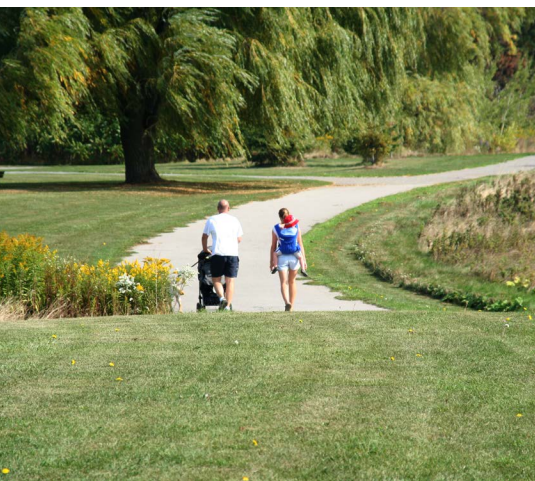


# Pickering Official Plan Edition 9





# Office Consolidation of the Pickering Official Plan

Date	Status of the Pickering Official Plan
March 2022	Edition 9 consolidated, incorporating Amendments 31, 34, 36, 37, 39, 41, 42 and 43; and Informational Revisions 24 and 27
October 2018	Edition 8 consolidated, incorporating Amendments 27, 32 and 33; Informational Revision 22; and incorporating resolution of Deferrals D5, D6, D11, D12, D20, D22, D35, D44 and D48
September 2017	Edition 7 consolidated, incorporating Amendments 22, 23, 24, 25, 26, 28, 29 and 30; Informational Revisions 17, 18, 19, 20 and 21; and incorporating resolution of Deferrals D3, D8, D14, D24, D31, D32, D38, D39 and D42
February 2010	Edition 6 consolidated, incorporating Amendments 17, 18, 19, 20 and 21; and Informational Revisions 14, 15, and 16
June 2008	Edition 5 consolidated, incorporating Amendments 15 and 16; Deferral 54; and Informational Revision 13
December 2005	Edition 4 consolidated, incorporating resolution of: Deferrals D16; D21, D31 (part), D36 and D39 (part); Appeals 1 (part), 13, and 14; Amendments 10, 12 and Revision 1 to Modification 1; and Informational Revisions 9(a), 12, and 12(a)
June 2003	Edition 3 consolidated, incorporating Appeals A12, A13, and A14; Amendments 6, 7, 8, 9, and 11; and Informational Revisions 8, 10, and 11
September 2000	Edition 2 consolidated, incorporating resolution of: Deferrals D1, D2, D4, D7, D9, D10, D11 (part), D13, D23, D25, D26, D27, D29, D30, D33, D36 (part), D37, D41, D43, D44 (part), D46, D47, D49, D51, D52, and D53; Appeals A1 (part), A2 (part), A3, A4, A5, A6, A7, A8, A9, A10, and A11; Amendments 1 to 5; and Informational Revisions 3, 4, 5, 6, 7 and 9
February 1998	Edition 1 consolidated, as modified by the Region, with deferrals and appeals as noted in the Plan; and incorporating Informational Revision 1, 1(a), and 2

<b>Date</b>	<b>Status of the Pickering Official Plan</b>
October 21, 1997	Came into effect save and except those parts deferred, or appealed to the Ontario Municipal Board
September 24, 1997	Approved by the Council of the Regional Municipality of Durham, with modifications and deferrals
March 3, 1997	Adopted by the Council of the Corporation of the Town of Pickering by By-law 4948/97

**Director, City Development & CBO**

Kyle Bentley, P. Eng.

**Chief Planner**

Catherine L. Rose, MCIP, RPP

**Pickering Council at Time of 9<sup>th</sup> Consolidation  
March 2022**

**Mayor**

Dave Ryan

**Regional Councillors**

Kevin Ashe  
Bill McLean  
David Pickles

**City Councillors**

Maurice Brenner  
Christine Doody-Hamilton  
Shaheen Butt

**Pickering Council at Time of 8<sup>th</sup> Consolidation  
October 2018**

**Mayor**

Dave Ryan

**Regional Councillors**

Kevin Ashe  
Bill McLean  
David Pickles

**City Councillors**

Maurice Brenner  
Ian Cumming  
Shaheen Butt

**Pickering Council at Time of 7<sup>th</sup> Consolidation  
September 2017**

**Mayor**

Dave Ryan

**Regional Councillors**

Kevin Ashe  
Bill McLean  
David Pickles

**City Councillors**

Maurice Brenner  
Ian Cumming  
Shaheen Butt

**Pickering Council at Time of 6<sup>th</sup> Consolidation  
February 2010**

**Mayor**

Dave Ryan

**Regional Councillors**

Bonnie Littley  
Bill McLean  
Rick Johnson

**City Councillors**

Doug Dickerson  
Jennifer O'Connell  
David Pickles

**Pickering Council at Time of 5<sup>th</sup> Consolidation  
December 2007**

**Mayor**

Dave Ryan

**Regional Councillors**

Bonnie Littley  
Bill McLean  
Rick Johnson

**City Councillors**

Doug Dickerson  
Jennifer O'Connell  
David Pickles

**Pickering Council at Time of 4<sup>th</sup> Consolidation  
December 2005**

**Mayor**

Dave Ryan

**Regional Councillors**

Maurice Brenner  
Bill McLean  
Rick Johnson

**City Councillors**

Doug Dickerson  
Kevin Ashe  
David Pickles

**Pickering Council at Time of 3<sup>rd</sup> Consolidation**  
**June 2003**

**Mayor**

Wayne Arthurs

**Regional Councillors**

Maurice Brenner  
Mark Holland  
Rick Johnson

**City Councillors**

Dave Ryan  
Bill McLean  
David Pickles

**Pickering Council at Time of 2<sup>nd</sup> Consolidation**  
**September 2000**

**Mayor**

Wayne Arthurs

**Regional Councillors**

Maurice Brenner  
Doug Dickerson  
Rick Johnson

**City Councillors**

Dave Ryan  
Mark Holland  
David Pickles

**Pickering Council at Time of Adoption**  
**March 1997**

**Mayor**

Wayne Arthurs

**Regional Councillors**

Maurice Brenner  
Doug Dickerson  
Rick Johnson

**City Councillors**

Dave Ryan  
Sherry Senis  
Enrico Pistritto

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# **Pickering Official Plan**

## **Deferred Parts of Edition 9**

The Council of the Region of Durham, as the approval authority for the City's Official Plan, deferred certain policies and designations of the Pickering Official Plan, for a decision at a later date. The deferrals are noted in the text and on the schedules of the Plan, and are listed on the chart that follows for reference. The deferred portions of the Plan are not in effect, thus, for those lands or policy matters affected by a deferral, the provisions of the City's previous official plan, the Pickering District Plan, remain in effect.

The process to resolve specific deferrals will vary, as will the timing, depending on the reason for the deferral. As deferrals are resolved, notice of a decision will be given. The notice will be subject to a 20-day appeal period during which appeals to the Ontario Land Tribunal may be made. A copy of the decision will be sent to any person or agency who has requested that the Regional Clerk send a copy of the notice of the decision on a specific issue. For further information, contact the City of Pickering City Development Department and the Region of Durham, Planning & Economic Development Department.

**Outstanding Deferrals as of the Completion of Edition 9 of the Pickering Official Plan**

<b>Deferral #</b>	<b>Affected Policy/Schedule</b>	<b>Explanation</b>	<b>Status</b>
D15	4.15(c)	Deferred reference “ <b>re-examine and if necessary amend the proposed arterial road network around the Potential Airport Site</b> ”, subject to further study	<b>Unresolved</b>
D19	11.13(b) - now 12.13(b)	Deferred policy “ <b>respecting possible high school site in Amberlea Neighbourhood</b> ”, pending further review by Region	<b>Unresolved:</b> City Council passed Resolution 69/98, Item 4, Part 3.(b), on March 24, 1998, requesting this deferral be resolved by deleting the policy
D40	Schedule II	Deferred “ <b>road designations relating to the Airport</b> ”, pending further study of matters related to the transportation services of Seaton and the Airport	<b>Unresolved</b>
D54	Schedule I	Deferred “ <b>Oak Ridges Moraine Natural Linkage Areas designation</b> ” related to the northern portion of the existing Heather Glen Golf and Country Club	<b>Unresolved</b>
D55	Schedules I, IIIA, IIIB and IIIC	Deferred portion of the “ <b>Natural Areas</b> ” designation (Schedule I), and the identification of a portion of the “ <b>Natural Heritage System</b> ”, “ <b>Significant Woodlands</b> ”, and “ <b>Wetlands</b> ” on Schedules IIIA, IIIB and IIC respectively, in relation to lands located west of Church Street and north of Bayly Street (Roll Number 180102002201100), pending further discussion between the land owner, the Ministry of Natural Resources and Forestry, the Toronto and Region Conservation Authority, the Region of Durham, and the City of Pickering	<b>Unresolved</b>

# Pickering Official Plan

## Amended Parts of Edition 9

This 9<sup>th</sup> edition of the Pickering Official Plan incorporates 8 amendments that have been approved since the 8<sup>th</sup> edition of the Plan, dated October 2018.

<b>Amendments to the Pickering Official Plan Edition 9</b>			
<b>Amendment #</b>	<b>Affected Policy/ Schedule</b>	<b>Explanation</b>	<b>Effective Date</b>
31	7.11, 7.12 and 7.13  16.5A(xxxvii)  16.5B(xxvii)	Add new policies and revise existing Official Plan policies with regard to the City's Information and Communication Technology Network and Dig Once Standard.	June 28, 2019
34	Schedule I	Amending Schedule I – Land Use Structure by replacing the “Urban Residential Areas – Low Density Areas” designation with “Urban Residential Areas – Medium Density Areas” designation for lands located on the north west corner Finch Avenue and Altona Road.	June 20, 2019
36	10.2, 10.8, 10.13, 10.17, 10.27, 10.28, 10.29, 13.1, 16.5A, and 16.5B  Schedule III F – Wellhead Protection Areas	Add new policies and schedule to bring the Official Plan into conformity with the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan and the Toronto and Region Assessment Report.	October 27, 2020

**Amendments to the Pickering Official Plan Edition 9**

<b>Amendment #</b>	<b>Affected Policy/ Schedule</b>	<b>Explanation</b>	<b>Effective Date</b>
37	12.17(q) Schedule I	Amending Schedule I – Land Use Structure by replacing the “Urban Residential Areas – Medium Density Areas” designation with “Urban Residential Areas – High Density Areas” designation for lands located southeast corner of William Jackson Drive and Earl Grey Avenue.	July 25, 2019
39	12.11(h) Schedule I	Reduce minimum net residential density on lands on the northwest corner of Pickering Parkway and Notion Road, and re-designate the easterly portions of the subject lands from “Mixed Use Areas – Specialty Retailing Node” to “Open Space System – Natural Areas” to facilitate the conveyance of lands to the Toronto and Region Conservation Authority.	December 29, 2020
41	Schedule I	Amending Schedule I – Land Use Structure by replacing the “Urban Residential Areas – Low Density Areas” designation with “Urban Residential Areas – Medium Density Areas” designation for lands located on the south east corner Eyer Drive and Oklahoma Drive.	February 26, 2021
42	12.18(j)(iii), 12.18(j)(v), 12.22(a)(i) (A), 12.22(d), 12.22(d)(i),  Schedule VII, Schedule XII	Amending existing policies and schedule within the Lamoreaux Neighbourhood to facilitate a residential townhouse condominium development, and within the Thompson’s Corners Neighbourhood to ensure population and density targets are met while providing for a mix of housing forms and tenure.	May 27, 2021

**Amendments to the Pickering Official Plan Edition 9**

<b>Amendment #</b>	<b>Affected Policy/ Schedule</b>	<b>Explanation</b>	<b>Effective Date</b>
43	12.11 Schedule I	<p>Amending Schedule I – Land Use Structure by replacing the “Urban Residential Areas – Medium Density Areas” designation with “Mixed Use Area – Mixed Corridors” designation for lands located at 1964 Guild Road.</p> <p>And to permit a maximum residential density of 350 units per net hectare and maximum floorspace index of 2.53.</p>	September 16, 2021

# Informational Revisions

This 9<sup>th</sup> edition of the Pickering Official Plan, 2 informational revisions have been approved since the 8<sup>th</sup> edition of the Plan, dated October 2018.

<b>Informational Revisions to the Pickering Official Plan Edition 9</b>		
<b>Amendment #</b>	<b>Explanation</b>	<b>Effective Date</b>
24	Revision to the informational text to provide clarity to the policies introduced as part of the Official Plan Amendment 36 to bring it into conformity with the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan, and the Toronto and Region Assessment Report.	October 26, 2020
27	Revision to delete road connection from Dunn Crescent to Gillmoss Road from Map 11 Neighbourhood 1: Rosebank.	November 23, 2020

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# Introduction to the Official Plan

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# Introduction

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## The Official Plan - A Foundation for Community Building

The official plan lays the “foundation” for building a good community. As a foundation, it provides a vision of the City, identifies how the vision can be reached, and establishes a monitoring program for checking progress and making necessary adjustments. All development in the City must conform to the Council approved official plan.

In the 1970s, Pickering (at that time, a Town) prepared its first official plan, the “Pickering District Plan” (before that, there had been an official plan for the previous Township of Pickering). The District Plan served the Town well for many years, but by the late 1980s it had become dated, and needed to be replaced. Work on the new official plan began in late 1992.

The City of Pickering is located within the Region of Durham. The Region also has an official plan (the Durham Regional Official Plan), the most recent version of which was approved in 1993. The Regional Plan provides the overall direction and framework for local plans. The City’s official plan must fit within and conform to the Regional official plan.

## How the Official Plan is Organized

To be effective, an official plan should be clear, concise and complete. It should provide those that read it with a good picture of where the municipality wants to be in the future, how it intends to get there, and how it will make decisions and check results along the way.

This Plan, the “Pickering Official Plan” is divided into five parts and two appendices, as shown below. For convenience, an index of official plan policies is provided at the back of the Plan.

- Part 1: Principles and Framework
- Part 2: Strategic Policies
- Part 3: Neighbourhoods and Settlements
- Part 4: Detailed Design Considerations
- Part 5: Implementation, Development Review and Monitoring
- Appendix: Quality of Life Indicators and Performance Targets

## What Parts of the Plan are “Official”?

The Plan contains a combination of official policy and other information. The “official policy” includes: the city policies (which for ease of reference are bolded and numbered); the numbered tables; and the schedules (land use structure, transportation system, resource management and the various rural settlement plans).

Background, contextual and illustrative information is also provided. It may be in several forms: introductory and explanatory text (such as this); sidebar notes, examples, illustrations, statistics and charts; maps (as opposed to “schedules”); and contextual and symbolic information appearing on the schedules. More detailed information about what’s official is provided in the interpretation section in Chapter 15.

## How to Use the Plan

All policies, tables and schedules of the Plan must be read in the context of all other policies, tables and schedules of the Plan. Therefore, users must become familiar with the entire document.

Reading the Plan from cover to cover is one approach. However, if you are interested in a particular area or site in the City, you may wish to start by looking at the schedules and maps in the Plan. First locate the area on the various schedules and maps (the land use schedule, the transportation system schedule, the resource management schedule, the appropriate urban neighbourhood or rural settlement map, as well as the other maps in the Plan), then note the relevant designations or information provided on the schedules and maps. After that, using the index and/or table of contents, look up the relevant policies and sections of the Plan.

The remainder of the introduction is a backdrop to the Plan. It provides important background information and helps explain the underlying philosophy of the Plan.

## Pickering’s Natural Setting

Five times the area was hidden by ice. During the last glacial period, which ended about 12,500 years ago, two separate ice sheets covered the land, one centred on Lake Ontario, the other further to the north. In between the two sheets was a moraine (the “Oak Ridges Moraine”), shaped by the accumulation of debris and material trapped in the ice. The moraine lies at Pickering’s northern boundary, and is the source of many of the City’s streams.

**The Oak Ridges Moraine is a prominent east-west ridge of land spanning about 160 kilometers (100 miles) from the Niagara Escarpment to east of Cobourg. It contains some of the most scenic landscapes of southern Ontario, and is of great ecological importance to the health of people, plants and animals in the area.**



As the southern ice sheet retreated, a much larger lake, known as Lake Iroquois, formed in the Lake Ontario basin. Remnants of the shoreline of Lake Iroquois can still be seen today across central Pickering. When the ice jam in the St. Lawrence Valley finally melted, Lake Iroquois receded to form present day Lake Ontario.

Meanwhile, the streams flowing out of the Oak Ridges Moraine and the old shoreline began to cut their valleys. Eventually, portions of six major watersheds traversed the City (the Rouge, Petticoat, Frenchman’s Bay, Duffins, Carruther’s, and Lynde systems). Pickering’s landscape as we know it today, is the product of many years of geologic evolution, and a much briefer period of human settlement.

## Early Settlement

Evidence has been found of native occupation dating to at least 4,000 years ago, although it is believed that people lived in the area much earlier than that (possibly soon after the ice sheets receded). In the mid-seventeenth century, the Huron were driven from the region by the Five Nations Iroquois who established a number of villages. One they called “Ganatsekwyagon.” It was located on the east bank of the Rouge River.

In the late 1600s, French traders, missionaries, and explorers came to the area. A number of local place names are a reminder of our early French history.

Years of warring between the French and English ultimately resulted in the acquisition of Pickering Township by England in 1785.

A few years later, a township survey was started (the township was known as Edinburgh at that time). By the end of the century, the first settlers had begun to arrive and the township’s name had been changed to Pickering.

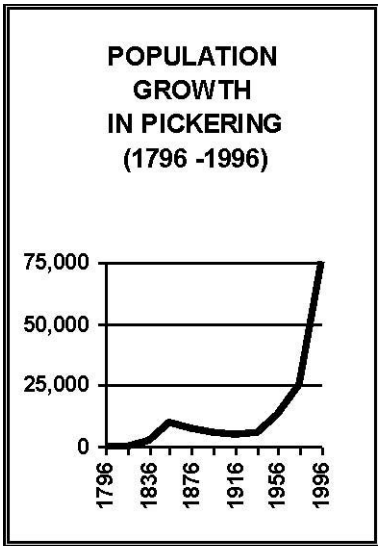
In the early 1800s, dense forests extended from Lake Ontario to the Oak Ridges Moraine, and thousands of salmon could be caught in the Duffins Creek and other streams that flowed into the Lake. Early settlers survived mostly on wild game, fish and berries. However, as land was cleared, people turned to farming and the raising of animals. As this occurred, millers, innkeepers and businessmen also came into the area.

Pickering lies in a larger geographic area known as the “Greater Toronto Bioregion”, a region that shares similar physical and biological features. This wedge-shaped area is defined by the Niagara Escarpment to the west, the Oak Ridges Moraine to the north and east, and the Lake Ontario shoreline to the south.

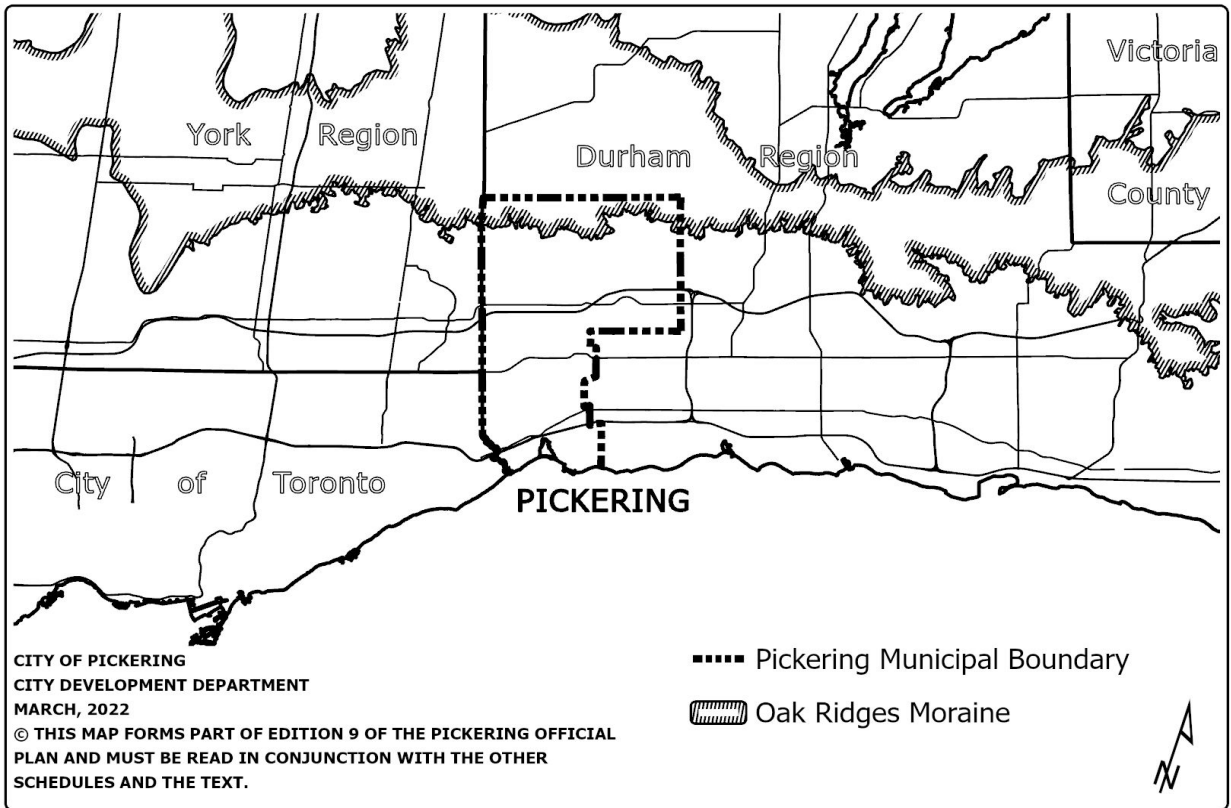
“Frenchman’s Bay” is likely named after François de Salignac de Fenelon, the first French missionary to the area. He worked among the Indians of the village of Ganatsekwyagon through one of the worst winters on record. “Petticoat Creek” was originally known as “Petite Côte” Creek, since one bank of the inlet is quite high, while the other is nearly flat near its mouth. Duffins Creek was called Rivière au Saumon by the French (but owes its name to an early Irish trader who lived in the area, occasionally took in travelers, and was reputedly murdered by one of them).

As early as 1816, stage coaches criss-crossed Pickering along Kingston Road, Brock Road, and the Sixth and Ninth Concession Roads into Markham. Harbours existed at the Rouge River and Frenchman’s Bay, and the Duffins Creek was navigable for small ships as far as Kingston Road.

In 1825, Pickering had three small mills and a population of 830 people. The population had swollen to 2,642 people by 1835, and pressure mounted on governments to provide roads, bridges, land titles and needed social reforms. Peter Matthews, a Pickering farmer and father of 15 was hanged for his part in the 1837 Rebellion lead by W.L. Mackenzie. By 1850, a number of important villages had appeared in the area, including Fairport, Dunbarton, Majorville (now Whitevale), and Duffins Creek (now Pickering Village and located in Ajax).



**Map 1: Regional Context**



A number of other villages and hamlets were also established, usually surrounding a mill, church or school, or located at important crossroads. Timber was the most important export product of the time (some of the world's finest lumber came from the area). By 1848, there were 26 sawmills operating in Pickering so that by 1851, over half of the township was cleared of its trees.

The mid-1800s brought prosperity to Pickering. However, wheat and lumber prices eventually fell, and with increased industrialization and railroad expansion, the importance of Frenchman's Bay as a harbour declined. Population dropped, and did not begin to increase again until about 1915. It was not until 1952 that Pickering's population was the same as it was in 1860.

## Recent Settlement

The City of Toronto was growing rapidly as the nineteenth century drew to a close. In outlying areas such as Pickering, summer cottages were being constructed.

In time, many of these cottages were converted to year round residences. As well, more and more permanent residences were being built along existing township roads (such as Fairport Road, Rosebank Road and Woodview Avenue).

After the second world war, the first "fully-planned" new communities began to appear in the Toronto area. These communities had a striking new land use and transportation pattern. Rather than arranging a mix of uses along grid like street patterns, the new communities were organized around curvilinear streets that both divided and connected people, (by car) to centrally located shopping areas, and peripherally located industrial parks.

This low density suburban development pattern soon spread to outlying areas, and by the early 1960s, the first "planned communities" came to Pickering, (first with Bay Ridges, then West Shore). Over the next 30 years, similar low density, automobile-dependent developments appeared across most of south Pickering.

## A New Planning Direction

As the first of the new "planned" communities were being completed, questions were being raised about many of the fundamental principles upon which they were based. It had become obvious that none of the new communities could be totally isolated from the overall growth of the metropolitan area. In addition, the hoped for live work relationships were not being achieved. Therefore, there was a need to construct an extensive network of expressways, arterial roads and commuter rail lines that connected the new communities with downtown Toronto (and to a lesser extent with each other).

Widespread, low density suburban development also created serious environmental impacts in parts of the region, and disrupted or displaced once thriving agricultural communities. Design concerns also began to surface. Parts of Scarborough, Mississauga, Markham, Pickering and other municipalities began to look remarkably similar.

**Don Mills is perhaps the best known example in the Toronto area of a "fully-planned" postwar community. Privately developed in the late 1950s and early 1960s on 800 hectares of rolling farmland in North York, it was designed to attract 35,000 people and 20,000 jobs. The numerous suburban developers who later tried to emulate Don Mills failed to recognize that the unique characteristics and features of the site contributed greatly to its success.**

As well, as high-speed automobile travel became (of necessity) the preferred mode of transportation, less attention began to be paid to design details that provide visual variety and interest, and appeal to pedestrians. Significant stretches of many suburban arterial roads either became lined with unappealing automobile-oriented commercial developments (characterized by their extensive parking areas and signage), or were flanked on both sides by stark noise attenuation fencing (to “protect” abutting neighbourhood residents).

