development Department
© March, 2022
This Map Form Part of Edition 9 of the Pickering Official Plan and
Must Be Read in Conjunction with the Other Schedules and the Text.

Open Space System

- Seaton Natural Heritage System
- Natural Areas
- Active Recreational Areas
- Marina Areas
- Hamlet Heritage Open Space

Rural Settlements

- Rural Clusters
- Rural Hamlets

- Revision to land use designation from Low Density Areas to Medium Density Areas

Land Use Structure

Urban Residential Areas

- Low Density Areas
- Medium Density Areas
- High Density Areas

Mixed Use Areas

- Local Nodes
- Community Nodes
- Mixed Corridors
- Specialty Retailing Node
- City Centre

Employment Areas

- General Employment
- Prestige Employment
- Mixed Employment

Freeways and Major Utilities

- Controlled Access Areas
- Potential Multi Use Areas

Seaton Symbols

- District Park
- Community Park
- High School

Other Designations

- Deferrals
- Greenbelt Boundary

APPENDIX B

DRAFT ZONING
BY-LAW
AMENDMENT

The Corporation of the City of Pickering

By-law No. XXXX/26

Being a by-law to amend Zoning By-law 8149-24, as amended, to implement the Official plan of the City of Pickering, Region of Durham, at 1884 Liverpool Road and 1885 Glendale Drive, City of Pickering.

Whereas the Council of the Corporation of the City of Pickering received an application to redevelop the subject site being 1884 Liverpool Road and 1885 Glenanna Drive, in the City of Pickering to permit a residential development consisting of stacked townhouses.

And whereas, an amendment to Zoning By-law 8149-24, as amended, is deemed necessary to permit such uses;

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

1. Schedule 1-43

Schedule 1-43 of Zoning By-law 8149-24 attached to and forming part of this By-law is hereby amended to rezone the subject site from the R1D - Residential First Density Zone to R3B - Residential Third Density Zone, subject to Exception - XXXX.

2. Site-Specific Provisions (XXXX (R3B))

Section 15, Exceptions, of Zoning By-law 8149-24, as amended, is further amended by adding Section 15.XXX as follows:

A.	Minimum Lot Area (m2) Stacked Townhouse Dwelling	2,240.7 m2
B.	Minimum Lot Frontage (m) Stacked Townhouse Dwelling	7.7 m
C.	Minimum Interior Side Yard (m) Stacked Townhouse Dwelling	0.5 m at Block 3 NE corner 5.5 m - 7.3 m remainder of site
D.	Minimum Exterior Side Yard (m) Stacked Townhouse Dwelling	2.0 m
E.	Maximum Lot Coverage (%) Stacked Townhouse Dwelling	51%
F.	Minimum Landscaped Open Space (% of gross floor area)	27%

G.	Minimum Amenity Area (m2) - development with 8 or more dwelling units Stacked Townhouse Dwelling	173.4 m2
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3. Zoning By-law 8149-24

Zoning By-law 8149-24, as amended, is hereby further amended only to the extent necessary to give effect to the site-specific provisions of this By-law as it applies to the subject site set out in Schedule 1-43 to this By-law. Definitions and all other provisions not specifically dealt with in this By-law shall apply.

4. Effective Date

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








By-law passed this _____ day of _____, 2026.