Thankfully, municipalities across the Greater Toronto Area (and elsewhere) are beginning to realize that this type of “planned” growth is both unsustainable and inappropriate. As with the Don Mills example, new planning models are once again being developed.

Today, community planning is starting to recognize the vital importance of protecting and restoring the natural systems upon which communities are based. Moreover, it is becoming aware of global connections, while respecting and nurturing local culture and heritage. Community planning is also more actively focusing on the product of its efforts; the building of safe, healthy, attractive and sustainable urban and rural communities that coexist in harmony with each other and with natural ecosystems.

Because community planning ultimately is for people, one of the best measures of the success of a community planning effort is the extent to which people are actively and constructively involved in the process of community building. To build better communities, you need effective and ongoing community involvement.

In building a better Pickering, we need to recognize and understand as best we can the complex relationships between the various components of the City; the land, the history, the climate, the plants and animals, and the people. We also need to understand our local “bioregion”, and the progressively larger bioregions that surround us, up to a global context.

Of course, perfect information is not possible. No matter how great our abilities, it is not possible to know exactly how Pickering is evolving, or precisely how it will react to future changes.

A fair amount of humility is therefore needed in planning and building our community. We must proceed carefully and cautiously, and involve as many people as practical in our planning and decision-making processes. The City’s residents, landowners, and business-people can all make valuable contributions, from identifying opportunities and problems, to proposing and implementing solutions, to monitoring results and taking corrective action.

**We must seriously begin to embrace and unite the principles of sustainability and livability, and in so doing, start to concern ourselves both with local and global systems. What needs to emerge is a perspective that focuses on a longer and broader “systems” view of the world; a view that emphasizes the wide diversity and intricate relationship of all things in space and time, and recognizes ecological carrying capacity as a fundamental principle. In embracing this view, people must accept that they have a very important role to play in the functioning of the entire system. We must all begin to recognize our connection to the total system and the way we affect and are affected by it.**

## A Vision for Pickering

To help focus and coordinate people's efforts during the official plan review process, a preliminary "vision" for the City was identified for discussion purposes. In a document entitled "**Evolving Needs, Healthy Settings - A Vision for Pickering**" (which was released for public discussion and comment in June 1994) the following vision was proposed:

**"To build Pickering in a manner that meets the evolving needs of its people, that sustains healthy urban and rural settings, and that creates a unique community interconnected with all other places and people."**

This "vision" dealt with five interrelated themes:

- ◇ evolving needs
- ◇ healthy settings
- ◇ urban and rural sustainability
- ◇ unique community
- ◇ global connectivity

**Evolving needs** recognizes evolution as a fact of life. It acknowledges that as time goes on, people change, communities change and needs change.

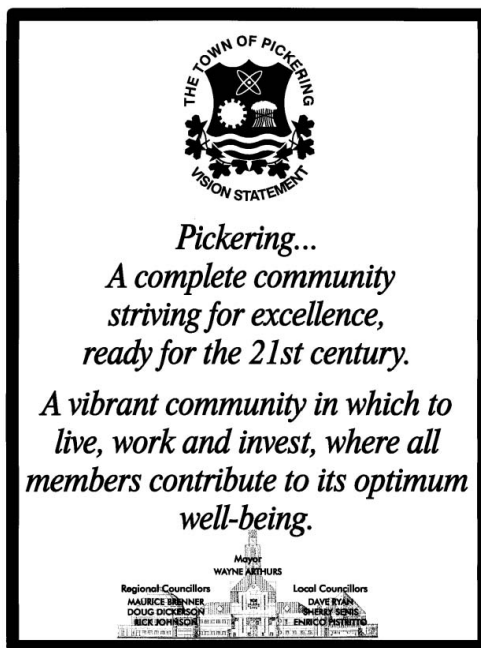
**Healthy settings** are a prerequisite to healthy communities. They also make it easier for people to meet their needs, and fulfill their aspirations. Healthy settings also need to be maintained for future generations so that the needs and aspirations of those that will come after us can also be addressed.

**Urban and rural sustainability** acknowledges the City's fundamental duality as both an urban and a rural place. The City's urban area and rural area both contribute to the well-being of the community, and both must be sustained and enhanced over the long term.

**Unique community** recognizes the City's distinctive landscape, history, location and settlement pattern as valuable assets. Properly nurtured, these assets can set Pickering apart from other municipalities. The City's unique identity must be fostered and promoted.

**Global connectivity** recognizes that Pickering, no matter how unique, is also part of a larger evolving region, surrounded by a larger and evolving area (the Greater Toronto Area), within a changing world. What happens within the City's borders can be significantly influenced by larger social, economic and environmental events.

In June 1996, Pickering Council adopted a vision statement for the City (at that time, a Town). The statement is as follows:



Council’s vision statement contains a number of important directions and messages. This official plan supports the Council vision statement and indeed further enhances it. The Plan provides strategies and tools that will assist the City as it moves forward into the next century to become an increasingly vibrant and complete community, where residents and business-people are encouraged to contribute to the City in meaningful and productive ways.

On January 1, 2000, Pickering was granted City status.

# Part 1: Principles and Framework

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# Chapter 1 - The Guiding Principles

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## The Groundwork for Planning

While this Official Plan provides a foundation for local community building, it is done with the recognition that the City of Pickering is located in the Region of Durham and the Province of Ontario. Both the Region and Province have a role in planning. Consequently, the foundation provided by the Pickering Official Plan sits on footings established by the Durham Regional Official Plan, and groundwork provided by the Province of Ontario.

The Province's directions for land use planning is expressed mainly by a "Provincial Policy Statement". This Statement promotes:

- establishing efficient, cost-effective development and land use patterns by developing strong communities, providing a full range of housing types and densities, establishing infrastructure, and focusing growth in urban areas and in hamlets
- conserving resources related to agriculture, mineral aggregates, natural heritage, water quality and quantity, and cultural heritage and archaeological resources
- directing development outside of areas that may pose a danger to public safety or public health

The Region of Durham, through its official plan, establishes a regional framework for growth and development. The goals of the Regional Plan are to be achieved through a number of directions as follows:

- providing distinct urban areas
- encouraging developments that utilize land efficiently
- protecting significant features of the natural environment
- encouraging development that will not have adverse cumulative impacts on the natural, built and cultural environments
- increasing employment opportunities and balancing growth in population with growth in employment
- encouraging the production of an increased mixture of housing by type, size and tenure
- creating urban areas that are people-oriented
- protecting agricultural lands
- encouraging stewardship of land
- improving transportation linkages both within the Region and between the Region and adjacent areas
- developing the Region in a fiscally responsible manner
- coordinating and managing development of the Region in a manner which has regard for the policies of upper tier governments
- identifying and protecting resources in the Region

The two-tier planning system that exists in Durham Region means that both the Durham Regional Official Plan and the Pickering Official Plan guide decisions and actions. It is important that both plans be consulted. Each plan may contain policies relevant to a particular decision or action. This Plan has been prepared having regard to the Provincial Policy Statement. When approved by the Regional Municipality of Durham, this plan will conform to the provisions of the Durham Regional Official Plan.

#### **City Policy**

Provincial Policy Statement

- 1.1 City Council shall, in making decisions and undertaking actions on land use planning, be consistent with the Provincial Policy Statement, as amended from time to time.**

#### **City Policy**

Durham Regional Official Plan

- 1.2 City Council, in respecting the two-tier planning system in the Region of Durham, shall,**
  - (a) ensure conformity with the purpose and intent of the Durham Regional Official Plan, as amended from time to time, in making decisions and undertaking actions; and**
  - (b) instruct others in using this Plan to also consult and have regard for the policies and procedures of the Region of Durham including the Durham Regional Official Plan, which may provide additional guidance and detail on development matters.**

## **Principles for Growth and Development**

In the Introduction, a preliminary “vision” for Pickering is described. This vision can be translated into a set of guiding principles for Pickering’s future growth and development.

#### **City Policy**

Guiding Principles

- 1.3 City Council recognizes the following as its guiding principles in planning Pickering’s future growth and development,**
  - (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.**

## **Principle 1:**

### **To meet people's needs while ensuring environmentally appropriate actions.**

Community development in Pickering (as elsewhere) is aimed at meeting people's needs, and attempting to fulfill their aspirations. Needs are complex and often intertwined. For instance, economic development is an important objective. However, our economic prosperity is ultimately tied to our ability to maintain healthy ecological and social systems.

In general, needs fall into four broad categories:

- **survival** (food, shelter, security, clean air and water, and a healthy natural environment)
- **integration** (belonging, participation and affection)
- **access** (to activities, places, resources, information and meaningful work)
- **autonomy** (identity, self-esteem, personal freedom, self-expression and creativity)

Clearly, people's needs and aspirations should only be met in environmentally responsible ways. To do this requires:

- using resources wisely (especially non-renewable resources), and reducing, reusing and recycling waste
- encouraging durable, quality development, and the creative reuse of existing buildings, structures and landscapes
- promoting a mixture of land uses, and urban design in support of development that is sustainable, transit supportive, pedestrian-oriented, and accessible to persons with disabilities
- respecting ecological carrying capacity, maintaining and enhancing ecological functions, and promoting ecological diversity
- encouraging the development of durable, energy efficient and useful products
- conserving and rehabilitating natural systems, landscapes and features
- preventing and protecting people from pollution and other hazards
- practicing careful land stewardship to maintain healthy natural environments for current and future generations

## **Principle 2:**

### **To become more self-sufficient while seeking broader connections.**

The City must become more complete and self-sufficient. Yet, it must also recognize, respect and nurture broader connections with others, in time and space. Increasingly, it must think globally while acting locally. To do this requires:

- a more holistic "systems" view of the world, one that accepts that our needs have to be balanced against the needs of others, including future generations
- enhancing local economic opportunities while building global trading partnerships
- supporting and seeking out responsible economic activities and investments
- providing local cultural, leisure and other opportunities that complement and support regional objectives and interests

- involving members of the community in local planning and decision-making, as well as seeking out and considering the interests, ideas and concerns of others outside the community
- establishing a clear “sense of place” that instills in people a feeling of community pride
- improving our understanding of, respect for, and connections with our heritage, landscape, and evolving culture

In using the term **evolving culture**, “culture” refers to the collective knowledge, customs and arts of the wide and growing diversity of cultures that exist in Pickering.

**Principle 3:**

**To support individual rights while upholding community goals.**

People have both rights as individuals, and responsibilities as members of a community. For a community to function effectively and equitably over the long term, a perceived “right” of an individual or group cannot take precedence over a legitimate, identified need of the community. An appropriate balance must be struck between supporting individual rights and upholding community interests. To do this requires:

- defining the City’s goals and objectives clearly, and in consultation with concerned and interested members of the community
- encouraging and ensuring that individuals and groups manage their affairs consistent with the community’s goals and objectives
- protecting the rights of all members of the community to safety, security, privacy, and freedom of expression
- equitably sharing community benefits, costs, obligations and responsibilities
- promoting opportunities for people of the community to interact in positive, mutually-supportive ways

**Principle 4:**

**To welcome diversity while respecting local context.**

As multi-cultural societies such as ours evolve, there is an increasing need to broaden the range of choices and opportunities available to people. Yet, as change occurs, and choices and opportunities diversify, there is also an increasing need to ensure that the City’s local context is respected, and is potentially enhanced, as it evolves over time. Pickering’s “local context” includes its history, physical setting, and development pattern. To protect and enhance local context requires:

- creating a legible and lasting framework for community development that provides a sense of permanence and certainty, yet allows for ongoing change and evolution
- encouraging a broad range of uses and activities within this framework to meet the changing needs of the residents, and continually re-examining these needs
- improving our knowledge and understanding of the community’s diverse groups, elements and systems (social, environmental and economic), their relationships and interdependencies

**Principle 5:****To manage change while recognizing uncertainty.**

In a rapidly changing world, people are often more concerned with crisis management than long-range planning. Events that are unforeseen (and which may not be foreseeable) cause people to have less confidence in future predictions, forecasts and goal-setting exercises.

Yet, when uncertainty about the future is high, rather than becoming less important, long-range planning can increase the likelihood that positive changes will occur in a community. This requires a long-range planning process that maintains a future-oriented, visionary focus, yet is sufficiently flexible and adaptable to respond quickly to change. To do this requires:

- establishing an appropriate planning system for dealing with change and uncertainty, while avoiding “overplanning”
- thinking long-term, but operating incrementally, so that community planning decisions can be evaluated regularly, and adjustments can be made on an ongoing basis
- maintaining and applying valid, up-to-date analytical techniques, but not being trapped into inaction on important issues because of imperfect information, or “analysis paralysis”
- viewing the occurrence of unrelated, seemingly chaotic events as normal, recognizing them for the contribution they make to the community’s evolution

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# Chapter 2 - The Planning Framework

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## Three Interrelated Systems

Meeting needs, being environmentally responsible, becoming more self-sufficient, seeking broader connections, supporting individual rights, upholding community goals, welcoming diversity, respecting local context, managing change and recognizing uncertainty are all important guiding principles. But, principles by themselves, will not suffice. Effective community building also needs an appropriate planning framework in which to operate.

The City's planning framework reflects and builds on its guiding principles. In addition, it provides a logical basis for developing both long-term policy, and short-term operational strategies.

Moreover, the City's planning framework takes a holistic view of Pickering, acknowledging that the whole is greater than the sum of the parts. It considers Pickering and the people that live, work, visit and play here as a "community" with three distinct, yet interrelated systems: an ecological system, an urban system and a rural system.

The **ecological system** flows between and within the other two systems, and is part of a larger ecological system that extends well beyond the City's boundaries (indeed is global in nature). The system comprises the air, landform, water, soil, plants and animals of the City, including its people. It is the biotic and abiotic template upon which the functions and activities of both the urban and rural systems take place. It is also the lifeblood of the community. Without a healthy, properly functioning ecological system, neither the urban system nor the rural system could remain healthy for very long.

"Biotic" means living organisms, while "abiotic" means non-living materials and substances.

The City's **urban system** exists primarily to serve people; their needs, goals, aspirations, and desires, in all their complexity. An important characteristic of a healthy urban system is the ease with which it is able to facilitate ongoing, beneficial transactions, economic and otherwise, between and amongst people.

The **rural system** also exists to serve people. However, it does so in a slightly different way than the urban system. Transactions between and amongst people in the rural area usually stem from or revolve around land as a finite resource. To have a healthy rural system you must therefore have a healthy rural countryside.

In Pickering, municipal planning must recognize the importance of sustaining healthy urban, rural and ecological systems, and must promote mutually beneficial interactions amongst them.

## **City Policy**

### **Purpose of the Official Plan**

**2.1 City Council establishes the purpose of the Pickering Official Plan as:**

**To promote a complete community by sustaining healthy urban, rural and ecological systems, and facilitating beneficial and supportive interactions amongst these systems.**

## **City Policy**

### **Interconnectedness of Ecological, Urban and Rural Systems**

**2.2 In promoting a complete community, City Council:**

- (a) recognizes the interconnectedness of the ecological, urban and rural systems; and**
- (b) shall consider the potential effects of its decisions and actions in relation to all three systems.**



## Pickering's Ecological System

Ecological systems are driven by the sun. The sun, in turn, drives four basic cycles vital to the continued well-being of human and non-human life: the food cycle, the oxygen/carbon dioxide cycle, the hydrologic cycle, and the nitrogen cycle.

People both influence and are influenced by the ecological system. Over time, as it evolves (which it does, even without people intervening), the ecological system will remain healthy so long as it continues to operate within certain limits or thresholds defined by its carrying capacity.

Problems usually arise when the ecological carrying capacity of the system is exceeded, and resources are used faster than they can naturally replenish themselves.

The ecological system, or "ecosystem", may be defined as an interacting system of living organisms (including humans) and their environment. As in most parts of southern Ontario, the "ecosystem" of Pickering is a complex mosaic of forests, fields, wetlands, farms, hedgerows, streams, rivers, valleys and shorelines.

### City Policy

#### Ecological Goals

#### 2.3 City Council adopts the following as its goals for its ecological system:

- (a) to conserve natural resources, especially non-renewable resources;
- (b) to respect ecological carrying capacity, and sustain renewable resources;
- (c) to protect the health and integrity of Pickering's ecological processes, functions, cycles and systems;
- (d) to promote ecosystem diversity, stability, equilibrium and exchanges; and
- (e) to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the ecological system.

A healthy ecological system requires mutually beneficial interactions between and amongst the various components of the system (i.e., the air, landform, water, soil, plants and animals). This is the basis for ecosystem planning, which is often done on a watershed basis (a watershed comprises the land drained by a river and its tributaries).

In support of a healthy **ecological system**, it is an important goal to protect key natural heritage and key hydrologic features for the long term. Achieving a healthy, self-sustaining, connected Natural Heritage System is integral to ensuring a healthy and resilient watershed. The systems based approach establishes a connected and integrated system of natural core areas and linkages. Such a system has a greater ability to sustain itself, particularly in urban and agricultural areas, compared with an approach which only protects individual features. At the same time, the Natural Heritage System, shown on Schedule IIIA, provides a range of habitats, so it may include areas which are not significant natural features.

The key natural heritage and hydrologically sensitive features, which form the basis for the City's Natural Heritage System, are shown on Schedules IIIB, IIIC and IIID, and reflect information from available sources including the Ministry of Natural Resources and Forestry, Region of Durham, Toronto Region Conservation Authority (TRCA), Central Lake Ontario Conservation Authority (CLOCA) and the City.

The system reflects the results of this analysis. It incorporates all key natural heritage and key hydrologic features and reflects:

- the Greenbelt Natural Heritage System as identified in the Greenbelt Plan;
- the Natural Heritage System as identified in the Central Pickering Development Plan;
- updated information on watersheds from TRCA and CLOCA;
- the current identification of wetlands and other features from a range of sources;
- the results of the Duffin Heights Neighbourhood Review; and,
- adjustments to the boundary to better identify existing and approved development.

### City Policy

Core Areas, Corridors and Linkages

- 2.4 City Council recognizes the important role its Natural Heritage System plays in defining Pickering's natural landscape, and in sustaining a healthy ecological system; accordingly, Council shall endeavour to protect, conserve and enhance its Natural Heritage System.

Pickering's (present) natural landscape has resulted from thousands of years of geologic evolution and only a few hundred years of human activity. This landscape has been greatly influenced by people in an ongoing effort to improve productivity, protect life and property, and create a higher standard of living.

For people, the natural landscape provides **basic substances** (such as air and water), **raw materials** (such as wood, sand and gravel), **energy** (such as natural gas), and various **amenities** (including picturesque views). It is also expected to handle people's **wastes** (on land, in the air and in water). What cannot be assimilated organically, usually comes back in the form of **pollution**.

The City plays a role in protecting its natural landscape where it owns or manages property, and where it can influence or regulate the actions of others. The City also has a role to play in protecting people from environmentally hazardous situations.

### City Policy

Ecological System

- 2.5 City Council will endeavour to:
- (a) protect the City's critical ecological functions and components from inappropriate human uses and activities, including its stream corridors and significant valleylands, forests, significant woodlands, shorelines, wetlands, areas of natural and scientific interest, rare species, and fish and wildlife habitat, within and outside the City's Natural Heritage System;
  - (b) protect people from environmentally hazardous situations by prohibiting development where site conditions or location pose a danger to public safety, health or property;
  - (c) require the restoration and rehabilitation of degraded and damaged ecosystems, including polluted and contaminated sites;
  - (d) encourage energy and water conservation, and the reduction, re-use and recycling of waste;
  - (e) plan, design and manage communities, both urban and rural, in harmony with natural processes and functions by:

- (i) improving the quality of surface water runoff;**
- (ii) managing changes in the quantity and rate of surface water runoff so that these changes do not adversely affect the environment;**
- (iii) promoting the naturalization of valleylands and stream corridors;**
- (iv) enhancing groundwater recharge and discharge;**
- (v) protecting, restoring and where possible creating large contiguous natural areas and linkages in order to provide more and better aquatic and terrestrial habitat and corridors for wildlife movement; and**
- (vi) promoting the use of ecological design techniques through the development review process to strengthen the sense of connection between the built and natural environment, which may include the provision of gateways and trailheads to natural areas, designing buildings to provide view corridors and passive enjoyment of adjacent natural spaces, and integrating green infrastructure and low impact development techniques in development;**
- (f) educate and involve residents, business people and landowners in protecting and enhancing ecological cycles and systems, and in making environmentally responsible choices; and**
- (g) in cooperation with others, regularly monitor and report on the health of the City's ecological system, and where warranted, take and encourage others to take necessary corrective action.**

## Pickering's Urban System

Urban systems involve people doing a variety of things (trading, communicating, learning, playing, raising families, or interacting in some other meaningful way). As a result, healthy and successful urban systems have a diversity of buildings, uses, facilities, experiences and opportunities. They also tend to be active, accessible and attractive places.

In looking at the City's urban system, it would be beneficial to take a broad and integrated perspective. Important interrelationships between local economy, local culture and local identity should be uncovered and respected.

### City Policy

#### Urban Goals

**2.6 City Council adopts the following as its goals for its urban system:**

- (a) to establish and encourage a "complete" urban area with a wide mix and diversity of uses, activities, experiences and opportunities;**
- (b) to recognize and nurture important interrelationships between local culture, local identity and the local economy;**
- (c) to provide an adaptable, durable, safe and accessible urban environment; and**
- (d) to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the urban system.**

Urban Pickering is relatively young, much of it having been developed only over the last 30 years or so. As time goes on, additional elements and services will need to be added to urban Pickering if it is to evolve into a more "complete" and liveable community; a community that offers a wide variety of opportunities and activities to meet the evolving and increasingly diverse needs of its people.

### City Policy

#### Urban System

**2.7 City Council shall:**

- (a) encourage a variety of uses in close proximity to one another through a well designed, compact urban form;**
- (b) make efficient use of infrastructure, land and services, and facilitate local economic and social interactions between people;**
- (c) increase overall the number and variety of housing, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area;**
- (d) direct new residents, jobs and activities to areas where adequate amenities, services and facilities either exist or will be provided;**
- (e) encourage the integration of people of varied backgrounds, cultures and lifestyles into the urban system;**
- (f) encourage alternatives to the private automobile for moving around and through the urban area; and**

- (g) improve the physical design of neighbourhoods, streets and the public realm, making them safer, more attractive, more comfortable, more human in scale, and more respectful of cultural and natural heritage.

The Urban System comprises three adjoining areas in Pickering as shown on Map 2: Pickering's Urban System, at the end of this Chapter:

- The **South Pickering Urban Area**, extending from Lake Ontario northerly to the C.P. (Belleville) rail line which cuts diagonally across the City from north of Finch Avenue in the west, to north of Taunton Road in the east.
- The **Seaton Urban Area**, extending northerly from the C.P. (Belleville) rail line to Highway 7, generally between the West Duffins Creek and the 16th side road but also including lands north of Highway 7 generally between the West Duffins Creek and North Road as shown on Map 2.
- A **Proposed Airport Site**, that protects lands north of Highway 7 for a potential airport, in the event such a facility is established by others, in consultation with the City.

### City Policy

#### Urban System Areas

- 2.8 For planning purposes, City Council shall consider the following areas as Pickering's urban system:
- (a) lands between Lake Ontario and the C.P. (Belleville) rail line generally known as the South Pickering Urban Area;
  - (b) lands between the C.P. (Belleville) rail line and up to the Federal Airport lands (generally Highway 7), west of Sideline 16/Ajax-Pickering boundary, east of the West Duffins Creek, generally known as the Seaton Urban Area; and
  - (c) lands north of Highway 7, generally known as the Proposed Airport Site.

Neighbourhoods are the backbone of the urban system. For planning purposes, the South Pickering Urban Area is divided into 15 urban neighbourhoods (see Map 3A: South Pickering Urban Area Neighbourhoods, at the end of this Chapter). These neighbourhoods range in size, shape, and character.

For planning purposes, the Seaton Urban Area is divided into 6 urban neighbourhoods (see Map 3B: Seaton Urban Area Neighbourhoods).

### City Policy

#### Neighbourhoods

- 2.9 City Council:
- (a) recognizes neighbourhoods as the fundamental building blocks of its urban system; and
  - (b) shall endeavour to maintain the different identities and characters of its neighbourhoods as they evolve over time.

The Central Pickering Development Plan identified 15 separate residential neighbourhoods and a large employment area along both sides of Highway 407 within the Seaton Urban Area. These areas have been condensed into 6 neighbourhood plan areas.

## South Pickering Urban Area

By the beginning of 1996, the South Pickering Urban Area had a population of over 70,000 people, and an estimated 25,000 jobs. At around that time, forecasts undertaken for the Greater Toronto Area (GTA) and the Region of Durham projected an increase of about 30,000 people and 24,500 jobs in South Pickering by 2021.

The time horizon for this Plan is 20 years (up to the year 2016). Over this period of time, and consistent with the GTA and Durham projections, it is estimated that an additional 31,000 people and 26,000 jobs will be accommodated in the South Pickering Urban Area. Properly planned, this increase in people and jobs will help produce a more “complete” and liveable urban area.

### City Policy

South Pickering Urban Area

Population Target

#### 2.10 City Council:

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

The residential population in the City Centre was approximately 5,100 for the year 2011

### City Policy

South Pickering Urban Area

Employment Target

#### 2.11 City Council:

- (a) adopts an employment target for the South Pickering Urban Area of 51,200 jobs for the year 2016;
- (b) despite Section 2.11(a) adopts an employment target for the City Centre of 13,500 jobs for the year 2031; and
- (c) shall endeavour to accommodate urban employment in the South Pickering Urban Area as follows:
  - (i) primarily in Mixed Use Areas and Employment Areas as designated on Schedule I to this Plan; and
  - (ii) as home occupations in Urban Residential Areas.

**City Policy**

Table 1: South Pickering  
Urban Area Population Targets  
1996-2016

<b>Table 1</b>					
<b>South Pickering Urban Area</b>	<b>Population Targets by Year</b>				
<b>Neighbourhood</b>	<b>1996</b>	<b>2001</b>	<b>2006</b>	<b>2011</b>	<b>2016</b>
1 Rosebank	2,400	2,700	2,900	3,200	3,400
2 West Shore	7,400	7,500	7,500	7,600	7,600
3 Bay Ridges	7,800	8,200	8,600	9,000	9,500
4 Brock Industrial	150	100	100	100	100
5 Rougemount	2,700	2,900	3,100	3,200	3,400
6 Woodlands	2,100	2,600	3,100	3,500	4,000
7 Dunbarton	1,800	2,000	2,300	2,500	2,700
8 City Centre	4,900	6,500	8,100	9,700	11,300
9 Village East	4,900	5,000	6,200	6,800	7,400
10 Highbush	3,200	3,800	4,500	5,200	5,900
11 Amberlea	10,600	11,400	12,100	12,900	13,600
12 Liverpool	17,500	17,700	17,800	18,200	18,200
13 Brock Ridge	5,600	6,600	7,500	8,400	9,300
14 Rouge Park	200	500	1,000	1,300	1,600
15 Duffin Heights	100	100	100	500	2,500
<b>Total Population Targets: South Pickering Urban Area</b>	<b>71,350</b>	<b>78,100</b>	<b>84,900</b>	<b>91,900</b>	<b>100,500</b>
<p><b>Note:</b> The year increments and the population targets for South Pickering Urban Area will be adjusted from 2016 to 2031 and updated through the completion of the City’s Growth Plan conformity amendment.</p>					

## Seaton Urban Area

Seaton is located north of the C.P. (Belleville) rail line. The lands were acquired by the Province in the early 1970s, as part of a larger acquisition that included lands in Markham and Scarborough. A total of 8,000 hectares were either expropriated or purchased to establish a new city of 250,000 people adjacent to a proposed international airport.

This city was never built. Following the federal government's decision not to build an airport at that time, the Province re-examined its development concept. Ultimately, it was decided that only lands east of the West Duffins Creek would be considered for urban development, for a community of up to 90,000 people.

Through the 1980s, planning for Seaton proceeded slowly. Toward the end of the decade, a number of concerned citizens from Pickering and surrounding areas prepared the **Seaton Planning Guide** urging the government to build an "innovative, compact urban community". This prompted the Province to undertake a public consultation process in 1991, the result of which was the completion of a report entitled **Seaton: A Strategy for Environmentally Responsible Planning**.

The 1991 report recommended the establishment of a compact urban community on up to 1,400 hectares of land, developed in a way that would be "innovative, diverse, balanced, adaptable and workable". The report also established development principles on housing, employment, mixed uses, community services, design and heritage conservation.

In late 1993, the Province established a Seaton Advisory Committee to report on the feasibility of developing the Seaton lands. After nearly two years of work, the Committee (which included representatives from local and regional government, the development industry, the local community, as well as housing and environmental interests) submitted its report.

The Advisory Committee's report concluded that it is "not only possible but imperative that a compact, innovative community be constructed on the site, and that there is broad public support for the idea."

On April 17, 2003, the Minister of Municipal Affairs and Housing signed an order under the *Ontario Planning and Development Act, 1994* establishing a Development Planning Area covering the Pickering portion of the Duffins Rouge Agricultural Preserve and the Seaton lands. On May 3, 2006, the Province released the Central Pickering Development Plan for this area. The Plan establishes a vision for a sustainable community and sets out broad goals, objectives and policies for this area. This Official Plan conforms to and implements the Central Pickering Development Plan for the Seaton Urban Area through additional detailed policies and land use schedules.

The policies of Chapter 11 set out more detailed policies specific for the Seaton Urban Area, which implement the goals, objectives and policies of the Central Pickering Development Plan. The Central Pickering Development Plan identified 15 separate residential neighbourhoods and a larger employment area along both sides of Highway 407 in the Seaton Urban Area. These areas have been condensed into 6 Neighbourhood Plan Areas. Further detailed area and site specific policies are found in the neighbourhood plans in Part 3, Chapter 12. As well, the Sustainable Placemaking Guidelines for the neighbourhoods are found in the Compendium Document to the Pickering Official Plan.



## City Policy

### Sustainable Principles

- 2.12 City Council shall plan the Seaton Urban Area as a sustainable urban community which shall be compact, walkable and pedestrian focused and contain a mix of uses that can adapt and evolve over time. It shall be based on the following key sustainability principles:**
- (a) create walkable, transit supportive neighbourhoods through compact development; integration of mixed use development; and distribution of parks and recreational facilities;**
  - (b) create a transit, cycling and pedestrian supportive urban system with pedestrian-oriented roads, and fully integrated cycling and walking networks;**
  - (c) create opportunities for job creation particularly on the employment lands concurrent with residential growth;**
  - (d) promote environmentally sustainable building and design practices;**
  - (e) provide for a range of housing types and densities that meet the needs of a diverse population;**
  - (f) protect the Seaton Natural Heritage System and integrate it into the neighbourhoods;**
  - (g) protect cultural heritage resources and archaeological resources; and**
  - (h) create an adaptive and resilient urban community.**

## City Policy

### Seaton Urban Area

#### Population and Employment

- 2.13 City Council supports:**
- (a) the development of an urban community that will accommodate 61,000 people by 2031 and be planned to accommodate up to 70,000 people through long-term intensification. This population is based on the policy direction for compact development, higher densities and the direction to use land and services more efficiently. The Community Nodes and to a lesser extent the Mixed Corridors may develop first with primarily commercial uses and intensify over time with a broader mix of uses, which will contribute to long-term intensification. The 2031 population by Neighbourhood, within the Seaton Urban Area, is set out in Table 1B;**
  - (b) the development of an urban community that will accommodate 30,500 jobs by 2031 and be planned to accommodate 35,000 jobs through long-term intensification. This employment shall be provided:**
    - (i) in office, manufacturing and service industries in the Prestige Employment designation;**
    - (ii) in office, retail and service industries in the Community Node and Mixed Corridor designations and in small commercial stores in the neighbourhood nodes;**
    - (iii) in institutional and recreational facilities throughout the residential designations and mixed use designations; and**
    - (iv) as home occupations in all residential and mixed use designations.**

<b>Table 1B</b>	
<b>Seaton Urban Area Neighbourhoods</b>	<b>2031 Population</b>
16 Lamoreaux	17,500
17 Brock-Taunton	5,000
18 Mount Pleasant	18,000
19 Wilson Meadows	15,000
20 Thompson's Corners	5,500
21 Pickering Innovation Corridor	0

**City Policy**

Input to the Seaton Planning Exercise

**2.14 As input to the planning exercise for the Seaton Urban Area, City Council supports:**

- (a) a compact urban area;
- (b) the identification of neighbourhoods, the preparation of neighbourhood plans, and the establishment of an appropriate neighbourhood phasing strategy; and
- (c) the adoption of appropriate measures, incentives and controls to ensure the community:
  - (i) respects natural systems and processes;
  - (ii) enhances local economic and employment opportunities;
  - (iii) reserves lands for a future university and/or Durham College campus if such lands are not already identified elsewhere in the City;
  - (iv) uses existing resources, facilities, services and infrastructure efficiently, effectively and in an innovative manner;
  - (v) meets the diverse and evolving needs of its people and the marketplace;
  - (vi) is appropriately linked and integrated with the rest of Pickering;
  - (vii) does not cause a financial burden on the City or Region;
  - (viii) is built in such a way that adequate flexibility is provided to accommodate ongoing community evolution and innovation;
  - (ix) is planned to be a sustainable community with a balance of population and jobs;
  - (x) is integrated with South Pickering and relies on South Pickering for a full range of commercial, institutional and government services; and
  - (xi) supports and does not compete with the primacy of the City Centre for a full range of retail and service commercial uses.

## **City Policy**

### **Disposal of Provincial Lands**

- 2.15 City Council shall encourage the provincial government to dispose of its lands in Seaton in an appropriate and timely manner, provided:**
- (a) the lands are sold for uses consistent with the policies of this Plan and the Durham Regional Official Plan; and**
  - (b) lands that serve important public purposes, or contain significant natural or cultural resources are conveyed to the appropriate public agency.**

## Proposed Airport Site

In the early 1970s, the federal government expropriated approximately 7,500 hectares of land in Pickering, Markham and Uxbridge to build a new international airport for Toronto. In Pickering, these lands are located generally north of Highway 7, and west of Brock Road.

Since that time development of the airport has not proceeded, but the lands remain owned by the Federal Government and are rented out for farming purposes. In 1974 the Province enacted Minister's Zoning Orders 1 and 2. These Zoning Orders applied to the lands north of the Fifth Concession Road and east of the federal airport lands. The Zoning Orders restricted land uses in the area covered by the Orders to agricultural uses and buildings and structures accessory thereto including single dwellings used in connection with the agricultural operation and home occupations.

In 1998 the Federal Government initiated a process to protect the federal lands for future aviation needs. This process culminated in the establishment of the Pickering Airport Site Zoning Regulations in September 2005. The regulations apply to certain lands adjacent to, and in the vicinity of the federally owned lands in Pickering and adjacent municipalities. They restrict the height of buildings, structures and objects, including natural growth, on regulated lands and are designed to protect aircraft from potential hazards such as bird strikes and electronic signal interference. The Minister of Transportation also prepared N.E.F. (noise exposure forecast) contours to be applied to planning proposals to limit noise sensitive development in keeping with the Provincial Policy Statement.

In response to requests for a further due diligence/business case assessment of the need for an airport, the Greater Toronto Airport Authority completed a Pickering Airport Master Plan and released a Pickering Airport Land Needs Assessment study in July 2011. The needs assessment study recommends that the site be protected for future development of an airport based on an identified need for a new airport in the Greater Golden Horseshoe Area between 2027 and 2037. Transport Canada further indicated that the Federal Government will consider development of the airport lands as a potential future airport in Pickering, taking into account the needs of the region and stakeholders.

In 2013, the Federal Government transferred 2,023 hectares of the Federal Airport Lands to the Rouge National Urban Park, and in 2015, committed to transferring an additional 2,104 hectares to the Park. The Federal Government advised that the remainder of the lands will be protected for economic development, including an airport.

Since the Federal Government has determined that only part of the lands originally declared as an Airport Site will need to be protected for an airport, a revised Declaration Order identifying the reduced area of 3,520 hectares has been published in the July 18, 2015 edition of the Canada Gazette.

Despite the establishment of the ministerial zoning orders and regulations, and the completion of a range of studies, a final decision has not yet been made on the airport.

Recognizing that air transportation plays an important role in the GTA economy, the Plan designates the revised boundary of the Federal Airport lands and provides an overlay identifying the proposed airport site as declared by Transport Canada on Schedule I to this Plan.

The federal airport lands are shown on Schedule A of the Durham Official Plan.

**City Policy**

Protection of Lands for a Proposed Airport

- 2.16 City Council recognizes the economic importance of a strong air transportation network in the Greater Toronto Area, and for this reason shall protect lands for the possible development of an airport on the Federal Airport Lands as delineated on Schedule I.**

**City Policy**

Federal Airport Lands:  
Land Uses

- 2.17 Until a decision is made to establish an airport facility on the Federal Airport lands, City Council shall only permit open space and agricultural uses that do not preclude the possibility of an airport facility.**

**City Policy**

Cost-Benefit Analysis of Proposed Airport

- 2.18 Before the development of an airport in Pickering, City Council shall request the proponent of any such airport to submit, to the City's satisfaction, an analysis of the environmental, social and economic costs and benefits to the City of developing such an airport.**

The Durham Regional Official Plan identifies a large area in the centre of the Federally-owned lands as an airport site. Other Federally-owned lands surrounding this central area are designated in the Regional Plan as a Study Area.

## Pickering's Rural System

Like urban systems, rural systems involve people doing a variety of things. Yet, transactions between and amongst people of the rural area, differ somewhat from those in the urban area. They usually directly or indirectly require, stem from, or are grounded in "land" as a viable, productive and lasting resource.

Farming, forestry, golfing, bird watching, aggregate extraction, hiking and many other rural activities all require or use land as a resource. To exist, they all directly depend upon land, or upon the natural systems that support and flow from the land.

Protecting land, as a finite resource, is therefore of vital importance to ensuring a healthy rural system.

Rural Pickering comprises approximately, 15,200 hectares, which is roughly two-thirds of the City's total land area. As depicted on Map 4: Pickering's Rural System, found at the end of this Chapter, the City's rural system includes lands situated south of the Township of Uxbridge, and north of the C.P. (Belleville) rail line, excluding Seaton and the Potential Airport Site.

A vision statement for rural Pickering, developed in 1994 by residents of the City, forms an excellent starting point for the formulation of rural policy. In part, this vision statement describes rural Pickering as:

**"...a healthy countryside working in tandem with healthy communities ... an ecosystem of farms, forests and streams, aquifers and wetlands: lands which support viable agricultural production, which maintain and enhance wildlife habitat and will provide recreational opportunities for the people of Pickering"**

**"... a vibrant community: one which supports farms and preserves the history and heritage of existing hamlets, while accommodating the diverse needs of a growing population and making a significant economic contribution to the region"**

Consistent with this vision, the City's policies for its rural system seeks to:

- preserve agricultural capability for future generations
- encourage farms and related businesses
- accommodate controlled growth
- support the cultural heritage and integrity of rural lifestyles
- protect and enhance the diversity of natural areas
- minimize the degree of conflict among a diversity of interrelated uses
- provide recreational opportunities for people to enjoy the countryside
- give rural residents an active role in determining future plans for hamlets and rural lands

## Rural Goals

In the past, Pickering's rural area changed relatively slowly. Today, as the Greater Toronto Area urbanizes, and increasing concerns are expressed about the economic viability of agriculture in the area, the City faces increasing pressure for rapid and more widespread rural land use changes.

Controlling both the type of change in and the speed at which it occurs is therefore extremely important to maintaining the long-term health of the City's rural system.

### City Policy

#### Rural Goals

#### 2.19 City Council adopts the following as its goals for its rural system:

- (a) to protect and enhance the cultural and natural heritage of the rural area, and conserve the rural resource base, including agricultural lands, for existing and future generations;
- (b) to encourage a vibrant rural economy with a wide range of rural uses and activities, including:
  - (i) primary agricultural uses;
  - (ii) complementary and supportive agricultural uses;
  - (iii) outdoor rural recreational uses; and
  - (iv) other compatible rural uses that contribute to the diversity of economic activities in the area;
- (c) to promote improved social and economic linkages between urban and rural Pickering;
- (d) to encourage limited rural residential development primarily in hamlets;
- (e) to encourage rural residential development that is energy efficient, enhances the range of rural housing choices, and is environmentally appropriate in terms of its form, water usage and sewage disposal systems;
- (f) to encourage the appropriate and timely disposition of lands in rural Pickering owned by the provincial and federal governments; and
- (g) to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the rural system.

By 2015, approximately 4,300 people lived in rural Pickering, representing about 5 percent of the total population of the City. Although the number of people living in the rural area will increase, the ratio of the number of people living in rural Pickering compared to urban Pickering will drop by 2031 to less than 3 percent of the City's total population. Most of the City's residential growth will occur in the urban area.

Still, some rural population growth is considered necessary and desirable to maintain a healthy and viable rural area. Based on a data collected in December 2014 approximately 200 additional people could be accommodated in rural Pickering over the next 15 years, through infill in rural settlements or development of vacant lots.

**City Policy**

Rural Population Target and Allocation

- 2.20 City Council adopts an overall population forecast for rural Pickering of 4,330 to 4,525 people for the year 2031, which represents an 15 year increase of approximately 200 people; this increase in rural population shall be accommodated as follows:
- (a) at least 80 people in hamlets and clusters identified by this Plan; and
  - (b) up to about 120 people on lots existing outside of settlements (hamlets, clusters or country residential settlements).

Rural Residential Growth*	
Total Rural Population Growth (2015 to 2031)	approximately 200 people
Hamlets <sup>1</sup> and Clusters	at least 80 people
Existing Lots Located Outside of Settlements	120 people

\*Declining Rural Residential Growth is reflective of an aging population and a reduced person per unit count

<sup>1</sup> Growth in Hamlets does not reflect potential minor hamlet expansions

Employment opportunities in rural Pickering are currently limited. In the past, most rural jobs were in agriculture and related businesses. Today, because of a general decline in farming, rural job opportunities need to be more diverse if the City is to sustain a healthy rural economy.

Emphasis should be placed on introducing and supporting a diversity of rural enterprises including agriculture, businesses related to agriculture, and rural outdoor recreational businesses. As well, businesses related to resource conservation, energy conservation, and environmental rehabilitation could be encouraged.

Also, within certain rural settlements (where permitted by a Rural Settlement Plan), some employment could come from “population-serving” businesses, such as convenience stores, banks, restaurants, personal service establishments, and gas stations, as well as from rural home occupations, and home businesses.

**City Policy**

Rural Employment Target

- 2.21 City Council will actively encourage rural employment opportunities which support the rural community and are in accordance with the provisions of this Plan.

**City Policy**

Rural Employment Opportunities

- 2.22 City Council shall encourage rural employment opportunities primarily as follows:
- (a) in food production and other agricultural and related businesses, especially those that are labour intensive and benefit from being in close proximity to urban areas;
  - (b) in farm businesses that benefit from close proximity to urban areas, such as, but not limited to, market gardens, pick-your-own fruit and vegetable operations, bed and breakfast establishments, and businesses offering rural farm holidays;
  - (c) through rural diversification, including compatible recreational uses, businesses related to environmental rehabilitation or energy and resource conservation, home occupations, and home businesses; and



- (d) **in small scale service, commercial and industrial operations, such as but not limited to, nurseries, garden centres, landscaping, excavating, and equipment repair and service.**

As of 1996, about 50 percent of the City's rural area was publicly owned; the federal government holding about 5,600 hectares of rural land for a possible federal airport, and the provincial government holding about 2,000 hectares of rural land (beyond the roughly 3,000 hectares held for Seaton). Surplus rural lands owned by either the federal or provincial governments should eventually be returned to private ownership.

### **City Policy**

#### **Sale of Surplus Public Lands**

- 2.23 City Council shall encourage the appropriate and timely disposition of rural lands that are owned by, and surplus to the needs of the federal and provincial governments, provided:**
  - (a) **the lands are sold for uses consistent with the policies of this Plan and the Durham Regional Official Plan; and**
  - (b) **lands that serve important public purposes, or contain significant natural or cultural resources are conveyed to the appropriate public agency.**

In 1997, the City established a Rural Study Area on lands located west of the West Duffins Creek bounded by Green River on the north, the Townline Road on the west, the C.P. (Belleville) rail line on the south, and West Duffins Creek on the east. Subsequently, Council concurred with the conclusions of the "Pickering Rural Study: Final Report" dated April 1988, that no changes be made to the urban/rural boundary as currently identified in the Durham Regional Official Plan and the Pickering Official Plan. In 2002, the City initiated a Growth Management Study for an area of land bounded by Highway 7 to the north, Sideline 16 and the Pickering-Ajax boundary to the west, the C.P. (Belleville) rail line to the south, and the Pickering-Toronto/Markham boundary to the west.

## Rural Lands

Pickering's Rural System contains 'Rural Lands' and 'Rural Settlements'. Rural Lands are very diverse, supporting a variety of uses including farming, open space, golf courses and conservation areas, as well as many large properties along sidelines and concession roads that are primarily used for residential purposes.

Although the 1994 resident-proposed vision for rural Pickering stresses the importance of conserving rural lands for future generations, it is not a no growth or anti-development vision. Rather, it allows for a diversity of uses on rural lands, especially those that provide rural economic benefits, and enhance or are compatible with the rural character of the area.

The challenge for the City's Rural Lands is to accommodate diversity while protecting the agricultural and open space resource base.

### City Policy

#### Rural Land Uses

- 2.24 Within the rural area and outside of Rural Settlements, City Council shall establish appropriate land use designations to reflect the predominantly agricultural and natural open space nature of this area (see Chapter 3 - Land Use).**

### City Policy

#### Other Uses by Amendment

- 2.25 In addition to those uses permitted by the designations established under Section 2.24, City Council may consider permitting other uses and activities within the rural area by amendment to this Plan, subject to the relevant provisions of Chapter 16 (Development Review) of this Plan.**

## Rural Settlements

Most of Pickering's rural growth over the past twenty years occurred in its Rural Settlements; areas where rural housing and related uses are concentrated.

There are four types of rural settlements in Pickering, generally differentiated by size, characteristics and mix of uses: rural hamlets, Oak Ridges Moraine rural hamlets, rural clusters and country residential subdivisions.

**Rural hamlets** are existing hamlets that are generally long-established. They are the focus of rural development. They often contain a variety of land uses, including residential, commercial, community, cultural and recreational uses. The designated Rural Hamlets in Pickering are Cherrywood, Whitevale, Green River, Brougham, Greenwood, Kinsale, Balsam, and the south part of Claremont.

**Oak Ridges Moraine rural hamlets** are existing hamlets or similar existing small communities that are generally long-established. They often contain a variety of land uses, and provide opportunities for growth only within the existing hamlet boundary. Most of Claremont is designated Oak Ridges Moraine rural hamlet.

**Rural clusters** are groupings of residential dwellings, usually developed along existing rural roads. They provide minor opportunities for growth through infill development. The designated Rural clusters in Pickering are Cherrywood East, Cherrywood West, and the Greenwood Cluster. No new Rural clusters will be permitted.

**Country residential** settlements are large lot, rural residential subdivisions built mainly on internal roads, and cannot exceed the maximum number of residential lots approved. The designated Country residential subdivisions in Pickering are Birchwood Estates, Barclay Estates, Spring Creek, Staxton Glen, and Forest Creek Estates. No new Country residential subdivisions will be permitted.

To properly control the amount, nature and distribution of rural growth, Rural Settlement Plans have been prepared for each Rural Settlement (see Chapter 13 - Rural Settlements). No other Rural Settlements will be approved.

### City Policy

#### Identifying Rural Settlements

- 2.26 City Council shall identify within its rural area, concentrations of rural housing as either Rural Hamlets, Oak Ridges Moraine Rural Hamlets, Rural Clusters or Country Residential.