Signed _____
Mayor

Signed _____
City Clerk

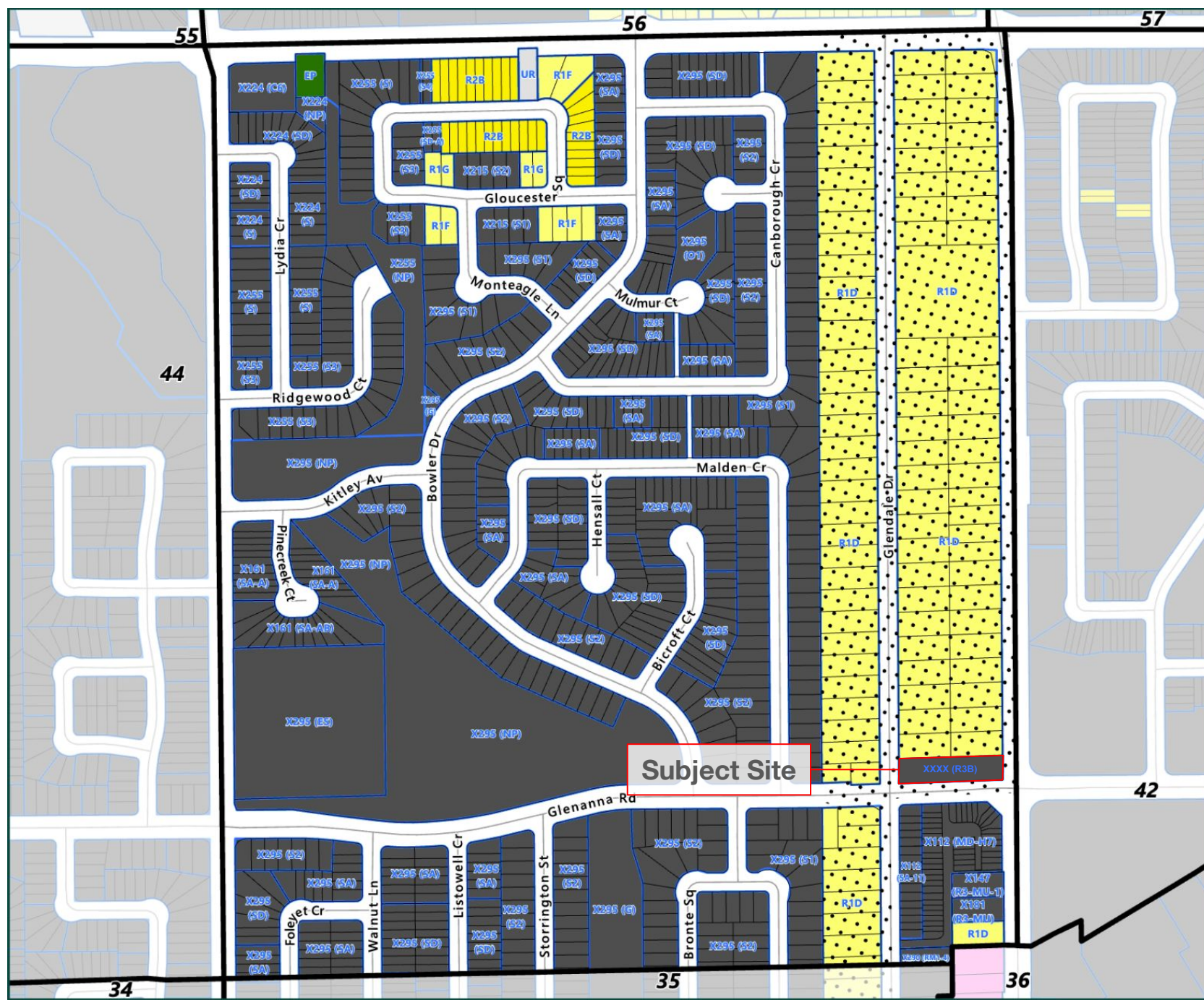
City of
PICKERING
City of Pickering
Zoning By-law
Schedule 1-43

Legend

-  Established Neighbourhood Precinct Zone See Schedule 1A
- Zoning By-law Boundaries**
- Residential Zones**
-  R1 - Residential First Density
-  R2 - Residential Second Density
- Environmental Protection and Open Space Zones**
-  EP - Environmental Protection
- Institutional and Other Zones**
-  UR - Urban Reserve
-  X - Exception
-  Revision to zoning from R1 - Residential First Density to R3 - Residential Third Density with site-specific Exception XXXX



December 2024



Subject Site

XXXX (R3B)