#### Rural Settlements

- Rural Hamlets
- Oak Ridges Moraine Rural Hamlets
- Rural Clusters
- Country Residential

**City Policy**

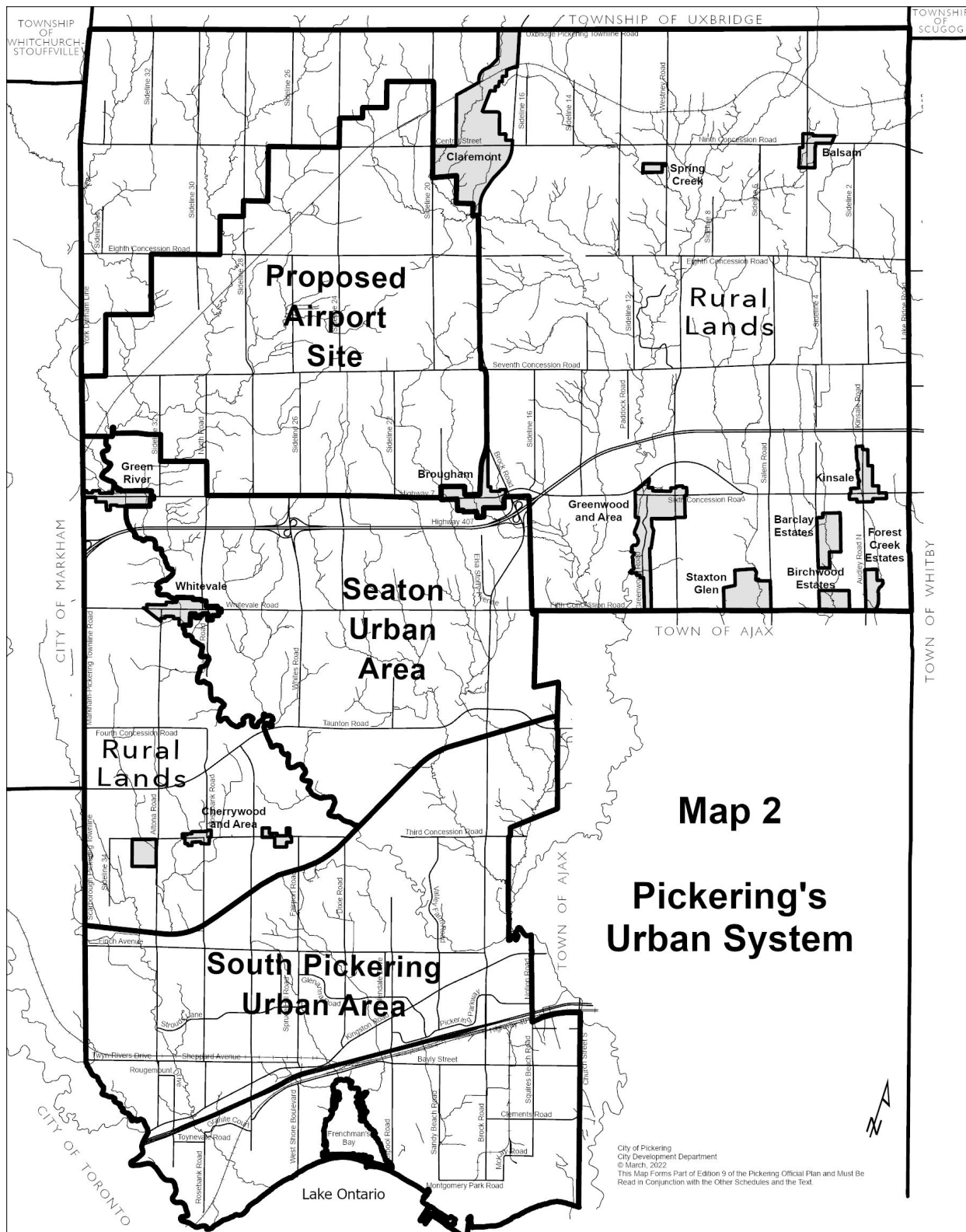
Minor Rural Settlement Expansions  
Through Comprehensive Review

- 2.27 City Council may consider the minor expansion of the rural settlement boundaries for the Hamlet of Greenwood through the completion of a municipally led rural study, in accordance with the provisions of Sections 3.19, 15.8 and Chapters 13 and 16 of this Plan, the Provincial Policy Statement, and Provincial Land Use Plans, where applicable.**

**City Policy**

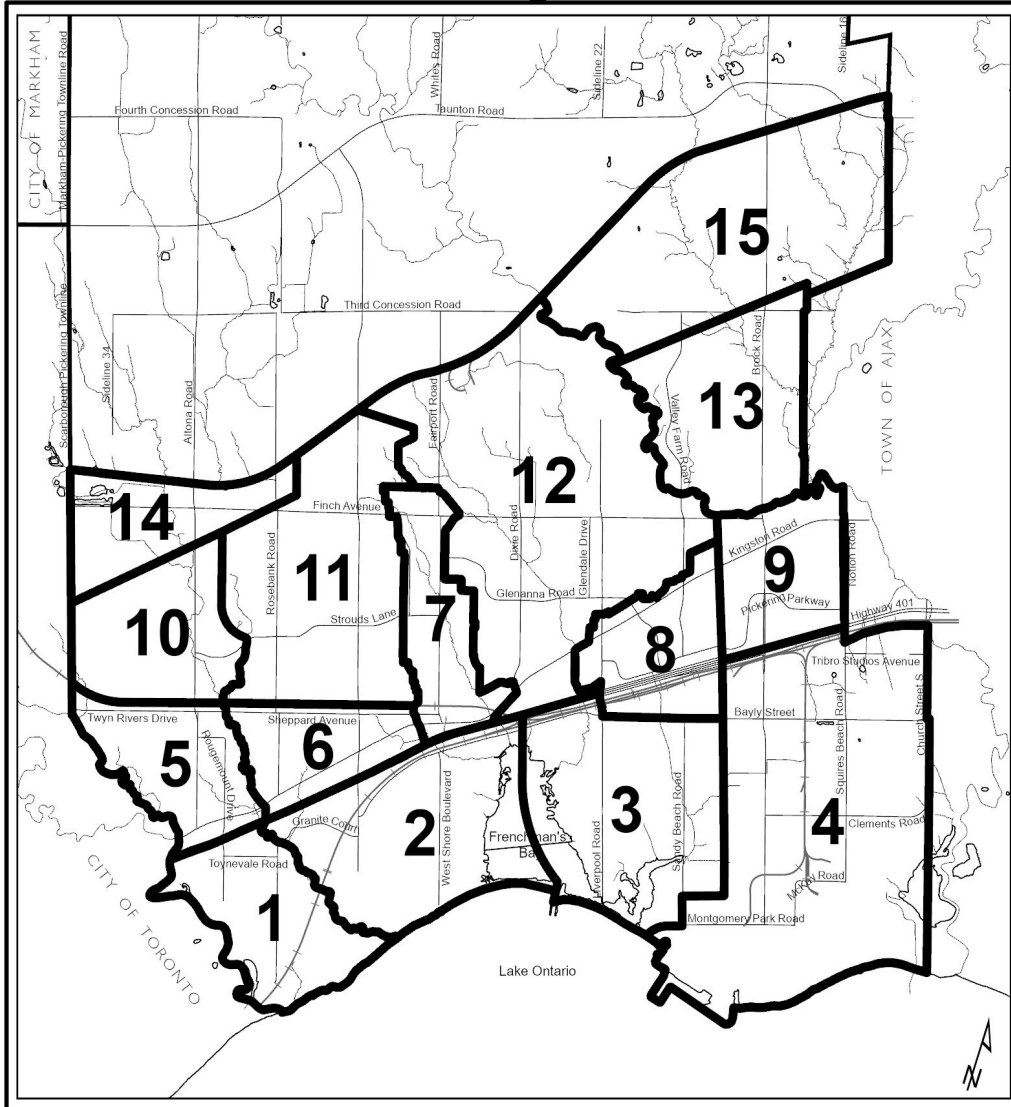
No New Rural Settlements

- 2.28 City Council shall not designate any new Rural Settlements.**



# Map 3-A

## South Pickering Urban Area Neighbourhoods



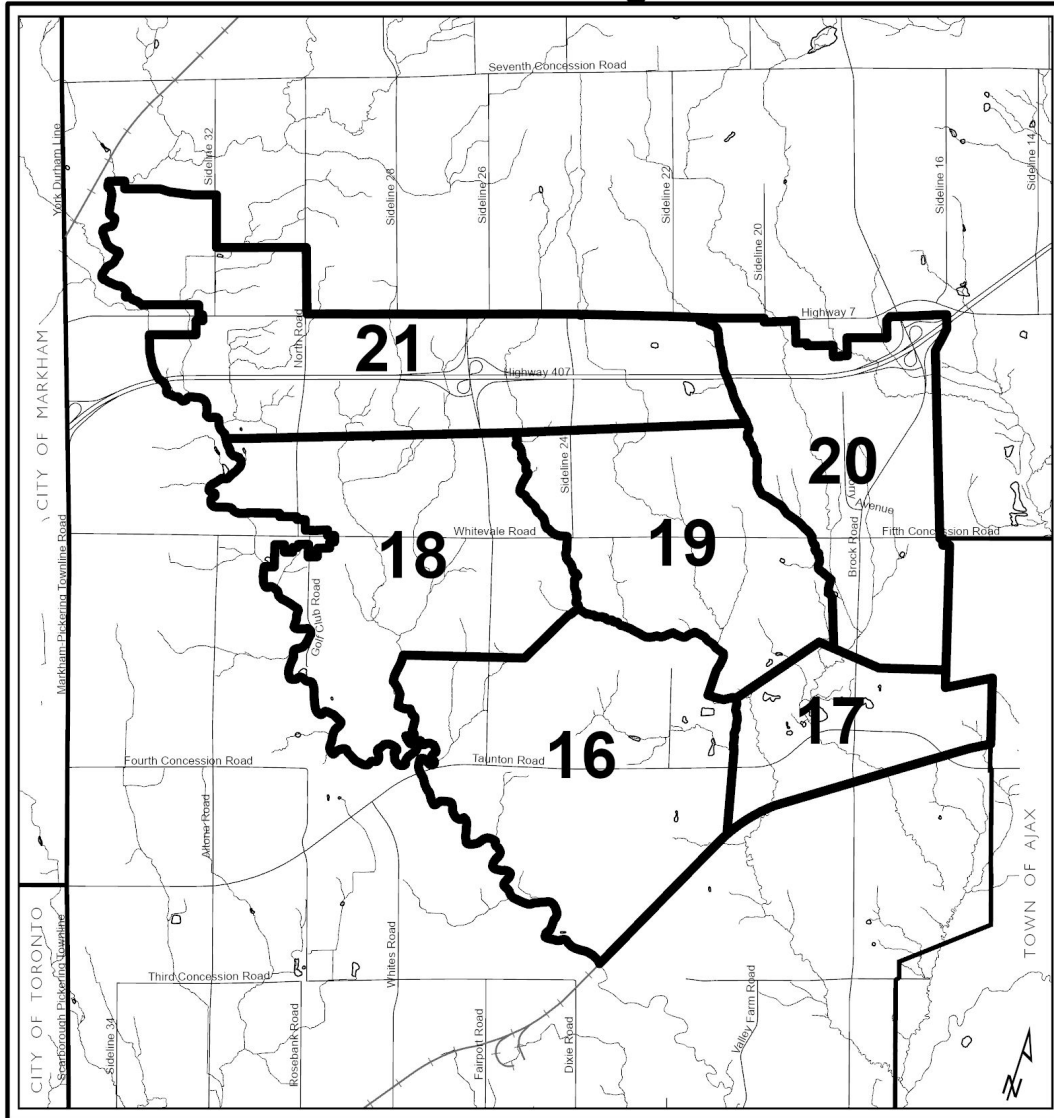
### Legend

- |                    |                |                   |
|--------------------|----------------|-------------------|
| 1 Rosebank         | 6 Woodlands    | 11 Amberlea       |
| 2 West Shore       | 7 Dunbarton    | 12 Liverpool      |
| 3 Bay Ridges       | 8 City Centre  | 13 Brock Ridge    |
| 4 Brock Industrial | 9 Village East | 14 Rouge Park     |
| 5 Rougemount       | 10 Highbush    | 15 Duffin Heights |

City of Pickering  
 City Development Department  
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## Map 3-B

### Central Pickering Seaton Urban Area Neighbourhoods



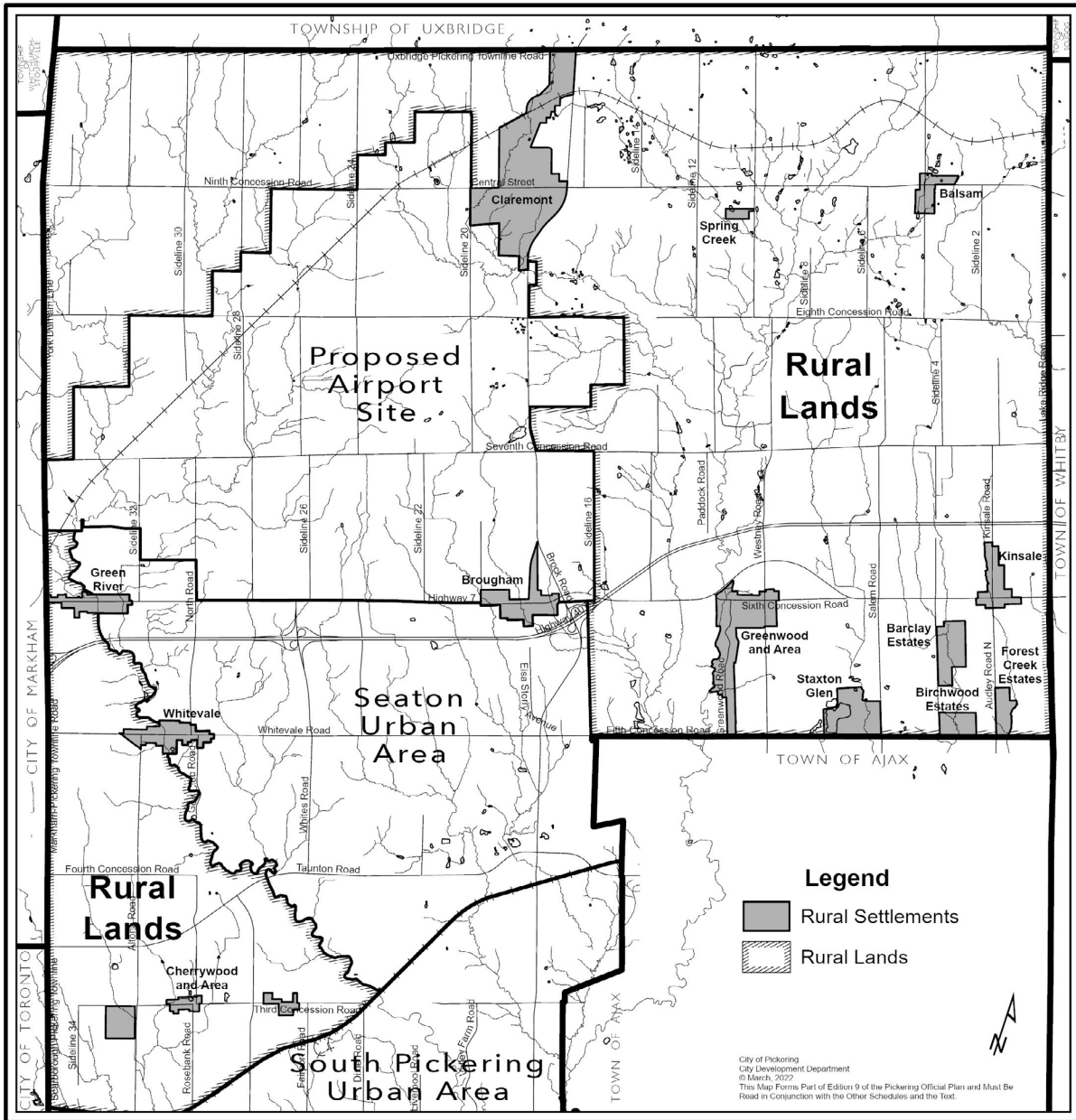
#### Legend

- |                   |                        |
|-------------------|------------------------|
| 16 Lamoureux      | 19 Wilson Meadows      |
| 17 Brock-Taunton  | 20 Thompson's Corners  |
| 18 Mount Pleasant | 21 Innovation Corridor |

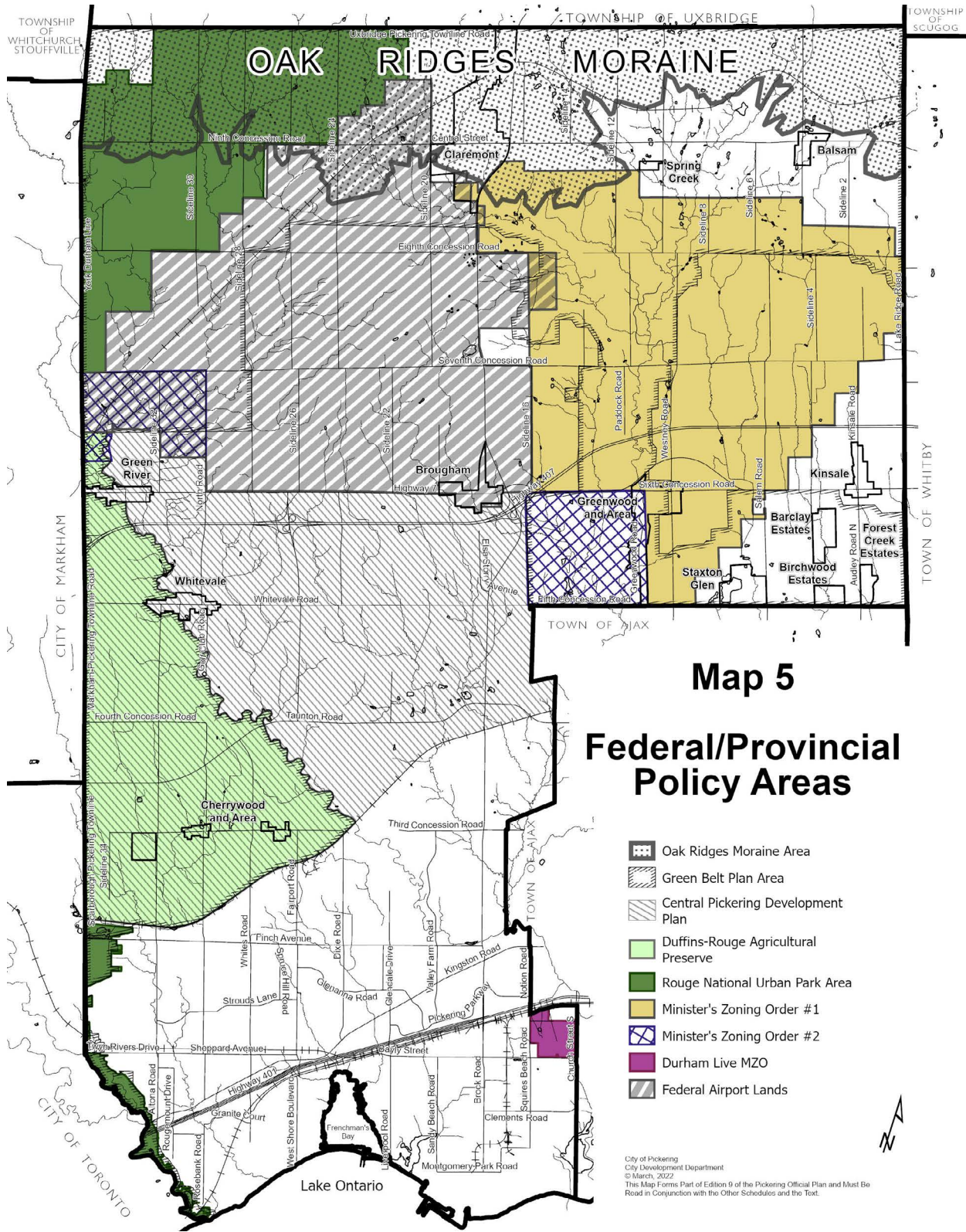
City of Pickering  
City Development Department  
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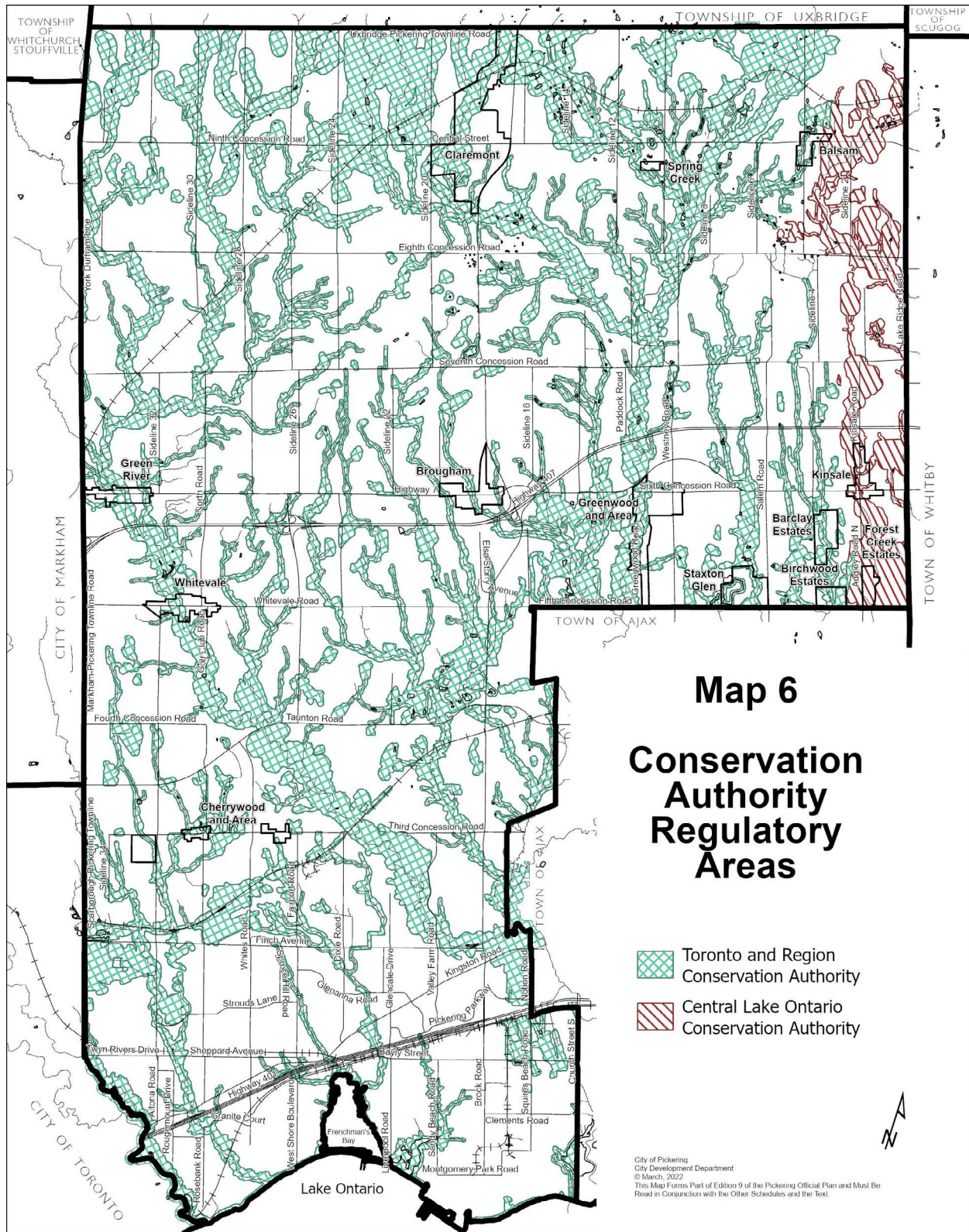
# Map 4

## Pickering's Rural System









# Part 2: Strategic Policies

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# Chapter 3 - Land Use

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The land use strategy set out in this Chapter is derived from the planning principles, goals and policies of Part 1. An integrated set of land use designations are established that address the existing and future needs of the City's urban, rural and ecological systems in a balanced way.

The land use strategy involves 12 primary land use categories. Subcategories are established where more detailed land use classification is needed. Subcategories are distinguished primarily on the basis of the level or intensity to which an area is designed or intended to be used (i.e., the "intensity of use" expected in an area). As well, some subcategories are determined on the basis of location and/or function.

Where required, additional land use policies for the urban neighbourhoods and rural settlements are provided in Part 3 of this Plan (see Chapters 12 and 13).

The City's land use strategy provides for a compact urban area in southern Pickering and in Seaton and a large rural and open space area in west-central and northern Pickering as well as lands owned by the federal government for a proposed airport if one is developed or other alternative uses if no airport is developed. This strategy is intended to promote land and resource conservation; enhance community diversity; minimize long-term infrastructure, transportation, energy and servicing costs, promote development that is designed to be sustainable, and improve the overall quality of life in the community. The land use strategy is supported by various transportation, economic, housing, community services, heritage, community design and resource management strategies (see Chapters 4 through 10).

The Land Use Structure is illustrated on Schedule I and is provided at the back of this Plan. For convenience and legibility, the Land Use Structure is shown in colour on three separate sheets covering south, northwest and northeast Pickering.

## City Policy

### Land Use Goal

- 3.1 City Council shall promote an efficient and integrated land use strategy that protects and enhances Pickering's rural and ecological systems for existing and future generations, and leads to a more complete, compact and liveable urban system.**

### Primary Land Use Categories

- Open Space System
- Mixed Use Areas
- Regional Nodes
- Employment Areas
- Urban Residential Areas
- Rural Settlements
- Freeways and Major Utilities
- Prime Agricultural Areas
- Oak Ridges Moraine Countryside Areas
- Hamlet Heritage Open Space
- Proposed Airport Site
- Study Areas

## City Policy

### Land Use Objectives

#### 3.2 City Council shall:

- (a) establish appropriate land use designations and policies for all lands in the City;
- (b) promote Kingston Road as the City's "mainstreet";
- (c) promote the City Centre as the City's main focus for business, employment, entertainment, shopping, major community and cultural uses, major indoor recreational facilities, high density residential accommodation, and as an Anchor Mobility Hub for integrated transit service including GO transit, regional rapid transit and local bus service;
- (d) promote a land use pattern in urban areas in support of compact urban form, active transportation, placemaking, public transit and energy conservation;
- (e) while maintaining the character of stable residential neighbourhoods, increase the variety and intensity of land uses and activities in the urban area, particularly on lands designated Mixed Use Areas, and Employment Areas;
- (f) while maintaining rural character and preserving agricultural land, increase the variety and intensity of land uses and activities in the rural area, particularly in Rural Hamlets;
- (g) protect the significant and sensitive natural resources within and outside the City's Natural Heritage System from inappropriate land uses and activities; and
- (h) involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in land use decisions affecting the City.

Metrolinx's Regional Transportation Plan identifies the City Centre as an Anchor Mobility Hub - a major transit station area that includes the Pickering GO Station and bus bays for Durham Transit, and which is recognized and planned as a place of connectivity between regional and rapid transit services and where different modes of transportation come together.

## City Policy

### Land Use Categories and Policies

- 3.3 City Council shall use the land use categories and criteria set out in Table 2 to this Plan for designating land uses and establishing land use policies, and where appropriate may establish additional land use policies for neighbourhoods and settlements in Part 3 of this Plan.

## City Policy

### Land Use Definitions

#### 3.4 For the purpose of this Plan, City Council shall define:

- (a) "net residential density" as the total number of dwellings per hectare of net residential site area, and shall not consider accessory dwelling units as dwelling units for the purpose of calculating density;
- (b) "net residential site area" as the total area of land within a development proposal that is designated for residential and ancillary purposes by this Plan, which:
  - (i) for draft plans of subdivision, includes the total residentially-designated area of all residential lots in the plan, but excludes public roads and widenings, public parks, non-developable land, school sites and similar public land areas;

- (c) “floorspace index (FSI)” as the total floorspace of all buildings on a lot divided by the total area of the lot; and
- (d) “gross leasable floorspace for the retailing of goods and services” as the total floorspace leased for all retail land uses, including retail stores, department stores, food stores and supermarkets, professional offices, financial institutions, restaurants and taverns, furniture and major appliance sales, special purpose commercial uses, and storage areas.

**City Policy**

Table 2: Land Use Categories and Subcategories

<b>Table 2</b>		
<b>Land Use Category</b>	<b>Criteria for Determining Subcategories</b>	<b>Land Use Subcategories</b>
Open Space System	The area’s ability to withstand human activity without impairing significant ecological functions or endangering human life/property and locations within the Oak Ridges Moraine  Natural Linkage and Core Areas and the Greenbelt Natural Heritage System, and the Natural Heritage System outside the Oak Ridges Moraine and the Greenbelt Plan.	Natural Areas Active Recreational Areas Marina Areas Oak Ridges Moraine Natural Core Areas Oak Ridges Moraine Natural Linkage Areas Seaton Natural Heritage System
Mixed Use Areas	The location, scale and relative number of people served by the Mixed Use Area	Local Nodes Community Nodes Mixed Corridors Specialty Retailing Node City Centre
Employment Areas	The intended mix of uses, operational requirements, and design/performance standards of the area	General Employment Prestige Employment Mixed Employment
Urban Residential Areas	The minimum and maximum number of residential dwellings permissible in the area	Low Density Areas Medium Density Areas High Density Areas
Rural Settlements	The relative size, mix of uses, and character of the settlement and locations within the Oak Ridges Moraine	Country Residential Rural Clusters Rural Hamlets Oak Ridges Moraine Rural Hamlets
Freeways and Major Utilities	The opportunity to accommodate additional uses or activities in the area	Potential Multi-Use Areas Controlled Access Areas



**Table 2**

<b>Land Use Category</b>	<b>Criteria for Determining Subcategories</b>	<b>Land Use Subcategories</b>
<b>Prime Agricultural Areas</b>	Areas where prime agricultural lands predominate. Prime agricultural lands include specialty crop areas and/or Canada Land Inventory Classes 1, 2 and 3 lands, in this order of priority for protection. Prime Agricultural Areas also include Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture.	<b>Prime Agricultural Areas</b>
<b>Oak Ridges Moraine Countryside Areas</b>	not applicable	no subcategories
<b>Hamlet Heritage Open Space</b>	not applicable	no subcategories
<b>Proposed Airport Site</b>	not applicable	no subcategories
<b>Study Areas</b>	The location of the area, either urban or rural	<b>Urban Study Areas Rural Study Areas</b>

## Open Space System

The Open Space System is Pickering’s “greenspace”, important not only for its role in maintaining ecological health, including maintaining and, where possible, improving the ecological and hydrological integrity of the Natural Heritage System, but also in promoting physical, spiritual and mental health for the City’s residents.

The Open Space System is derived from an analysis of the linked Open Space System established in the City’s 1996 Official Plan. The analysis focused on an examination of information from available sources. The Open Space System includes a variety of key natural heritage and key hydrologic features including the Rouge-Duffins Wildlife Corridor, the Lake Iroquois shoreline, significant habitat of endangered species, threatened species and special concern species, the City’s significant valleylands and stream corridors, shorelines, areas of natural and scientific interest, wetlands, significant woodlands, and significant wildlife and fish habitat.

The Open Space System also includes major parks, recreational and conservation areas, and other major blocks of land that make up the City’s natural core areas, corridors and linkages.

Lands designated as part of the Open Space System are intended to be used primarily for conservation, restoration, environmental education, recreation, and ancillary purposes.

### City Policy

#### Open Space System

#### 3.5 City Council:

- (a) shall recognize as Open Space System on Schedule I, a connected and integrated natural heritage system of significant valleylands and stream corridors; shorelines; areas of natural and scientific interest; wetlands; significant woodlands; major parks, recreational and conservation areas; marina areas, and other major blocks of land comprising natural core areas, corridors; Natural Core Areas and Natural Linkage Areas on the Oak Ridges Moraine; and the Seaton Natural Heritage System within the Central Pickering Development Plan;
- (b) may zone lands designated Open Space System, for one or more purposes as set out in Table 3, in accordance with the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan where applicable, and in so doing will apply appropriate performance standards, restrictions and provisions;
- (c) shall recognize that the Open Space System includes key natural heritage and key hydrologic features which have related minimum areas of influence and minimum vegetation protection zones (see Sections 16.42 and 16.51);
- (d) shall recognize as Oak Ridges Moraine Natural Core Areas on Schedule I, in accordance with the Oak Ridges Moraine Conservation Plan, lands with a high concentration of key natural heritage features, key hydrologic features or landform conservation areas;

Certain lands designated as Open Space System may be privately owned, and therefore may not necessarily be open and accessible to the public.

Areas designated as Oak Ridges Moraine Natural Core Areas on Schedule I are lands designated Natural Core Areas in the Oak Ridges Moraine Conservation Plan.

- (e) shall recognize that the primary purpose of the Oak Ridges Moraine Natural Core Areas is to maintain and where possible, improve or restore the ecological integrity of the Moraine, and where possible, improve or restore the health, diversity and size of key natural heritage features, key hydrologic features and the related ecological functions;
- (f) shall recognize that additional purposes and objectives for the Oak Ridges Moraine Natural Core Areas are also found in Sections 11(1) and (2) of the Oak Ridges Moraine Conservation Plan;
- (g) within the Oak Ridges Moraine Natural Core Areas:
  - (i) every application for development or site alteration shall require permitted uses to be compatible with their surroundings and shall be subject to the Oak Ridges Moraine policies as set out in Chapter 16; and
  - (ii) shall require studies in accordance with the Oak Ridges Moraine Conservation Plan to support applications for development or site alteration, which identify planning, design and construction practices that ensure that no buildings or other site alterations impede the movement of plants and animals among key natural heritage features, key hydrologic features and adjacent lands within Natural Core Areas and Natural Linkage Areas;
- (h) shall recognize as Oak Ridges Moraine Natural Linkage Areas on Schedule I, in accordance with the Oak Ridges Moraine Conservation Plan, lands identified as being part of a regional-scale open space corridor system that support or have the potential to support the movement of plants and animals among the Natural Core Areas, river valleys and stream corridors;
- (i) shall recognize that the primary purpose of the Oak Ridges Moraine Natural Linkage Areas is to maintain, and where possible, to improve or restore, the ecological integrity of the Moraine, and where possible, to improve or restore the open space linkages between Natural Core Areas and along river valleys and stream corridors;
- (j) shall recognize additional purposes and objectives for the Oak Ridges Moraine Natural Linkage Areas are also found in Sections 12(1) and (2) of the Oak Ridges Moraine Conservation Plan;
- (k) within the Oak Ridges Moraine Natural Linkage Areas:
  - (i) shall require permitted uses be compatible with their surroundings; and
  - (ii) will require that, within the Oak Ridges Moraine Natural Linkage Areas, every application for development or site alteration shall be supported by information which identifies planning, design and construction practices that ensure that no buildings or other site alterations impede the movement of plants and animals among key natural heritage features, key hydrologic features and adjacent lands within Natural Core Areas and Natural Linkage Areas; and
- (l) shall recognize as part of the Open Space System the Seaton Natural Heritage System, additional policies for which are further set out under Sections 11.50 through 11.59.

**“Ecological Integrity”,** which includes hydrological integrity, means the condition of the ecosystems in which:

- (i) the structure, composition and function of the ecosystems are unimpaired by stresses from human activity;
- (ii) natural ecological processes are intact and self-sustaining; and
- (iii) the ecosystems evolve naturally.

Areas designated as Oak Ridges Moraine Natural Linkage Areas on Schedule I are lands designated as Natural Linkage Areas in the Oak Ridges Moraine Conservation Plan.

**City Policy**

Table 3: Open Space System:  
Permissible Uses by Subcategory

<b>Table 3</b>	
<b>Open Space System Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
<b>Natural Areas</b>	<p>Conservation, environmental protection, restoration, education, passive recreation, and similar uses, subject to the provisions of the Regional Official Plan related to non-agricultural uses, and provided that development or site alteration may only be permitted in key natural heritage and/or key hydrologic features for the following purposes:</p> <ul style="list-style-type: none"> <li>(i) forest, fish and wildlife management;</li> <li>(ii) conservation and flood and erosion control and other similar environmental protection and restoration projects demonstrated to be necessary in the public interest and after all alternatives have been considered; and,</li> <li>(iii) minor recreational and education uses such as non-motorized trails, footbridges and picnic facilities;</li> </ul> <p>Existing lawful agricultural uses, agricultural-related uses, and on-farm diversified uses, new agricultural uses, agricultural-related uses and on-farm diversified uses outside key natural heritage and/or key hydrologic features, subject to the provisions in Section 16.51(f) of this Plan and outside Natural Areas in the Duffins-Rouge Agricultural Preserve Area;</p> <p>Agricultural uses that assist in the function of linkage corridors and their associated minimum vegetation protection zones, and the protection and restoration of Natural Areas;</p> <p>Existing lawful residential dwellings; a new residential dwelling on a vacant lot;</p> <p>Community gardens outside key natural heritage and/or key hydrologic features and their associated minimum vegetation protection zones;</p> <p>Existing, expanded or new infrastructure subject to and approved under the <i>Canadian Environmental Assessment Act</i>, the <i>Environmental Assessment Act</i>, the <i>Planning Act</i>, the <i>Telecommunications Act</i> or by the National or Ontario Energy Boards, or which receives similar environmental approval, and provided that the requirements of the Greenbelt Plan or the Central Pickering Development Plan be complied, where applicable;</p>

**Table 3**

<b>Open Space System Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
	<p>Stormwater management facilities and related works outside key natural heritage and/or key hydrologic features including any associated minimum vegetation protection zone, except for outfalls and related Low Impact Development (LID) works which may be in key natural heritage and/or key hydrologic features;</p> <p>Small scale landscape industries, excluding the following:</p> <ul style="list-style-type: none"> <li>• mixing of paper bio-solids or sewage sludge for the purposes of manufacturing a product;</li> <li>• the manufacturing of garden supplies;</li> <li>• on-site retailing;</li> <li>• large-scale modification of terrain, vegetation or both; and</li> <li>• large-scale buildings or structures, and</li> </ul> <p>Small scale landscape industries shall only be considered by site specific amendment to the zoning by-law, in accordance with the applicable provisions of the Durham Regional Official Plan;</p> <p>Commercial Kennels, subject to the provisions of the Durham Regional Official Plan.</p>
<p><b>Active Recreational Areas</b></p>	<p>All uses permissible in Natural Areas;</p> <p>Active recreational, community and cultural uses, and other related uses, provided that where such uses are located within the Greenbelt Plan such uses adhere to the relevant Natural Heritage System and Recreational Use policies of the Greenbelt Plan.</p>
<p><b>Marina Areas</b></p>	<p>All uses permissible in Natural Areas and Active Recreational Areas;</p> <p>Marinas, yacht clubs and ancillary uses;</p> <p>Marina supportive uses, restaurants, limited retail uses; limited residential uses in conjunction with marinas and yacht clubs;</p> <p>Aquaculture and other related uses.</p>

**Table 3**

<p align="center"><b>Open Space System Subcategory</b></p>	<p align="center"><b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b></p>
<p><b>Oak Ridges Moraine Natural Core Areas</b></p>	<p>Fish, wildlife, and forest management;                      Conservation, environmental protection, restoration, low intensity recreational uses, and similar uses;                      Unserved parks;                      Agricultural uses, including farm vacation homes, outside of valley and stream corridors, wetlands, environmentally significant areas, and areas of natural and scientific interest and the related minimum vegetation protection zone;                      Transportation, infrastructure, and utilities (but only if the need for the project has been demonstrated and there is no reasonable alternative);                      Existing lawful residential dwellings; a new residential dwelling on a vacant lot that was zoned as of November 15, 2001;                      Home businesses, home industries, and bed and breakfast establishments.</p>
<p><b>Oak Ridges Moraine Natural Linkage Areas</b></p>	<p>All uses permissible in the Oak Ridges Moraine Natural Core Areas;                      Mineral aggregate operations and wayside pits.</p>
<p><b>Seaton Natural Heritage System</b></p>	<p>Passive recreational uses including:</p> <ul style="list-style-type: none"> <li>(i) non-motorized trails, including chipped wood walking trails, boardwalks, cross-country skiing/snowshoeing trails, and paved, accessible multi-use trails;</li> <li>(ii) associated with trails and trailheads such as rest areas, benches, and play equipment, where they do not negatively impact on the natural hazards and natural features or functions of the Natural Heritage System;</li> <li>(iii) “fringe” lands associated with active recreational uses where the active use is located outside but immediately adjacent to the NHS such as lands associated with an actual soccer field, provided such “fringe” lands do not involve any structural facilities and do not impact on the natural hazards and natural features or functions of the Natural Heritage System; and</li> <li>(iv) lands that serve as unorganized play or picnicking areas or defined “off leash” dog areas, where they do not impact on the natural hazards and natural features and functions of the Natural Heritage System.</li> </ul> <p>Community gardens;                      Restorative, scientific and educational uses, including forest, fish and wildlife management activities, conservation projects and flood or erosion control projects, undertaken by or under the supervision of the appropriate public authority, provided such activities respect the sensitivity of these lands and environmental integrity is maintained or enhanced;</p>

**Table 3**

<b>Open Space System Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
	<p>Residential use of existing dwellings and built heritage resources;</p> <p>Stormwater management facilities and related works provided they are not located in environmental features, such as wetlands and woodlots, and natural hazards and are set back a minimum of 10 metres (or greater as determined by the Master Environmental Servicing Plan (MESP)) from all natural heritage features and natural hazards except for outfalls or related Low Impact Development (LID) works;</p> <p>Minor grading to accommodate development adjacent to the Natural Heritage System provided that:</p> <ul style="list-style-type: none"> <li>(i) the extent of the grading in the Natural Heritage System is as minimal as possible to the satisfaction of the City in consultation with the owner of the Natural Heritage System;</li> <li>(ii) no grading occurs within any natural heritage features, and grading that does occur does not have significant negative impacts on the natural heritage features or functions within the Natural Heritage System;</li> <li>(iii) appropriate erosion and sediment control measures are installed prior to the commencement of any grading and are inspected regularly and are continuously maintained; and</li> <li>(iv) the duration of the grading activity in the Natural Heritage System is as limited as possible, and areas that are disturbed by grading are restored with appropriate planting similar to that existing prior to the grading activity.</li> </ul> <p><b>Infrastructure</b> where required to serve the urban community, where the location is logical or no reasonable alternative exists. Efforts are to be made to minimize the footprint of the infrastructure use, to the extent possible, and demonstrate that there will be no significant negative impacts on the natural features within the Seaton Natural Heritage System or their ecological functions.</p>
<p><b>Note:</b> Where Prime Agricultural Areas are identified on lands designated Oak Ridges Moraine Natural Core Areas and Oak Ridges Moraine Natural Linkage Areas on Schedule I – Land Use Structure, all agricultural uses within the Prime Agricultural Areas designation listed in Table 11, are permissible.</p>	

## Mixed Use Areas

Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of community services and facilities. Mixed Use Areas permit a wide variety of uses for residents, business-people and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses.

The Mixed Use Areas designation incorporates the hierarchy, function and design considerations specified for “centres and corridors” in the Durham Regional Official Plan, as indicated on Table 4. The broadest diversity of use, greatest levels of activity, and highest quality of design shall be directed to two Mixed Use Areas: the City Centre; and the Mixed Corridor along Kingston Road, the City’s mainstreet.

### City Policy

Table 4: Relationship Between Regional Official Plan and Pickering Official Plan - Mixed Use Areas

<b>Table 4</b>	
<b>Regional Plan Categorization</b>	<b>Pickering Plan Designation</b>
Urban Growth Centres	City Centre
Community Centres	Community Nodes
Neighbourhood Centres	Local Nodes
Corridors	Mixed Corridors
	Specialty Retailing Nodes

The same uses would generally be permissible in all Mixed Use Areas, although some exceptions may apply. However, the scale and extent to which a use may be allowed, and the performance characteristics it may be required to meet, could differ between Local Nodes, Community Nodes, Mixed Corridors, and the City Centre.

To ensure the Mixed Use Areas are appropriately sized relative to the people and area intended to be served, minimum and maximum residential densities, maximum floorspace limits for the retailing of goods and services, and maximum building floor space indices are established for each of the subcategories.

### City Policy

Mixed Use Areas

#### 3.6 City Council:

- (a) shall recognize as Mixed Use Areas on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;



- (b) may zone lands designated Mixed Use Areas for one or more purposes as set out in Table 5, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 6;
- (c) in establishing performance standards, restrictions and provisions for Mixed Use Areas, shall have particular regard to the following:
  - (i) encouraging development in an integrated manner for a wide variety of uses and purposes; and
  - (ii) encouraging intensification over time, up to the maximum net residential densities and maximum floorspace indices;
- (d) despite Section 3.6(c)(ii) and Table 6, may limit net residential densities, floorspace indices, and gross leasable floorspace for the retailing of goods and services below the maximums set out in the Table:
  - (i) to address concerns related to such matters as design, compatibility and scale of development; and
  - (ii) in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12);
- (e) despite Section 3.6(c)(ii) and Table 6, may permit net residential densities and floorspace indices below the minimums set out in the Table, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in the Table;
- (f) shall ensure Mixed Use Areas are designed and developed consistent with the community design provisions of this Plan (Chapters 9 and 14), and any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);
- (g) within the Specialty Retailing Node:
  - (i) prior to zoning for significant retail floor space, shall require the submission of a retail impact study justifying, to the City's satisfaction in consultation with the Region of Durham, that the addition of such floor space will not adversely affect the planned function of the City Centre, the Community Nodes, and nearby Main Central Areas in other municipalities in the Region;
  - (ii) for lands north of Pickering Parkway, shall establish a minimum gross leasable floor area of 500 square metres for any permitted individual retail unit, except that up to an aggregate of 1,400 square metres of gross leasable floor area may be devoted for any permitted individual retail unit of less than 500 square metres of gross leasable floor area, but not less than 300 square metres of gross leasable floor area;
  - (iii) for lands north of Pickering Parkway, shall establish a maximum aggregate gross leasable floor area of 55,000 square metres for all special purpose commercial uses permitted by Table 5;
  - (iv) shall not permit an enclosed shopping centre or pedestrian mall; and

Development is controlled through the use of performance standards, restrictions and other provisions. Development controls generally fall into two categories:

- (i) **specification controls** that spell out precisely how a property may be used or developed (e.g., a zoning by-law); and
- (ii) **performance controls** that provide information on how a property must function or "perform" regardless of use (e.g., a noise by-law).

Both types of controls are needed to effectively regulate development.

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

**City Policy**

Table 5: Mixed Use Areas:

Permissible Uses by Subcategory

<b>Table 5</b>	
<b>Mixed Use Areas Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
<b>Local Nodes</b>	Residential; Retailing of goods and services generally serving the needs of the surrounding neighbourhoods; Offices and restaurants; Community, cultural and recreational uses; Community gardens; Farmers’ markets.
<b>Community Nodes</b>	Community gardens; Farmers’ markets; All uses permissible in Local Nodes, at a larger scale and intensity, and serving a broader area.
<b>Mixed Corridors</b>	Community gardens; Farmers’ markets; All uses permissible in Local Nodes and Community Nodes, at a scale and intensity equivalent to Community Nodes; Special purpose commercial uses.

**Table 5**

<b>Mixed Use Areas Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
<b>Specialty Retailing</b>	<b>Hotels;</b> <b>Special Purpose Commercial uses such as: large format retailers (including large format food stores and large format discount stores); retail warehouses; membership clubs; theme and/or specialty retailers; automotive uses; and, ancillary retailing of other goods and services including restaurants;</b> <b>Limited offices;</b> <b>Community, cultural and recreational uses;</b> <b>Community gardens;</b> <b>Farmers' markets;</b> <b>Limited residential development at higher densities as an integral part of an overall development scheme.</b>
<b>City Centre</b>	<b>High density residential;</b> <b>Retailing of goods and services;</b> <b>Offices and restaurants;</b> <b>Hotels;</b> <b>Convention Centres;</b> <b>Community, cultural and recreational uses</b> <b>Community gardens;</b> <b>Farmers' markets.</b>

**City Policy**

Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory

<b>Table 6</b>			
<b>Mixed Use Areas Subcategory</b>	<b>Maximum and Minimum Net Residential Density (in dwellings per hectare)</b>	<b>Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)</b>	<b>Maximum Floorspace Index (total building floorspace divided by total lot area)</b>
Local Nodes	over 30 and up to and including 80	up to and including 10,000	up to and including 2.0 FSI
Community Nodes	over 80 and up to and including 140	up to and including 20,000	up to and including 2.5 FSI
Mixed Corridors	over 30 and up to and including 140	determined by site-specific zoning	up to and including 2.5 FSI
Specialty Retailing Node	over 80 and up to and including 180	determined by site-specific zoning	up to and including 2.5 FSI
City Centre	over 80	up to and including 300,000	over 0.75 and up to and including 5.75

3.7 Section Revoked by Amendment 26

## Employment Areas

Employment opportunities exist within most land use designations in Pickering. Nevertheless, areas with **significant concentrations** of manufacturing, assembly and warehousing uses, and related employment opportunities, are identified as Employment Areas. Two such areas are identified, one in western Pickering and one in eastern Pickering. Both are adjacent to and directly accessible from Highway 401.

Employment areas are classified according to their mix of uses, their operational characteristics, their design, and their performance requirements. Three employment subcategories are distinguished: general, prestige, and mixed employment.

3.8 City Council:

- (a) shall recognize as Employment Areas on Schedule I, those areas in Pickering having a significant concentration of manufacturing, assembly, warehousing and/or related employment opportunities;
- (b) may zone lands designated Employment Areas for one or more purposes as set out in Table 7, and in so doing will apply appropriate performance standards, restrictions and provisions; and
- (c) shall require performance standards for site operation and appearance as follows:
  - (i) the highest standards in Mixed Employment areas, recognizing their highly visible and accessible locations along main arterial roads;
  - (ii) the next highest standards in Prestige Employment areas, recognizing their high visibility from major freeways and their proximity to residential areas; and
  - (iii) the next highest standards in General Employment areas.

**City Policy**

Table 7: Employment Areas:

Permissible Uses by Subcategory

<b>Table 7</b>	
<b>Employment Areas Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
<b>General Employment</b>	<p>Manufacturing, assembly, processing of goods, service industries, research and development facilities, warehousing, storage of goods and materials, waste transfer and recycling, waste processing, freight transfer, transportation facilities, automotive and vehicle sales and repair;</p> <p>Offices as a minor component of an industrial operation or serving the area, limited personal service uses serving the area, restaurants serving the area, retail sales as a minor component of an industrial operation;</p> <p>Community, cultural and recreational uses, and other uses with similar performance characteristics that are more appropriately located in the employment area.</p>
<b>Prestige Employment</b>	<p>Light manufacturing, assembly and processing of goods, light service industries, research and development facilities, warehousing, equipment and vehicle suppliers, automotive and vehicle sales and repair;</p> <p>Offices, corporate office business parks, limited personal service uses serving the area, restaurants serving the area, retail sales as a minor component of an industrial operation, hotels, financial institutions serving the area;</p> <p>Community, cultural and recreational uses, and other uses with similar performance characteristics that are more appropriately located in the employment area.</p>
<b>Mixed Employment</b>	<p>All uses permissible in prestige employment areas;</p> <p>Limited retailing of goods and services serving the area.</p>

## Urban Residential Areas

Urban residential areas are to be used primarily for housing and related uses, including home occupations and group homes. To ensure that these areas provide an appropriate degree of neighbourhood and community services, other uses are also permissible, including, schools, parks, libraries, places of worship, limited office development, limited retailing of goods and services, limited employment uses, and limited special purpose commercial uses.

Urban residential areas are differentiated on the basis of net residential density (the number of residential dwellings per net residential hectare). Low, medium and high density areas are distinguished. Most of the residential areas in south Pickering are designated low density. Medium and high density areas are established in selected locations, usually close to Mixed Use Areas.

### City Policy

#### Urban Residential Areas

#### 3.9 City Council:

- (a) shall recognize as Urban Residential Areas on Schedule I, those areas in the City intended primarily for housing and related uses and activities, including group homes and home occupations;
- (b) may zone lands designated Urban Residential Areas for one or more purposes as set out in Table 8, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 9;
- (c) in establishing performance standards, restrictions and provisions for Urban Residential Areas, shall have particular regard to the following:
  - (i) protecting and enhancing the character of established neighbourhoods, considering such matters as building height, yard setback, lot coverage, access to sunlight, parking provisions and traffic implications;
  - (ii) restricting net residential densities to less than the maximums set out in Table 9 in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12), or where neighbourhood character and/or environmental constraints warrant; and

Density is calculated by dividing the total number of dwellings on the lot by the area of the lot (only that portion of the lot which has a designation that permits residential development may be included). Therefore, on a given parcel of land, so long as the same number of units are proposed, the density would be the same regardless of whether those units are stacked vertically in a high-rise, or attached horizontally in a low-rise. High density therefore does not necessarily mean high-rise.

Density, by itself, does not control housing form. Housing form is controlled by other land use and design policies of this Plan, including the adjacent policy requiring that City Council establish performance standards, restrictions and provisions to protect and enhance the "character of established neighbourhoods". Other policies that will act to influence housing form are found throughout the Plan, particularly in Chapters 14 and 16.

- (iii) restricting the size, height and/or floorspace of non-residential developments in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12), to prevent excessive commercial development, or where neighbourhood character and/or environmental constraints warrant;
- (d) despite Section 3.9(b) and Table 9, may limit residential densities below the minimums set out in the Table, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in the Table; and

**City Policy**

Table 8: Urban Residential Areas:

Permissible Uses

<b>Table 8</b>	
<b>Designation</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
Urban Residential Areas	Residential uses, home occupations, limited offices serving the area, and limited retailing of goods and services serving the area; Community, cultural and recreational uses; Community gardens; Farmers' markets; Compatible employment uses, and compatible special purpose commercial uses serving the area.

**City Policy**

Table 9: Urban Residential Areas:

Residential Density Ranges

By Subcategory

<b>Table 9</b>	
<b>Residential Area Subcategory</b>	<b>Maximum and Minimum Net Residential Density (in dwellings per net hectare)</b>
Low Density Area	up to and including 30
Medium Density Area	over 30 and up to and including 80
High Density Area	over 80 and up to and including 140



- (e) prior to zoning those Low Density Residential lands located west of Valley Farm Road but above the floodline, between the two hydro corridors, for permissible uses set out in Table 8, shall in consultation with relevant agencies, be satisfied with the proposal's:
  - (i) compatibility with the adjacent open space valley;
  - (ii) protection of the ecological features and functions of the stream corridor and the environmentally significant area;
  - (iii) protection of life and property from flood risk;
  - (iv) servicing of the lands;
  - (v) access to the lands; and
  - (vi) compliance with any other relevant matters specified in this Plan.

## Rural Settlements

Rural settlements are recognized concentrations of rural housing and related uses. In Pickering, there are four types of rural settlements, differentiated by their size, characteristics, and location: country residential, rural clusters, rural hamlets and Oak Ridges Moraine rural hamlets.

Typically, country residential developments are large lot residential subdivisions with an internal road network. They are relatively new developments with large dwellings and large building setbacks. Once established, they cannot exceed the maximum number of residential lots approved. No new country residential settlements will be permitted.

Rural clusters are groupings of residential dwellings developed along or beside existing rural roads. They are usually visible from these roads, and may contain some non-residential uses. Rural clusters vary in size and are often either beside or adjacent to rural hamlets. Once established, rural clusters usually provide only very minor opportunity for additional residential development through infill development. No new residential clusters will be permitted.

Rural hamlets and Oak Ridges Moraine rural hamlets are historic settlements, and they are usually much more diversified than either country residential subdivisions or rural clusters. Although they are predominantly residential, they often contain a number of other land uses and activities, including commercial, community, cultural and recreational opportunities. Rural hamlets are often the service and social centres of the surrounding rural area, and the primary focus for limited new rural growth and development (both for residential and other complementary and support facilities).

### City Policy

#### Rural Settlements

##### 3.10 City Council:

- (a) shall recognize as Rural Settlements on Schedule I, those areas in the City having or intended to have significant concentrations of rural housing;
- (b) shall distinguish different types of Rural Settlements on Schedule I based on the development and growth characteristics set out in Table 10; and
- (c) shall zone lands designated Rural Settlements in accordance with the provisions specified in a respective Part 3 Rural Settlement Plan (Chapter 13).

#### Pickering's Hamlets

- Cherrywood
- Whitevale
- Green River
- Brougham
- Greenwood
- Kinsale
- Claremont
- Balsam

#### Pickering's Clusters

- Cherrywood East
- Cherrywood West
- Greenwood Cluster

#### Pickering's Country Residential Subdivisions

- Staxton Glen
- Barclay Estates
- Birchwood Estates
- Spring Creek
- Forest Creek Estates

**City Policy**

Table 10: Rural Settlements:  
Development and Growth  
Characteristics by Subcategory

<b>Table 10</b>	
<b>Rural Settlements Subcategory</b>	<b>Development and Growth Characteristics</b>
<b>Country Residential</b>	Large lot residential subdivisions located mainly on an internal road which do not exceed the maximum approved number of residential lots. No new country residential settlements will be permitted.
<b>Rural Clusters</b>	Distinct groupings of non-farm residential development, usually along or beside an existing road, which may also include existing community, cultural and recreational uses;  Growth potential limited to infilling within the established cluster boundary, subject to the provisions of the Regional Official Plan, except that for Rural Clusters within the Duffins-Rouge Agricultural Preserve growth potential is limited to development on existing vacant lots. No new residential clusters will be permitted.
<b>Rural Hamlets</b>	Settlements with historic roots as social and service centres for the surrounding area, permitting a variety of uses including residential, employment, commercial, community, cultural and recreational uses;  Primary focus for limited growth and development in the rural area (both residential and other complementary and support facilities) within the existing hamlet boundary.
<b>Oak Ridges Moraine Rural Hamlets</b>	Settlements located on the Oak Ridges Moraine with historic roots as social and service centres for the surrounding area, permitting a variety of uses including residential, employment, commercial, community, cultural and recreational uses;  Growth potential limited to redevelopment and infilling.

## **Prime Agricultural Areas and Oak Ridges Moraine Countryside Areas**

Prime Agricultural Areas and Oak Ridges Moraine Countryside Areas recognize those lands in Pickering where the agricultural land base is intended for long-term protection, for existing and future generations. These lands generally contain Classes 1 - 3 soils as defined by the Canada Land Inventory Soil Capability for Agriculture. They also include areas of lesser agricultural significance (Canada Land Inventory Classes 4-7 soils) and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture.

In these areas, primary agricultural uses are permissible, such as the growing of crops and the raising of animals. On-farm diversified uses such as home occupations and agri-tourism uses such as bed and breakfast establishments and farm tours that are directly related and devoted to the existing farm operation, are also permissible.

Agricultural-related uses that are complementary and supportive a farming operation, such as cottage wineries, riding schools and horse shows are also permissible.

Non-agricultural uses will be limited to forest, fish and wildlife management, conservation, infrastructure and existing uses.

Prime Agricultural Areas within the Duffins-Rouge Agricultural Preserve Area may be used by colleges and universities for agricultural research purposes.

### **City Policy**

Prime Agricultural Areas and Oak Ridges Moraine  
Countryside Areas: Permissible Uses

#### **3.11 City Council:**

- (a) shall recognize as Prime Agricultural Areas on Schedule I, those areas in the City where agricultural land is intended for long-term protection for existing and future generations. These consist of areas where prime agricultural lands predominate. They also include areas of lesser agricultural significance and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture; accordingly, City Council:
  - (i) discourages fragmentation of the agricultural land base;
  - (ii) encourages the consolidation of agricultural parcels; and
  - (iii) prohibits the intrusion of urban land uses into Prime Agricultural Areas;
- (b) shall zone lands designated Prime Agricultural Areas to permit primary agricultural uses as set out in Table 11, in accordance with the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan where applicable, and in so doing will apply appropriate performance standards, restrictions and provisions including, where applicable, compliance with the Minimum Distance Separation Formulae as amended from time to time in accordance with Sections 16.6 and 16.40;
- (c) may also zone lands designated Prime Agricultural Areas for certain agriculture-related uses, on-farm diversified agricultural uses and limited non-agricultural uses as set out in Table 11, in accordance with the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan where applicable, and in so doing will apply additional appropriate performance standards, restrictions and provisions including, where applicable, compliance with the Minimum Distance Separation Formulae as amended from time to time in accordance with Sections 16.6 and 16.40;

- (d) notwithstanding Subsections 3.11 (b) and (c), shall for Prime Agricultural Lands within the Duffins Rouge Agricultural Preserve Area, require conformity with the relevant policies of the Central Pickering Development Plan;
- (e) shall recognize the Oak Ridges Moraine Countryside Areas on Schedule I, in accordance with the Oak Ridges Moraine Conservation Plan, by:
  - (i) protecting prime agricultural areas;
  - (ii) providing for the continuation of agricultural and other rural land uses and normal farm practices;
  - (iii) maintaining the rural character of the Oak Ridges Moraine rural hamlets; and
  - (iv) accommodating a trail system through the Oak Ridges Moraine with connections to other trail systems and additional objectives as identified in Section 13(2) of the Oak Ridges Moraine Conservation Plan;
- (f) despite Table 11, on lands designated Oak Ridges Moraine Countryside Areas may permit a second dwelling that is temporary, mobile or portable unit provided the applicant demonstrates that:
  - (i) the dwelling is required to house help that is needed on the farm operation on a seasonal or full-time basis;
  - (ii) the dwelling does not require a consent under Section 50 or 53 of the *Planning Act*;
  - (iii) the dwelling will not adversely affect the ecological integrity of the Oak Ridges Moraine; and
  - (iv) the severance of such a dwelling shall not be permitted;
- (g) despite Table 11, on lands, designated Oak Ridges Moraine Countryside Areas, shall not permit unserviced parks on prime agricultural areas as set out in the Durham Regional Official Plan;
- (h) prohibit major recreational uses on areas designated for agricultural use in accordance with the policies of the Oak Ridges Moraine Conservation Plan;
- (i) shall consider lot creation in the Oak Ridges Moraine Countryside Areas designation in accordance with Section 16.26 of this Plan; and
- (j) for lands within the Prime Agricultural Area, consider a severance in accordance with the policies of the Durham Regional Official Plan.

Lands designated as Oak Ridges Moraine Countryside Areas on Schedule I are prime agricultural lands within the Oak Ridges Moraine Conservation Plan.

**City Policy**

Table 11: Prime Agricultural Areas and  
Oak Ridges Moraine Countryside Areas:  
Permissible Uses

<b>Table 11</b>	
<b>Designation</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
<b>Prime Agricultural Areas</b>	<p><b>Primary agricultural uses such as:</b></p> <p>Growing crops, including nursery, biomass, and horticultural crops, normal farm practices and community gardens;</p> <p>Raising livestock;</p> <p>Value-retaining facilities that involve a minimal amount of processing to make product saleable, but not including facilities for wholesale product transformation or retail-oriented packaging;</p> <p>Raising animals for food, fur or fibre, including poultry and fish;</p> <p>Aquaculture, apiaries, agro-forestry, horse riding and boarding stables, sod farms, and maple syrup production;</p> <p>Associated on-farm buildings and structures;</p> <p>Farm related residential dwellings, provided that it be used to accommodate labourers within the farm building cluster when the size and nature of the operation requires additional employment;</p> <p>Existing lawful residential dwellings;</p> <p>A new residential dwelling on a vacant lot, provided that within the Greenbelt Plan Area the lot was zoned as of December 16, 2004, and within the Duffins Rouge Agricultural Preserve Area the vacant lot existed on May 3, 2006.</p> <p><b>Agricultural – related uses that are exclusively devoted to the farm operation and to serving the farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or service to farm operations as a primary activity, such as:</b></p> <p>Grain drying, storage of farm produce, and processing and packing operations for agricultural products;</p> <p>Cottage wineries;</p> <p>Farmers’ markets or farm gate sales and retail stands for the sale of agricultural products produced from the farm upon which the sales is operated;</p> <p>Horse shows and riding schools; and</p> <p>Auctions of farm produce, livestock and equipment.</p>

**Table 11**

<b>Designation</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
	<p><b>On-Farm Diversified uses</b>, that are secondary to the principal agricultural use of the property, and are limited in area and scale, such as:</p> <p>Home businesses/occupations;</p> <p>Home Industries;</p> <p>Agri-tourism uses such as bed and breakfast establishments, farm vacation homes, and farm tours, provided such uses are directly related and exclusively devoted to the existing farm operation.</p> <p><b>Non-agricultural uses</b>, subject to the provisions of the Durham Regional Official Plan related to non-agricultural uses, and limited to:</p> <p>Forest, fish and wildlife management;</p> <p>Conservation;</p> <p>Extraction of mineral aggregate resources, subject to the provisions of the Provincial Policy Statement, 2014;</p> <p>Infrastructure, subject to Section 16.6 of this Plan, provided that in the Duffins-Rouge Agricultural Preserve Area infrastructure shall be subject to the policies of the Central Pickering Development Plan, and infrastructure within the Greenbelt Plan shall be subject to the relevant policies of this Plan and the Greenbelt Plan;</p> <p>Existing, lawful uses;</p> <p>For lands within the Duffins-Rouge Agricultural Preserve Area (see Map 5) agricultural research by colleges and universities, provided that the research use does not jeopardize the integrity of the agricultural lands.</p>

**Table 11**

<b>Designation</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
<p>Oak Ridges Moraine Countryside Areas</p>	<p><b>Primary agricultural uses such as:</b>            Growing crops, including nursery and horticultural crops;            Raising livestock and other animals, including poultry and fish;            Aquaculture, agro-forestry, maple syrup production;            Animal agriculture;            Farm-related residential dwellings, existing lawful residential dwellings, a new residential dwelling on a vacant lot that was zoned as of November 15, 2001;</p> <p><b>Complementary and supportive agricultural uses such as:</b>            Home businesses;            Farm-related businesses producing agricultural products from farm operations, such as value-added processing and packing operations of agricultural products, roadside produce stands retailing products from the farming operation, farm vacations as part of a farming operation, and cottage wineries producing produce from local farming operations;            Other agriculture-related uses.</p> <p><b>Other uses such as:</b>            Fish, wildlife and forest management;            Conservation, environmental protection, restoration, low intensity recreational uses, and similar uses;            Transportation, infrastructure, and utilities (but only if the need for the project has been demonstrated and there is no reasonable alternative);            Home industries;            Bed and breakfast establishments;            Low-intensity recreational uses;            Mineral aggregate operations and wayside pits.</p>
<p><b>Note:</b> Where Prime Agricultural Areas are identified on lands designated "Oak Ridges Moraine Countryside Areas" on Schedule I – Land Use Structure, all agricultural uses within the "Prime Agricultural Areas" designation, are permissible.</p>	



## Freeways and Major Utilities

The Freeways and Major Utilities category recognizes those areas in Pickering where significant, above-ground public infrastructure either exists or is planned, including controlled access freeways, major public facilities, and high voltage hydro transmission corridors.

In addition, there are a great number of other public facilities and utilities in the City that may be located as ancillary and supportive uses within any land use category, including roads (other than controlled access areas), rail lines, pipelines, low voltage hydro transmission corridors and substations, telecommunications facilities, and municipal buildings and facilities (such as civic and recreation centres, libraries, fire halls, police stations, ambulance stations, post offices, works depots, stormwater management facilities and structures, and other public buildings and facilities).

Because of their nature and extent, some lands within the Freeways and Major Utilities category may be used only for freeway or major utility purposes. These lands are identified as “Controlled Access Areas”. However, some Freeways and Major Utilities lands (identified as “Potential Multi-Use Areas”) may also be used in certain circumstances for certain non-utility purposes.

Potential Multi-Use Areas are associated with the City’s high voltage hydro transmission corridors, and the Brock West Landfill site (which currently also supports an electrical power generating plant using recovered methane). The landfill site has reached its capacity for accepting waste, is closed and is to be rehabilitated for community open space and/or recreational purposes.

### City Policy

#### Freeways and Major Utilities

##### 3.12 City Council:

- (a) shall recognize as Freeways and Major Utilities on Schedule I, those areas in the City where significant, above-ground public infrastructure either exists or is planned;
- (b) may zone lands designated Freeways and Major Utilities for appropriate utility and related purposes and activities as set out in Table 12;
- (c) despite (b), shall recognize that provincial highways are not subject to municipal zoning controls;
- (d) despite the permissible uses set out in Table 12, shall require the rehabilitation of the Brock West Landfill site for appropriate community open space and/or recreational purposes;
- (e) shall encourage the expansion or construction of Freeways and Major Utilities to avoid key natural heritage or key hydrologic features in order to preserve the Natural Heritage System, whenever possible;
- (f) shall require that the expansion or construction of Freeways and Major Utilities within or through key natural heritage or hydrologic features:
  - (i) outside the Oak Ridges Moraine identified on Schedule IIIB or IIIC, adhere to the policies of the Greenbelt Plan and the policies of this Plan, where applicable; and
  - (ii) inside the Oak Ridges Moraine identified on Schedule IIIB or IIIC, adhere to the policies of the Oak Ridges Moraine Conservation Plan and the policies of this plan (see Section 16.46); and

- (g) notwithstanding Section 3.12 (f)(i), shall where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of key natural heritage or key hydrologic features, encourage planning, design, and construction practices to minimize negative impacts and disturbance on the features or their related functions, and where reasonable, maintain or improve connectivity and wildlife movement through mitigation and compensation measures.

**City Policy**

Table 12: Freeways and Major Utilities:

Permissible Uses by Subcategory

<b>Table 12</b>	
<b>Freeways and Major Utilities Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
<b>Potential Multi-Use Areas</b>	<p>Community gardens;</p> <p>Farmers’ markets;</p> <p>Utility<sup>1</sup> and ancillary uses, provided that the design of such uses shall be encouraged to assist in the function of linkage corridors, particular within the Rouge-Duffins Wildlife Corridor, and protect and restore the Natural Heritage System where feasible;</p> <p>Public or private uses that are compatible with adjacent land uses, comply with the goals, policies and general intent of this Plan, and do not adversely affect the operation or use of the utility.</p>
<b>Controlled Access Areas</b>	<p>Community gardens;</p> <p>Farmers’ markets;</p> <p>Freeways and utility uses, ancillary uses, and similar or related public or private uses.</p>
<p><sup>1</sup>The term “utility” includes hydro corridors and electricity generation facilities and transmission and distribution systems</p>	

## Hamlet Heritage Open Space

The Hamlet Heritage Open Space is a designation within the Seaton Urban Area, which partially surrounds the hamlets of Whitevale and Green River. It is intended to provide a buffer between urban development and the hamlets.

### City Policy

Hamlet Heritage Open Space

#### 3.13 City Council:

- (a) recognizes the Whitevale Hamlet as a significant cultural heritage asset to the City and recognizes Green River as a rural hamlet and permits a range of uses, as set out in Table 13, that can serve as a buffer and transition to these Hamlets;
- (b) shall require the land uses within the Hamlet Heritage Open Space designation to demonstrate appropriate traditional design and compatibility with the area's existing character, where appropriate; and
- (c) shall, where illuminated outdoor recreational facilities are located in the Hamlet Heritage Open Space, require adequate buffering to adjacent homes and require lighting to be directed downwards and away from the Hamlet.

The Hamlet of Whitevale shall be buffered through a heritage open space transition area, but it should also be integrated with and not "walled off" from the surrounding new neighbourhood of Mount Pleasant. The Hamlet Heritage Open Space Area can provide for social and recreational facilities and programs, which can integrate residents of Whitevale and Neighbourhood 18: Mount Pleasant.

### City Policy

Table 13: Hamlet Heritage Open Space:  
Permissible Uses

<b>Table 13</b>	
<b>Designation</b>	<b>Permissible Uses</b> (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)
Hamlet Heritage Open Space	A range of social, institutional, open space and recreational uses that demonstrate appropriate transitional design and compatibility with the area's existing character;  Renewable energy systems; and  Community gardens.

## Proposed Airport Site

A Proposed Airport Site is identified as an overlay on Schedule I to this Plan in order to protect for a possible airport, should it be determined by others, in consultation with the City, that such an airport is required in the future.

Until a decision is made on developing an airport, uses permissible in this area include primary agricultural, on-farm diversified uses, agricultural-related uses that are complementary and supportive to a farm operation, conservation, environmental protection, restoration, passive recreation, and existing lawful uses.

### City Policy

Proposed Airport Site

#### 3.14 City Council:

- (a) shall recognize as Proposed Airport Site on Schedule I, lands immediately north of the Seaton Urban Area; and
- (b) until a decision is made on developing an airport, may zone lands identified as Proposed Airport Site for one or more purposes as set out in Table 14.

### City Policy

Table 14: Proposed Airport Site:  
Permissible Uses

<b>Table 14</b>	
<b>Freeways and Major Utilities Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
Proposed Airport Site	<p>Conservation, environmental protection, passive recreation, restoration, education, and similar uses;</p> <p>Agricultural uses, and accessory buildings and structures, including one single detached dwelling used in connection with the agricultural operation;</p> <p>Existing lawful uses.</p>

## Study Areas

The Urban Study Areas category recognizes lands in the City where further study is required before land uses can be designated. Only interim uses are permissible, until completion of the required studies.

Rural Study Areas are to consider the possibility of minor hamlet expansion or to confirm the appropriateness of the land use designations. Until the studies are done, uses are permissible as outlined by the respective land use designations.

### City Policy Study Areas

#### 3.15 City Council:

- (a) shall recognize as Study Areas on Schedule I:
  - (i) those areas in urban Pickering where further study is needed prior to determining specific land use designations and policies; and
  - (ii) those areas in rural Pickering where further study is needed to confirm the appropriateness of the land use designations or minor expansions to hamlets;
- (b) shall undertake the required studies cooperatively with relevant landowners and agencies, in consultation with area residents and other relevant groups; and
- (c) may zone lands designated Urban Study Areas, or lands located within the boundaries of the Rural Study Areas, for one or more purposes as set out in Table 15.

### City Policy

Table 15: Study Areas:

Permissible Uses by Subcategory

<b>Table 15</b>	
<b>Study Areas Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
Urban Study Areas	<p>Conservation, environmental protection, restoration, education, passive recreation, and similar uses;</p> <p>Community gardens and farmers' markets;</p> <p>Existing lawful uses.</p>
Rural Study Areas	<p>Inside the Settlement Boundary: Uses permissible as set out in the respective Part 3 Rural Settlement Plan (Chapter 13);</p> <p>Outside the Settlement Boundary: Uses permissible as set out by the respective land use designations on Schedule I.</p>

**City Policy**

Urban Study Areas:  
Old Dunbarton School

**3.16 Section Revoked by Amendment 10**

**City Policy**

Urban Study Areas:  
Notion Road Industrial Area

**3.17 Section Revoked by Amendment 7**

**City Policy**

Urban Study Areas:  
Whites Road North Area

**3.18 Section Revoked by Amendment 27**

**City Policy**

Rural Study Areas  
(Hamlet Expansions)

**3.19 City Council shall recognize a Rural Study Area on Schedule I, lands surrounding the Hamlet of Greenwood, and:**

- (a) may, in accordance with Section 2.27, consider eliminating the Study Area boundary and amending the land use designations on Schedule I to identify an expanded rural settlement area, following completion of a hamlet expansion review by the municipality;
- (b) in undertaking the hamlet expansion review, the municipality shall:
  - (i) recognize the Hamlet of Greenwood as a location for potential minor expansion;
  - (ii) establish the amount of additional growth to be accommodated within the hamlets;
  - (iii) recognize the appropriateness of developing hamlets sequentially in phases, in a compact form, in depth rather than in strips, using a grid system of local roads, and with respect for historic characteristics;
  - (iv) address the requirements for settlement capacity studies in the Durham Regional Official Plan; and
  - (v) address any other required municipal matters, including tree preservation and stormwater management; and
- (c) considering the results of the above study, may establish, by amendment to this Plan, expanded Rural Settlement designations on Schedule I and revise the respective Part 3 Rural Settlement Plans (Chapter 13) incorporating any required new policies and updating rural population forecasts.

## Exceptions

Certain uses may be permissible by exception, as amendments to this Plan. These uses are described in this section. The lands where the uses are permissible are identified on Schedule I for reference with a dashed line around the property and the letter “E” followed by a number.

Section Revoked and Renumbered  
by Amendment 2

### City Policy

Exceptions to Land Use Designations

**3.20** In addition to the primary agricultural uses set out in Table 11 and open space uses set out in Table 3, as an exception, City Council shall permit the following:

(a) on lands identified by the symbol “E2” on Schedule I, a truck haulage business in accordance with the Durham Regional Official Plan;

Truck Haulage Business

(b) on lands identified by the symbol “E3” on Schedule I, a cemetery and related uses including an office, chapel, crematorium, mausoleum, columbarium, and maintenance yard, other than on those portions of the lands that may be required for the proposed Westney Road By-pass and its intersection with the proposed Highway 407/Transitway; and

Cemetery

(c) on lands identified by the symbol “E4” on Schedule I, a golf course located on the west side of Regional Road 23, north of Regional Road 5 on the portion of the subject lands designated Oak Ridges Moraine Countryside Areas.

Golf Course

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# Chapter 4 - Transportation

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The transportation strategy set out in this Chapter is derived from the planning principles, goals and policies of Part 1. The Chapter contains the City's general transportation policies, and refers to the Transportation System Schedule (Schedule II) included at the back of this Plan. Additional transportation policies may be contained in Part 3 and Part 4 of this Plan.

The City's transportation policies encourage a well connected network of corridors (roads, rails, sidewalks, trails and bikeways), designed as desirable places to be, with Kingston Road as the City's mainstreet. A variety of modes of travel are accommodated, including driving, walking, cycling and using transit. The transportation policies also promote a gradual shift in focus from a predominantly east west orientation, to both east west and north south orientations.

The transportation strategy supports, and is supported by various land use, economic, housing, community services, cultural heritage, community design and resource management strategies contained elsewhere in Part 2.

As Pickering continues to develop, connections from south Pickering to activities in the central areas such as Seaton, and a regional airport (if one is proceeded with) will require a changing emphasis from predominantly east west transportation movements, to more of a balance between east west and north south movements.

## City Policy

### Transportation Goal

- 4.1 City Council shall establish and promote a transportation system for people and goods movement, that offers a range of travel choices, and comprises an integrated and accessible network of transportation corridors.

## City Policy

### Transportation Objectives

- 4.2 City Council shall:
- (a) participate in the design and operation of a transportation system that enables the year-round movement of people, goods, and services, within and through the City, in a manner that is safe, convenient, reliable, efficient, aesthetically pleasing, and recognizes the local context;
  - (b) use existing and future transportation infrastructure efficiently;
  - (c) balance the need to accommodate private automobiles with the need to accommodate pedestrians, cyclists, the disabled, public transit, taxis, and the movement of goods and services;
  - (d) find ways of reducing the amount of commuting from and through the City, while maintaining an appropriate grid of roads and transit connections to adjacent municipalities;
  - (e) gradually shift the City's transportation focus to an increased north south orientation while recognizing a strong east west orientation will continue;

- (f) establish a logical network of roads that, where warranted, facilitate connections within and between neighbourhoods, using Kingston Road as the City's mainstreet;
- (g) involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in transportation decisions; and
- (h) ensure that required transportation infrastructure projects that impact the Natural Heritage System or key natural heritage or key hydrologic features are planned, designed and implemented in accordance with the environmental protection policies of the Greenbelt Plan, Section 16.46 of this Plan, and the Open Space System policies of this Plan, where applicable.

#### **City Policy**

##### Transportation Involvement and Coordination

#### **4.3 City Council shall:**

- (a) ensure transportation, land use and community design plans and actions complement each other;
- (b) ensure appropriate cooperation between the City, relevant agencies (including the conservation authorities), and other levels of government, on transportation and related matters, and to this end shall:
  - (i) prepare, or assist in preparing guidelines that show how land use, community design and transportation concerns can be integrated; and
  - (ii) establish and/or participate jointly with others in examining transportation and related issues, including route selection studies, road design studies, and construction and engineering studies;
- (c) regularly consult with various groups and individuals interested in or dependent on specific modes of transportation, including transit users, the trucking industry, the elderly, the disabled and students; and
- (d) participate in or initiate programs that provide residents with information on alternative modes of transportation, and available transportation options.

#### **City Policy**

##### Integrated Transportation System

#### **4.4 City Council, through its own actions, and by working with and encouraging others, especially the Region of Durham and the Province of Ontario, shall:**

- (a) plan and protect for an integrated transportation system as shown on Schedule II to this Plan and on the Part 3 Neighbourhood and Settlement Plans, recognizing interrelationships between:
  - (i) freeways, freeway interchanges and freeway over/underpasses;
  - (ii) GO Transit lines and stations;
  - (iii) arterial and collector roads;
  - (iv) transit spines and transit feeder service; and
  - (v) local roads, pedestrian and bicycle connections, and trails;
- (b) encourage commuters traveling through Pickering to use freeways and Type A arterial roads;
- (c) endeavour to enhance the quality, safety and convenience of the transportation system by requiring neighbourhood, site and road designs that support pedestrians, permit cycling and encourage local transit use, while accommodating vehicular traffic;

- (d) examine the need for a signed network of truck routes to facilitate the efficient movement of goods and services within and across the City; and
- (e) where appropriate, provide for local road, bikeway and trail connections in the urban and rural areas to link people, places and activities.

**City Policy**

Optimize Use of Infrastructure

**4.5 City Council shall optimize the use of its transportation infrastructure by:**

- (a) promoting the design of road corridors and the road system as multi-use public facilities that respond to the sometimes conflicting needs of pedestrians, cyclists, transit, taxis, high occupancy vehicles, automobiles, and trucks;
- (b) promoting ways to reduce traffic peaks and shift modes away from single occupancy vehicles, where appropriate through travel demand management initiatives including ride sharing, telecommuting, trip chaining, and bus priority or high occupancy vehicle lanes; and
- (c) making operational improvements through traffic management practices such as traffic signal coordination.

Travel demand management has to do with planning to reduce the need and distance for travel, and encouraging and supporting transit, cycling and walking as viable alternatives to the automobile.

**City Policy**

Transit

**4.6 City Council shall:**

- (a) provide and/or cooperate with others in providing an adequately high level of local transit service to the City Centre, Mixed Use Areas, Employment Areas, and other important public destinations, to meet existing and anticipated demand;
- (b) support improved fare and service integration between Pickering and adjacent municipalities;
- (c) recognize corridors for:
  - (i) transit spines where a higher level of transit service is to be encouraged within the City’s urban area; and
  - (ii) transit feeder service where a higher level of transit service is to be encouraged connecting the City with other areas;
- (d) when warranted, support the introduction of transit priority lanes, wherever possible using existing lanes and/or existing rights-of-way (rather than adding new lanes or widening road rights-of-way for this purpose), giving priority to:
  - (i) for east west travel, Bayly Street, Highway 401, Kingston Road, Taunton Road, Highway 7, and/or Highway 407/ Transitway;
  - (ii) for north south travel, Brock Road and Whites Road; and
  - (iii) other planned or potential transit routes within the City Centre;
- (e) encourage the following:
  - (i) continued frequent transit service along the Lakeshore GO Transit line;

Transit routes should connect people to the places they most often want to go (that is, the high activity areas), and the service should be designed, built, and operated such that it is attractive, convenient and easy for people to use.

- (ii) the provision of GO Transit or other similar service on the C.P. (Havelock) and/or C.P. (Belleville) rail lines;
  - (iii) appropriate regional transit connections with other parts of Durham Region, York Region, and Metropolitan Toronto, including a link with the Intermediate Capacity Transit system in Scarborough; and
  - (iv) the consideration of regular transit service within Pickering using Brock Road, Whites Road, Kingston Road and Bayly Street and/or Finch Avenue in the short-term, and extending to Taunton Road and Highway 7 in the longer term;
- (f) in conjunction with Section 12.10 of this Plan, support the planning and development of the Anchor Mobility Hub and City Centre to become a place where regional rapid transit services connect, where other modes of transportation merge, and where employment and residential development are concentrated to form an attractive and intensive transit gateway into the City; and
- (g) prioritize transit stops and key transit transfer points as priority areas for bicycle parking, wide sidewalks, paths, weather-protected seating and other similar facilities to promote an integrated and connected active transportation network.

**City Policy**

Sidewalks, Walkways,  
Trails and Bikeways

**4.7 City Council shall endeavour to:**

- (a) maintain an interconnected system of sidewalks and walkways within the urban area; and
- (b) pursue and maintain an interconnected system of trails and bikeways within the urban and rural areas, consistent with the approved Pickering Trails and Bikeway Master Plan, including connections to the Lake Ontario Waterfront Trail, the Seaton Hiking Trail, the Oak Ridges Moraine, the City Centre, the GO Transit station, abutting municipalities and other important destinations.

Over time, reliance on private automobiles needs to be reduced in favour of other modes of travel, including walking, cycling and using public transit.

**City Policy**

Physically Challenged

**4.8 City Council shall consider the needs of the physically challenged in the design and operation of its transportation system.**

**City Policy**

Priority Pedestrian/Cyclist Connections

**4.9 City Council shall consider the following as priority connections, and shall endeavour to ensure their early implementation:**

- (a) a continuous Pickering Waterfront Trail adjacent, wherever feasible, to Lake Ontario, as part of the Lake Ontario Waterfront Trail system; and
- (b) a continuous bikeway across Pickering along the south side of the proposed Highway 407/Transitway.

City Policy  
Road Categories

4.10 City Council shall:

- (a) recognize **Freeways** as controlled access roads designed to carry the highest volumes of traffic at high speeds within and beyond the City and Region;
- (b) recognize Type A, Type B and Type C Arterial Roads as described in the Durham Regional Official Plan, wherein:

- (i) **Type A Arterial Roads:** are the highest order arterial road; are designed to carry large volumes of traffic at moderate to high speeds, over relatively long distances; have access restrictions; and generally have a right-of-way width ranging from 36 to 50 metres;
- (ii) **Type B Arterial Roads:** are designed to carry moderate volumes of traffic at moderate speeds, within a municipality; have some access restrictions; and generally have a right-of-way width ranging from 30 to 36 metres; and
- (iii) **Type C Arterial Roads:** are designed to carry lower volumes of traffic, at slower speeds; provide access to properties; and generally have a right-of-way width ranging from 26 to 30 metres;

- (c) recognize the following municipal road categories, wherein:

- (i) **Collector Roads:** generally provide access to individual properties, to local roads, to other collector roads and to Type C arterial roads; carry greater volumes of traffic than local roads, including automobiles, pedestrians, bicycles and transit; and generally have a right-of-way width ranging from 20 to 22 metres; and
- (ii) **Local Roads:** generally provide access to individual properties, to other local roads and to collector roads; carry local traffic; and generally have a right-of-way of up to 20 metres, with the exception of local roads serving industrial properties which may have a right-of-way width of up to 23 metres.

Highway 401 is an example of a freeway.

Bayly Street, Brock Road, Highway 7 and Taunton Road are examples of Type A Arterial Roads.

Kingston Road, and Liverpool Road between Highway 401 and Finch Avenue are examples of Type B Arterial Roads.

Pickering Parkway and Glenanna Road are examples of Type C Arterial Roads.

Major Oaks Drive, Oklahoma Drive and Amberlea Road are examples of Collector Roads.

City Policy  
Alternative Road Rights-of-Way

4.11 Despite Section 4.10, City Council may:

- (a) vary road right-of-way widths, and related road category intersection criteria, for roads under its jurisdiction and which are not designated on Schedule C - Map C1 of the Durham Regional Official Plan, either upward or downward, without amendment to this Plan, where circumstances warrant such action, including:
  - (i) at intersections to improve sight-lines, accommodate turning movements, and provide for transit stops;
  - (ii) or traffic calming purposes, and to provide for the installation, where warranted, of traffic circles and other similar features;

- (iii) where rear yard lanes are provided;
  - (iv) to avoid providing excessively wide roads or boulevards; and
  - (v) to improve streetscapes and/or reduce the crossing distance between buildings and activities on opposite sides of a street; and
- (b) seek variances in road right-of-way widths and road category intersection criteria for arterial roads designated on Map C1 of the Durham Regional Official Plan in accordance with the requirements of Sections 11.3.3 and 11.3.4 of the Durham Regional Official Plan.

### City Policy

#### Environmental Considerations

#### 4.12 City Council shall:

- (a) consider converting, where necessary and feasible, municipal vehicles to low emission and energy efficient vehicles;
- (b) participate in regular emission monitoring and testing programs;
- (c) review the location of stop signs, and consider removing unnecessary ones to reduce noise, fuel consumption and vehicular emissions;
- (d) consider passing by-laws to restrict the unnecessary or prolonged idling of motor vehicles and buses;
- (e) encourage the early consideration of environmental matters in route selection, road design, road construction and traffic operational studies; and
- (f) examine, on a regular basis the City's current road infrastructure, and prioritize needed road maintenance, modification and rehabilitation.

Vehicular stopping and starting leads to significant increases in noise, emissions and fuel consumption from engine exhaust, brake lining particles and tire particles.

### City Policy

#### Parking Supply/Demand

- 4.13 City Council shall consider preparing a comprehensive parking strategy for the urban area to determine and provide recommendations on current and future parking supply and demand, recognizing the opportunity to reduce parking supply in areas well-served by public transit.

### City Policy

#### Provincial Assistance

#### 4.14 City Council shall request assistance from the Province of Ontario as follows:

- (a) to assist financially and otherwise in constructing:
  - (i) a multi-modal bridge over Highway 401 within the Hydro Corridor between Bayly Street and Pickering Parkway;
  - (ii) a bridge overpass for pedestrians and cyclists near the foot of Dixie Road to link Frenchman's Bay with the Dunbarton Neighbourhood; and
  - (iii) a bridge overpass or underpass for vehicles, pedestrians, and cyclists to link Notion Road with Squires Beach Road;
- (b) to assist, financially and otherwise, in constructing an additional pedestrian/cyclist bridge over Highway 401 to support the Anchor Mobility Hub;

- (c) to minimize the potential barrier effect of the proposed Highway 407/Transitway by providing for appropriate vehicular, cyclist and pedestrian crossings at all existing north south roads in Pickering;
- (d) to complete the route planning study of the proposed freeway link between Highway 401 and Highway 407/Transitway in the vicinity of Durham Regional Road 23, and to ensure the expeditious construction of that link; and
- (e) as an immediate priority, fund the completion of an Environmental Assessment to determine the technically preferred alignment for a freeway connection between Highways 401 and 407, west of the Rouge River.

## City Policy

### Regional Assistance

#### 4.15 City Council requests the Region of Durham to implement the following:

- (a) a reexamination of its proposed arterial road system as shown in the Durham Regional Official Plan:
  - (i) Subsection Revoked by Amendment 22;
  - (ii) to eliminate the proposed Rossland Road connection to Finch Avenue in Pickering, and link to Finch Avenue in Scarborough;
  - (iii) to eliminate the proposed Bayly Street extension west of Whites Road in Pickering to link with Lawrence Avenue in Scarborough;
  - (iv) to eliminate the proposed northerly and southeasterly extensions of Dixie Road;
  - (v) to downgrade the Type B Arterial Road designation on the existing Dixie Road to a Type C Arterial Road; and
  - (vi) to eliminate the Dixie Road Transit Spine designation, including its proposed northerly and southeasterly extensions; and replace it with a Transit Spine designation on Whites Road;
- (b) Subsection Revoked by Amendment 22; and
- (c) in consultation with the City, the Province, the Federal Government and the relevant airport authority, to re-examine, and if necessary amend, its designated arterial road system in and around the Potential Airport Site, should a decision be made to establish an airport on the lands. (D15)

(D15) Deferral 15: Policy 4.15(c) deferred for further study
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## City Policy

### Scarborough Initiatives

#### 4.16 City Council shall request the assistance of the City of Scarborough as follows:

- (a) in continuing to oppose a road connection between Lawrence Avenue in Scarborough and Bayly Street in Pickering;
- (b) in continuing to oppose a road connection between Finch Avenue in Scarborough and Finch Avenue-Rossland Road in Pickering; and
- (c) in maintaining Twyn Rivers Drive and Finch Avenue as local roads in Scarborough through the Rouge National Urban Park, and encouraging that any required road or bridge improvements along these roads be done within the existing rights of way and on the existing alignments.

## City Policy

Environmental Assessments to  
Determine Alignments of Proposed Roads

- 4.17 City Council recognizes that the alignments of proposed new roads, the upgrading of roads to match identified classifications, and the locations of other proposed transportation features (such as freeway interchanges, underpasses or overpasses, Go Rail service and Go Transit Stations) shown on Schedule II to this Plan may require approvals under other legislation including the *Environmental Assessment Act*; to this end, Council shall:
- (a) undertake or request the others having jurisdiction to undertake the required Environmental Assessment in an appropriate and timely manner; and
  - (b) if necessary, revise Schedule II to reflect approved alignments, classifications and facility locations following completion of the required Environmental Assessment.

## City Policy

Provincial Highways

- 4.18 City Council recognizes that the Ministry of Transportation has jurisdiction over the provincial highways through the City, and as such, acknowledges that the Ministry has the responsibility for standards, design criteria (including intersection/interchange spacing and locations) and widening requirements respecting those highways.

In Pickering, the provincial Ministry of Transportation has jurisdiction over Highways 401 and 7 and the Highway 407/Transitway.

## City Policy

Railway - Road Crossings

- 4.19 At level railway crossings with roads in the urban area, City Council shall, in cooperation with the appropriate railway and other relevant agencies:
- (a) monitor the need for additional safety measures, such as automatic safety gates or grade separations; and
  - (b) encourage the installation of appropriate safety measures in a timely manner as development occurs.

## City Policy

Municipal Roadways - Oak Ridges Moraine

- 4.20 City Council shall:
- (a) be satisfied that where new municipal roadways or major reconstruction of municipal roadways are proposed within the Oak Ridges Moraine, as shown on Schedule II, there are no reasonable alternatives that would not impact the Moraine and, once satisfied that such alternatives do not exist, shall ensure that the road is designed and constructed in such a manner so as not to adversely affect the ecological integrity of the natural heritage features and significant landform features of the Moraine by demonstrating that:
    - (i) the area of construction disturbance will be kept to a minimum;
    - (ii) right-of-ways widths will be kept to the minimum that is consistent with meeting other objectives such as stormwater management and with locating as many transportation, infrastructure, and utility uses within a single corridor as possible;



- (iii) the roadway project will allow for wildlife movement;**
- (iv) lighting will be focused downwards and away from Natural Core Areas; and**
- (v) the planning design and construction practices adopted will keep any adverse effects on the ecological integrity of the Oak Ridges Moraine to a minimum.**

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# Chapter 5 - Economic Development

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The economic strategy set out in this Chapter is consistent with the planning principles, goals and policies of Part 1. A framework for stimulating economic activity is established that addresses the existing and future needs of the City's urban, rural and ecological systems.

The economic strategy supports, and is supported by appropriate land use, transportation, housing, community services, cultural heritage, community design and resource management strategies.

This Chapter contains the City's economic policies. Additional economic policies may appear in other Parts of this Plan.

## Economic Development Strategy

Pickering's economy is inextricably linked with other economies and can be affected by regional, national and international events. While some of these broader influences may be positive (for instance, the opening of a new market for a product or service), they may also have negative affects, particularly on jobs and wages.

The result is that the nature of work in industrial nations such as Canada must change from resource based to knowledge-based. As a result, fewer people will be working directly in manufacturing, although manufacturing production and productivity should remain high.

In 1996, jobs available in Pickering, like Durham Region, had a higher proportion of employees in the transportation, communications and utilities categories (mainly because of the influence of Ontario Hydro) and a relative under representation of jobs in business service, government service, finance, insurance and real estate categories. Manufacturing continues to play an important role in the City.

Pickering's economic development strategy should focus on increasing the number and quality of local jobs. It should not, however, promote job creation at any cost. New businesses should be encouraged to be ecologically responsible, and respectful of the local context. And, where businesses are located in close proximity to other uses (such as residential), their scale and performance characteristics should be compatible with the scale and performance characteristics of other uses in the area.

The City's economic strategy is therefore directed at promoting Pickering as a major business and employment centre for Durham Region, increasing the number, diversity and quality of local jobs, building on existing businesses, and embracing positive opportunities arising from regional, national and global interconnections.

**While virtually all sectors of the economy have components with the potential to be knowledge-based sectors, some of the key growing ones are pharmaceutical, health products, biotechnology, telecommunications, project engineering, environmental protection, banking, insurance, business services, and computers and software.**

**City Policy**  
Economic Goals

**5.1 City Council shall:**

- (a) strengthen Pickering’s economic health and self-sufficiency by encouraging existing businesses and entrepreneurs within the City, and by taking advantage of positive opportunities that arise from the City’s interdependency with regional, national and global economies;
- (b) encourage Pickering as a major business and employment destination for Durham Region and eastern Metropolitan Toronto; and
- (c) increase the number, diversity and quality of local jobs, to help balance the residential to commercial/industrial tax assessment ratio, and reduce out-commuting.

Key transportation initiatives that would make Pickering more attractive to business and industry include the widening of Highway 401, early construction of Highway 407, and construction of a pedestrian/cycling bridge between the existing GO Station and the City Centre.

**City Policy**  
Economic Objectives

**5.2 City Council shall:**

- (a) support local businesses, create more local jobs, and diversify the City’s economic base;
- (b) identify, attract and support businesses that can provide local employment opportunities that are socially and ecologically responsible, and that operate in a global economic setting;
- (c) provide a wide range of locations for economic activities;
- (d) improve the balance between the City’s residential and commercial-industrial tax base; and
- (e) create a major node of corporate offices in the City Centre.

**City Policy**  
Job Creation and Diversification

**5.3 City Council shall establish a balanced, long-term program of local job creation with particular emphasis on the following:**

- (a) emphasizing skilled, capital-intensive, value-added jobs;
- (b) targeting specific economic growth sectors;
- (c) building on existing energy producing, conservation and environmental businesses;
- (d) supporting the development of major economic and employment catalysts;
- (e) encourage a university or community college to locate in the City;
- (f) fostering rural economic and agricultural activities through various initiatives including:
  - (i) supporting cooperative farm businesses, marketing groups, joint marketing of produce, producer sourcing directories, farm fairs and related promotions which promote the availability of local food and value-added products;

An Economic Development Strategic Plan completed for Pickering in 1991, identified five potential growth sectors:

- aerospace
- environmental industries
- marine service companies
- pharmaceuticals
- telecommunications

- (ii) encouraging the investigation of non-traditional crops, and small-scale, organic and other specialized farming methods which will assist in diversifying agricultural products;
- (iii) preparing an economic development strategy for agricultural areas, , including a local food policy which implements the values and priorities in the Durham Region Food Charter particularly related to the issue of food security, and encouraging the establishment of institutional, industrial and commercial local food procurement policies; and
- (iv) zoning to permit home occupations, home industries and small scale agri-tourism uses in all Prime Agricultural Areas and home occupations in all rural settlements;
- (g) investigating tourism opportunities including, but not limited to the following: Pickering Museum Village; Frenchman’s Bay and Lake Ontario; hiking and conservation; farm vacations; shopping and entertainment; and cultural and heritage features, including scenic roads;
- (h) strengthening existing businesses, and supporting new start up businesses and other business incubators; and
- (i) zoning to permit home occupations in all residential areas.

Many home occupations act as incubators for new businesses. Also, because the business is operated by the occupant of the dwelling unit, home occupations help reduce commuting.

**City Policy**

Supporting Local Businesses

- 5.4 City Council shall support the local business community, and encourage locally-owned and controlled businesses, by improving municipal assistance through mechanisms such as the following:
- (a) creating a resource centre offering assistance on business start-up, and providing information on zoning, permits, business licenses, grant applications and other relevant materials;
  - (b) using the services of the Pickering Public Library to provide information and programs to business, and access for businesses to electronic business registration systems and related information;
  - (c) maintaining a business database in cooperation with other partners;
  - (d) maintaining a registry of existing available built space and land; and
  - (e) consider extending municipal government office hours beyond normal business hours.

**City Policy**

Cooperation with Others

- 5.5 City Council shall coordinate its economic development efforts with the efforts of others having similar interests, and in so doing shall:
- (a) participate with regional and other area-wide joint economic development promotion activities;
  - (b) consider establishing an ongoing “task force” of business and community representatives to assist in devising strategies to assist in economic development;
  - (c) consider establishing an ongoing liaison with banking, financial and real estate representatives;
  - (d) support partnerships with business schools, skills training committees, and educational institutions such as Durham College and Trent University;

- (e) encourage businesses to offer their employees continuous educational skills and training programs; and
- (f) in recognition of the City Centre's significance as a major employment node with excellent access to higher order transit, collaborate with partners and consider strategies and tools to advance employment growth within the City Centre.

**City Policy**

Economic Strategic Plan

- 5.6 City Council shall maintain an up-to-date Economic Strategic Plan, and in so doing shall:
- (a) identify emerging trends in business and industry (including the agricultural industry) and assessing the implications on Pickering;
  - (b) monitor the results, initiatives and actions recommended by the Plan and making revisions where necessary; and
  - (c) amend the provisions of the official plan, zoning by-laws, and other corporate documents in accordance with the Strategic Plan.

**City Policy**

Wiring for Telecommunications

- 5.7 City Council shall encourage, and where possible assist utility companies, the Province, the development industry and others to establish a high speed, broad band telecommunications network that links, over time, all homes, businesses, institutions and facilities across the City and the Greater Toronto Area, and allows for information, knowledge and skills to be widely shared and disseminated.

The installation of a high speed, broad band telecommunications network helps promote home occupations, teleworking, telecommuting, and improved community networking and information dissemination.

**City Policy**

Financial Incentives

- 5.8 City Council shall consider an incentive program to encourage green building design in any new development in the City Centre, which may include density bonuses, loans, development charge reduction, Community Improvement Plan grants or an expedited development application review process.

## Chapter 6 - Housing

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The housing strategy set out in this Chapter is derived from the planning principles, goals and policies of Part 1. An integrated approach to housing is established that addresses the existing and future needs of the City's urban, rural and ecological systems.

The City's housing strategy promotes opportunities for a wide variety of housing forms, tenure and types to meet the evolving needs of Pickering's residents. The strategy recognizes that Pickering's housing needs will evolve as part of the changing nature of housing needs in the Greater Toronto Area. The City's housing strategy supports and is supported by appropriate land use, economic, community services, cultural heritage, community design and resource management strategies.

This Chapter contains the City's strategic housing policies. Additional policies may be contained in other Parts of this Plan.

### City Policy

#### Housing Goal

- 6.1 City Council shall encourage a broad diversity of housing by form, location, size, tenure, and cost within the neighbourhoods and villages of the City, so that the housing needs of existing and future residents can be met as they evolve over time.

### City Policy

#### Housing Objectives

- 6.2 City Council shall:
- (a) encourage housing opportunities that respond to the existing and future needs and characteristics of the population;
  - (b) ensure that a sufficient supply of designated and serviceable residential land is available to meet the existing and future housing needs of the City;
  - (c) encourage the provision of an adequate range of housing and tenure types to be available and integrated within the City's neighbourhoods and villages to meet the needs of existing and future populations; and
  - (d) encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing.

### City Policy

#### Housing Mix and Supply

- 6.3 City Council shall promote an adequate supply and mix of housing by:
- (a) maintaining a minimum 10 year supply of residentially designated lands to meet anticipated long-term housing demands;
  - (b) maintaining a minimum 3 year supply of residential land in the form of draft approved plans and/or registered plans, to meet anticipated short-term housing demands;

- (c) encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location, as established in Appendix I - Quality of Life Indicators and Performance Targets; and
- (d) obtaining the following distribution of housing forms throughout the municipality during the timeframe of this Plan:
  - (i) 57 percent single detached homes;
  - (ii) 12 percent semi-detached homes;
  - (iii) 19 percent attached homes; and
  - (iv) 12 percent apartments.

**City Policy**

Affordable and Special  
Needs Housing

**6.4 City Council shall:**

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

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



## City Policy

### Infill, Intensification and Redevelopment

- 6.5 City Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging:
- (a) major intensification in Mixed Use Areas as designated on Schedule I;
  - (b) infill development of vacant or under utilized blocks of land;
  - (c) in Mixed Use Areas and Residential Areas, redevelopment and conversion of non-residential uses to residential uses, including the addition of residential uses in mixed use forms; and
  - (d) methods for the provision of compact housing form, with regard to housing type, architectural design and cost-effective development standards, where technically feasible.

Intensification provides an opportunity to both increase and diversify the housing stock in the City. Almost all intensification activity occurring in Pickering over the next twenty years will be on those lands designated as Mixed Use Areas, not low density residential areas. Infilling occurs in low density areas on vacant or underutilized parcels of land. The effect of this will be to improve the level and range of services available to most residents, without changing the character of their neighbourhoods.

## City Policy

### Housing Targets and Monitoring Policies

- 6.6 City Council shall:
- (a) prepare as a priority, housing targets which reflect the objectives of this Chapter and incorporate them within Appendix I - Quality of Life Indicators and Performance Targets;
  - (b) prepare an annual housing monitoring report to assist in the regular review and monitoring of the City's achievement of its housing objectives, including such indicators as:
    - (i) total number of dwelling units by type;
    - (ii) total number and type of housing units produced in Urban Residential Areas, in Mixed Use Areas, and in the rural area;
    - (iii) housing prices and rent by housing type;
    - (iv) production of special needs housing;
    - (v) amount of housing produced in accordance with provincial guidelines on housing affordability; and
    - (vi) progress in meeting established targets; and
  - (c) adopt alternative housing strategies if monitoring determines the housing objectives of this Chapter are not being achieved.

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# Chapter 7 - Community Services

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The community services strategy set out in this Chapter is derived from the planning principles, goals and policies of Part 1. An approach to community services is established that addresses the existing and future needs of the City's urban, rural and ecological systems. Changes in the City's demographics and in the way services are delivered will affect the provision of community uses, facilities, services and programs.

Community services include both "hard" and "soft" services that are provided for the City's residents, workers and visitors, including library, health, educational, religious, community, cultural, recreational, social, institutional, infrastructure, and emergency and protective services.

The community services strategy recognizes the need for an ongoing identification and timely, cost-efficient response to individual and community needs as they evolve over time. The strategy recognizes that people will be active in articulating and determining needs, that everyone's needs will not be the same, and that the needs of an individual may on occasion conflict with the needs of the community.

Further, the strategy recognizes that all needs cannot (and should not) be met by the municipality. Individuals, community groups, agencies, and other levels of government all share responsibility in identifying and addressing community service needs. The City's strategy recognizes that the effective provision of community services requires cooperation and coordination among the many service providers and amongst people.

The community services strategy supports, and is supported by, land use, transportation, economic, housing, cultural heritage, community design and resource management strategies outlined elsewhere in this Plan. This Chapter contains the key community services policies, although additional community services policies may appear in other Chapters of this Plan.

**Community services refer to the uses, facilities, programs and services addressing the broad range of human, social and infrastructure needs integral to the community's quality of life. The services are provided by various levels of government, non-government organizations, and private groups and individuals.**

**Facilities often associated with community services include the following:**

- ambulance depots
- cemeteries and related facilities
- child care facilities
- cultural facilities and theatres
- fire halls
- government offices
- hospitals and medical clinics
- libraries
- parks
- places of religious assembly
- police stations
- post offices
- recreation centres and arenas
- schools, colleges and universities
- works depots

## City Policy

### Community Services Goal

- 7.1 City Council, in partnership with individuals, the community, and other service providers, shall provide a flexible, cost-effective and responsive community service delivery system.

## City Policy

### Community Services Objectives

7.2 City Council shall:

- (a) recognize the important role community services, programs, parks and other facilities play in meeting the evolving needs of the community;
- (b) promote a suitable distribution of community services, programs and facilities across the City to serve residents, workers and visitors;
- (c) cooperate with other community service providers in assessing and providing needed community services, programs and facilities;
- (d) optimize the use of infrastructure in meeting the evolving needs of the community, and encourage other community service providers to do the same;
- (e) promote the use of green technologies and renewable energy systems in the design of community facilities and associated infrastructure, including the retrofit of facilities to reduce greenhouse gas emissions and to assist in addressing the potential adverse environmental impacts of climate change;
- (f) ensure new infrastructure, when needed, is provided in an efficient, cost-effective, equitable and environmentally-responsible manner; and
- (g) involve the public, business-people, landowners, relevant public agencies, and other interested groups and individuals in decisions affecting community services and facilities.

Although the Plan refers to “the community”, it is recognized that there are many “communities” within the City, having different needs, backgrounds, experiences, resources, abilities and interests.

## City Policy

### Cooperation with Others

- 7.3 Recognizing the need for cooperative arrangements in the supply and delivery of community services, City Council shall:

- (a) support and encourage the provision of cultural, athletic and recreational programs, and related fundraising, by volunteer groups, service organizations and the private sector;
- (b) support cooperative strategies for providing and maintaining community services, programs and facilities, including “adopt-a-park” programs and the appointment of community service advisory groups;
- (c) encourage all municipal departments, boards, and commissions to consult and cooperate with one another in the provision of community services, programs and facilities; and

A number of the City’s parks are in part being cared for by concerned and interested neighbourhood associations, groups and other community organizations.

- (d) encourage other service providers, including social development councils, district health councils and interfaith organizations, as well as other boards, agencies, departments and utility companies, to consult and cooperate with one another and the City in the provision of community services, programs and facilities across the City.

#### **City Policy**

##### Integrating Community Services and Land Use Planning

- 7.4 To help ensure community services planning is properly integrated and coordinated with municipal land use planning, City Council, when preparing Development Guidelines for Detailed Review Areas, and/or as part of the detailed planning for the Seaton Urban Study Area, shall consider:
  - (a) the required community uses and services, parks and other facilities for the area, and required service levels;
  - (b) the preferred mode of service delivery;
  - (c) the potential sites and locations of required community uses and services, parks and other facilities; and
  - (d) the anticipated timing and phasing of community uses and services, parks and other facilities relative to the timing of development.

#### **City Policy**

##### Community Services Planning

- 7.5 To help ensure community services are planned and delivered in a timely, equitable and coordinated manner, City Council shall:
  - (a) consider establishing a comprehensive cultural policy to assess needs, address priorities and examine financing options for cultural facilities;
  - (b) review on a regular basis its Recreation Master Plan to establish priorities for the development and funding of cultural, athletic and recreational services and facilities for the short and long-term;
  - (c) review on a regular basis its Library Five Year Plan to establish priorities for the development and funding of library services and facilities;
  - (d) consider preparing a Fire Protection Services Plan to establish priorities for the development and funding of fire protection services and facilities, including related public education respecting fire and other safety needs;
  - (e) maintain a local emergency plan, and cooperate with others in developing and maintaining regional or other emergency plans; and
  - (f) consider developing an infrastructure plan prioritizing the provision and maintenance of new and existing infrastructure.

#### **City Policy**

##### Accommodating Services Needs

- 7.6 City Council shall:
  - (a) consider tailoring facilities, services and programs to favour broad community participation;

- (b) despite Section 7.6(a) above, consider identifying and providing leisure and recreational services and programs to special and priority needs groups as identified over time;
- (c) in determining which services and programs to offer, consider:
  - (i) the adequacy of the supply of the facility, service or program relative to its demand;
  - (ii) the level of affordability of the service or program for the intended users; and
  - (iii) the location of the service or program relative to the distribution of the users and the ability of the users to conveniently access the service or program; and
- (d) promote environmentally sustainable forms of recreation including non-motorized passive uses, and unstructured and informal activities.

Teenagers are a special needs group. Other special needs groups include: children, youth, senior citizens, the disabled, visible minorities, unemployed and underemployed persons, working families, and single parent families.

**City Policy**

Connected System of Parks,  
Trails and Greenspaces

- 7.7 Recognizing the importance that parks and green space have in providing healthy settings and opportunity for healthy lifestyles for residents, employees and visitors, City Council shall promote the establishment of an accessible, publicly-owned, connected system of parks, trails and greenspaces, providing within that system activities for people of different ages and different abilities.**

**City Policy**

Location of Major  
Community Facilities

- 7.8 City Council shall:**
- (a) encourage the location of major indoor community, cultural, athletic and recreational uses and facilities in or close to the City Centre;
  - (b) encourage major outdoor community, cultural, athletic and recreational uses and facilities;
  - (c) encourage other community, cultural, athletic and recreational uses and facilities to locate in mixed use areas, in areas with a high degree of accessibility by public transit, and/or in locations conveniently located relative to the area they will serve;
  - (d) encourage the development of a university or college campus in Pickering;
  - (e) cooperate with the arts and cultural organizations to locate and develop an arts centre containing a theatre, gallery, studio and offices for arts organizations;
  - (f) encourage the location of an arts centre in a prominent location, in proximity to other civic and community facilities; and
  - (g) encourage the location of a new senior citizens centre on the recreation complex lands within the City Centre in a location that can share facilities, such as parking, with other civic institutions.

**City Policy**  
Multi-Use and Joint-Use  
Facilities

**7.9 City Council shall:**

- (a) support the design, development and operation of community facilities as multi-use and joint-use facilities, in cooperation with public bodies, social service agencies, and/or other potential partners;
- (b) where an existing community facility is no longer required for its original purpose, examine the reuse of that facility for another community use;
- (c) in the event that another community use cannot be found for a redundant community facility, consider the incorporation of an equivalent amount of community space within any new development built on the site; and
- (d) where stand-alone schools cannot be constructed because of land availability or funding constraints, pursue with the area school boards the provision of space for schools in other existing or proposed buildings in the neighbourhood.

If community facilities are designed as multi-purpose facilities, various uses could be provided in a single facility over its lifetime (e.g., day care centre, youth centre, seniors centre).

**City Policy**  
Infrastructure

**7.10 City Council shall:**

- (a) encourage appropriate intensification and use of existing municipal infrastructure, including roads and storm sewers;
- (b) encourage appropriate intensification and use of existing regional infrastructure, including roads, piped water and sanitary sewers;
- (c) provide required municipal infrastructure in a manner that is ecologically-sensitive and respectful of the cultural and natural heritage of the area, and encourage other jurisdictions to do the same;
- (d) consider developing a financial plan for the provision and maintenance of new and existing municipal infrastructure under which:
  - (i) infrastructure in newer areas will be funded from development charges, other available infrastructure programs, from a scheduled capital works program, or paid for by a benefiting landowner;
  - (ii) infrastructure in older areas will be funded as local or community improvements, or under other available infrastructure programs, or an approved capital works program;
  - (iii) full advantage will be taken of the availability of subsidy or contribution from other agencies and levels of government; and
  - (iv) innovative arrangements respecting the joint funding and cost-sharing of infrastructure projects with other partners will be explored;
- (e) consider a comprehensive set of performance standards for the provision of municipal infrastructure that:
  - (i) encourages flexibility and cost effectiveness in design to meet the different needs of different areas of the City;

- (ii) encourages alternative development standards that promote greater land use efficiency, and address risk management and liability concerns; and
- (iii) encourages the use of green technologies in support of energy efficiency, waste reduction and improved air quality; and
- (f) provide a standard of infrastructure suitable to the neighbourhood in which the infrastructure is located.

**City Policy**  
ICT Network

- 7.11** City Council shall provide clear direction for collaboration, facilitation, investment, infrastructure advancement, skills development, and other initiatives necessary to implement an Information and Communication Technology (ICT) network throughout the City, by:
- (a) identifying locations, in addition to the City Centre and Pickering Innovation Corridor, where a more robust ICT infrastructure will be offered;
  - (b) prioritizing the implementation of ICT infrastructure to public facilities and spaces;
  - (c) identifying measures that will be necessary to implement a city-wide ICT network within, and outside, the existing built-up urban area;
  - (d) identifying measures which will minimize the impact of ICT infrastructure on the community and natural environment; and
  - (e) identifying measures which will ensure that the City's ICT infrastructure is resilient and adaptable to change and next-generation technologies.

**City Policy**  
"Dig Once" Standard

- 7.12** City Council shall require, subject to the approval of the applicable jurisdiction with responsibility for the road, and any requirements of any other applicable agencies, the inclusion of conduit for fiber optic cable in all public rights-of-way, where such conduits or trenches do not already exist or where a need is identified, through new development, redevelopment, road construction and reconstruction, in accordance with the City's "Dig Once" Standard, and shall:
- (a) ensure that all new development or redevelopment is designed to provide the infrastructure for the delivery of, current or future, leading edge information and communication technologies, to the building(s); and
  - (b) require applications for development to provide an ICT Implementation Plan which demonstrates how ICT technologies are to be designed and implemented, including information regarding conduit construction and ownership, and demonstrates that the associated conduit and wiring meets or exceeds the minimum industry standard.

**City Policy**  
"Dig Once" Standard - Seaton  
Urban Area

- 7.13** Notwithstanding Section 7.12, within the Seaton Urban Area, City Council shall require the inclusion of conduit for fiber optic cable where such conduits or trenches do not already exist or where a need is identified only within Type C arterial roads and collector roads.



## Chapter 8 - Cultural Heritage

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The cultural heritage strategy set out in this Chapter is derived from the planning principles, goals and policies of Part 1. A comprehensive cultural heritage framework is established that addresses the existing and future needs of the City's urban, rural and ecological systems.

As Pickering evolves over the next twenty years, it is important that people maintain a sense of continuity with the past. People, in making decisions and undertaking actions, should recognize, respect and nurture Pickering's cultural heritage. This celebration of local heritage will contribute to the enrichment of the City's urban, rural and ecological systems. Pickering's resulting patterns of diversity and character, integrating old with new, and natural with built, will give the City a unique identity.

Cultural heritage is much more than features or attributes from the distant past (such as the City's many natural features resulting from glaciation) or more recent past (such as archaeological resources, century-old heritage homes and the Civic Complex). Each period in time is important for its contribution to cultural heritage. As well, the features and resources of today will be Pickering's cultural heritage of the future.

Cultural heritage should be viewed, therefore, as a continuum; with a past, a present and a future. Like a community, cultural heritage evolves slowly over time. The cultural heritage strategy for Pickering acknowledges this "living heritage".

This Chapter contains the cultural heritage strategy policies. Additional cultural heritage policies may be provided elsewhere in this Plan. Further, the cultural heritage strategy supports, and is supported by, appropriate land use, transportation, economic, housing, community services, community design and resource management policies.

**Cultural heritage includes: archaeological sites and resources; buildings and structural remains of historical, architectural, natural and contextual value; shipwreck sites; traditional use areas; rural districts and settlements; urban neighbourhoods; cultural landscapes of historic interest; and significant views, vistas and ridge lines.**

**More broadly, cultural heritage comprises everything produced and left by the people of a given time and geographic area, the sum of which represents their cultural identity. This includes their folklore, rituals, art, handicrafts, equipment, tools, communications, transportation, buildings, furnishings and dwellings.**

## City Policy

### Cultural Heritage Goal

- 8.1 City Council shall respect its cultural heritage, and conserve and integrate important cultural heritage resources from all time periods into the community.

## City Policy

### Cultural Heritage Objectives

- 8.2 City Council shall:

- (a) identify important cultural heritage resources from all time periods, so that they can be appropriately conserved and integrated into the community fabric, including:
  - (i) significant heritage structures, features and sites;
  - (ii) buildings, sites, and artifacts of historical, archaeological and architectural significance including modern or recent architecture;
  - (iii) significant landscape features and characteristics, including vistas and ridge lines; and
  - (iv) other locally important cultural heritage resources;
- (b) foster public awareness and appreciation of the City's cultural heritage;
- (c) prevent the demolition, destruction or inappropriate alteration of important cultural heritage resources to the extent possible;
- (d) where possible, restore, rehabilitate, maintain and enhance important cultural heritage resources owned by the City, and encourage the same for those owned by others;
- (e) where possible, ensure development, infrastructure, capital works and other private and public projects conserve, protect and enhance important cultural heritage resources; and
- (f) involve the public, business-people, landowners, local heritage experts, heritage committees, relevant public agencies, and other interested groups and individuals in cultural heritage decisions affecting the City.

Heritage resources may be adversely affected by planned change, incremental and unintentional occurrences, and neglect. Potential concerns include:

- large scale changes such as road widenings; infrastructure projects; development proposals; highways and other new road construction
- small scale initiatives including residential infill; restorations to safe condition; and vandalism
- mismanagement including lack of maintenance; lack of long-term commitment and funding; and lack of priority given to heritage values

## City Policy

### Cooperation with Others

- 8.3 City Council shall:

- (a) assist in identifying, protecting and promoting cultural heritage resources in the municipality, in cooperation with Federal, Provincial and Regional levels of government, as well as private agencies and individuals;

- (b) consult with its local architectural conservation advisory committee and other heritage committees, and participate with these committees and others in protecting important heritage resources, as necessary, through assembling, resale, public-private partnerships, acquisition or other forms of involvement;
- (c) ensure that plans, programs and strategies prepared by or for the City and its boards or commissions, shall respect the character and significance of the City's heritage resources; and
- (d) use and encourage the use of available government and non-government funding and programs to assist in cultural heritage resource conservation.

City Council has appointed a heritage committee, known locally as Heritage Pickering. Under the *Ontario Heritage Act*, the committee is known as a Local Architectural Conservation Advisory Committee (LACAC).

**City Policy**  
*Ontario Heritage Act*

8.4 City Council, in consultation with its heritage committee, where warranted shall implement the provisions of the *Ontario Heritage Act*, including the designation under the Act of heritage sites and heritage districts.

**City Policy**  
Heritage Education and  
Promotion Policies

8.5 City Council, in association with its heritage committee, shall:

- (a) develop programs for promoting public awareness and appreciation of cultural heritage resources, and in doing so shall consider:
  - (i) preparing and distributing heritage information through libraries, schools, displays, information booths and local events;
  - (ii) supporting Heritage Week, and other community, regional and provincial activities involving cultural heritage activities;
  - (iii) establishing urban and rural heritage trails and promoting heritage walking tours;
  - (iv) identifying scenic roads and promoting scenic driving tours;
  - (v) recognizing and commemorating designated heritage buildings, structures, sites and landscapes; and
  - (vi) recognizing, with plaques and/or certificates, buildings of outstanding heritage value, and people involved in heritage restoration and conservation; and
- (b) support and promote the Pickering Museum Village.

Some of important cultural heritage structures in Pickering include:

- the individually designated properties in the City
- the Bentley House in Brougham
- Brougham Hall
- the Claremont library building
- the City's churches and cemeteries

**City Policy**  
Heritage Master Plan

8.6 City Council, in association with its heritage committee, shall prepare a municipal heritage master plan that identifies cultural heritage resources and outlines programs and strategies to protect, interpret and responsibly use cultural heritage resources.

## City Policy

### Cultural Heritage Inventory

8.7 City Council, in association with its heritage committee, shall:

- (a) conduct an inventory of heritage resources owned by the City, its boards and commissions, and establish an overall program for the maintenance, use, reuse or, if warranted, disposal of these resources;
- (b) maintain an inventory of heritage resources designated or worthy of designation under the *Ontario Heritage Act*; and
- (c) store and disseminate cultural heritage resource inventories and databases in convenient and publicly accessible locations and formats, and maintain an archive of heritage conservation information.

Some of the important areas in Pickering having cultural heritage value include:

- the Whitevale Heritage Conservation District
- the City's rural hamlets
- Pickering Museum Village
- the Oak Ridges Moraine
- river valleys
- the Former Lake Ontario Shoreline
- Frenchman's Bay and area
- views from Whitevale Road and other scenic roads

## City Policy

### Cultural Heritage Alteration and Demolition

8.8 City Council, in consultation with its heritage committee, shall:

- (a) allow alterations, additions or repairs to buildings designated under the *Ontario Heritage Act*, provided the changes to the building do not detrimentally affect the heritage value;
- (b) allow new buildings, or alterations, additions or repairs to existing buildings within a Heritage Conservation District that are consistent with the District Conservation Guidelines;
- (c) discourage or prevent the demolition or inappropriate alteration of a heritage resource, but where demolition or inappropriate alteration is unavoidable:
  - (i) consider the acquisition and conservation of the resource; and
  - (ii) if acquisition is not possible, conduct a thorough review and documentation of the resource for archival purposes; and
- (d) ensure that designated cultural heritage buildings, and other important cultural heritage resources that are vacant for an extended period of time are inspected regularly to discourage vandalism and monitor conformity with the City's Maintenance and Occupancy By-law.

In 1995, Town Council received approval from the Ontario Municipal Board of its by-law designating a Whitevale Heritage Conservation District.

To assist landowners and residents of the District in maintaining their properties, a document entitled "A Guide: Whitevale Heritage Conservation District" was prepared giving information on compatible development and outlining the heritage building permit process.

## City Policy

### Guidelines for Use and Reuse

8.9 City Council shall consider the following guidelines on the use and reuse of heritage resources:

- (a) maintain, if possible, the original use of heritage structures and sites, and if possible, retain the original location and orientation of such structures;
- (b) where original uses cannot be maintained, support the adaptive reuse of heritage structures and sites to encourage resource conservation; and

- (c) where no other alternative exists for maintaining heritage structures in their original locations, allow the relocation of the structure to appropriate sites or areas.

### **City Policy**

#### Archaeological Resources

- 8.10 City Council shall encourage the preservation or excavation of important archaeological sites, and in doing so shall:**
  - (a) require an archaeological assessment, as a condition of development, on sites having the potential of containing significant archaeological resources, which assessment shall be undertaken in consultation with the Province, the Region and/or the City;
  - (b) require that any significant archaeological remains discovered by the archaeological assessment be conserved by removal and documentation or preservation on-site to the satisfaction of the Province, the Region and/or the City, and donated to an appropriate authority; and
  - (c) utilize, where appropriate, zoning by-law provisions to preserve archaeological resources on-site.

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# Chapter 9 - Community Design

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The City recognizes the value and benefits of ensuring for its residents, business-people and visitors, the creation of high quality built and natural environments. In addition to achieving a distinctive physical form that expresses the City's image as the western anchor of Durham Region, many social, economic and environmental benefits are realized by achieving well designed environments.

As Pickering continues to grow and evolve, design excellence must be promoted when the basic community building blocks are constructed, including the streets, parks, public squares, shops and residential neighbourhoods. Community design should focus on the relationships between, as well as the visual character and aesthetic qualities of, the City's basic community building blocks.

This Chapter sets out a strategy for addressing community design over the next twenty years of Pickering's evolution. It is derived from the planning principles, goals and policies contained in Part 1, and addresses the existing and future needs of the City's urban, rural and ecological systems. The strategy supports and is supported by the other strategies and policies of this Plan, including land use, transportation, economic, housing, community services, cultural heritage and resource management.

### Pickering's Ten Community Design Concerns

- Human Scale
- Pedestrian Comfort
- Mixed Uses
- Permeability
- Context
- Building Adaptability
- Places versus Buildings
- Attractive Public Spaces
- Legibility
- Natural Heritage

In general, the strategy focuses on ten community design concerns important to the creation of high quality built and natural environments. These concerns have been translated into objectives which set out the City's overall approach to community design, and provide a means of identifying the strategic areas which Pickering must focus on in order to achieve design excellence.

The community design strategy also involves fifteen specific detailed design considerations that are important in defining and establishing the City's image and form. Detailed policies are given for each of these design considerations in Chapter 14 (Detailed Design Considerations) of this Plan. These detailed policies apply to the entire City (both the rural and urban area).

Other design-related policies may appear elsewhere in this Plan.

### City Policy

#### Community Design Goal

- 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.

### City Policy

#### Community Design Objectives

- 9.2 To achieve the community design goal, City Council shall:
- (a) encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians;

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

## **City Policy**

### **Implementing Community Design**

- 9.3 To implement Pickering's community design strategy, City Council shall require development at all scales (community-wide, neighbourhood, street, block and lot) to be designed and built in accordance with the Part 4 Detailed Design Considerations (Chapter 14) of this Plan.**



# Chapter 10 - Resource Management

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The resource management strategy set out in this Chapter is derived from the planning principles, goals and policies of Part 1. A resource management strategy is established that addresses the existing and future needs of the City's urban, rural and ecological systems.

This Chapter provides the City's key policies on resource management. Additional policies related to resource management may be provided in other sections of this Plan.

In general, the City's resource management strategy promotes stewardship of resources for existing and future generations through public actions, private actions and encouraging individuals to make environmentally responsible choices. The rehabilitation of degraded ecosystems, reduction of waste, and protection of diverse and important natural species and systems is strongly encouraged. In addition, risk management strategies address the protection of people from environmentally hazardous conditions or locations that pose a danger to public safety, health or property. The Resource Management Schedule identifies the various resource features and areas (see Schedules IIIA to IIIF to this Plan, found at the end of the Plan).

The resource management strategy supports, and is supported by, the other planning strategies outlined in Part 2: land use, transportation, economic development, housing, community services, cultural heritage and community design.

## City Policy

### Resource Management Goal

- 10.1 City Council shall, in partnership with other agencies and individuals, ensure the protection, conservation and enhancement of the City's natural heritage features and functions, water, air, energy and other resources, as well as ensure the protection of people and property from environmental hazards.**

## City Policy

### Resource Management Objectives

- 10.2 City Council shall:**
- (a) identify key natural heritage and key hydrologic features and areas to be protected and enhanced, and risk areas requiring special attention;**
  - (b) protect and enhance important key natural heritage and key hydrologic features and areas as part of the Natural Heritage System;**
  - (c) protect people and property from environmental hazards;**
  - (d) encourage the managed use and conservation of natural resources, and encourage public and private conservation efforts;**
  - (e) promote the use of renewable energy sources and encourage reduced consumption of non-renewable energy sources;**
  - (f) coordinate with other levels of government, public and private agencies, and other groups to identify, research, protect, and manage the City's natural resources, and institute regular environmental monitoring and reporting;**

- (g) involve the public, business-people, landowners, relevant public agencies, and other interested groups and individuals in resource management decisions affecting the City; and
- (h) protect water quality and water quantity for municipal drinking water systems.

#### **City Policy**

##### Land Stewardship

- 10.3 City Council shall encourage public and private practices that protect important key natural heritage features and landscapes in their natural state, including:**
- (a) assisting conservation authorities in the preparation and implementation of watershed plans;
  - (b) promoting and, where appropriate, assisting in the rehabilitation and restoration of degraded landscapes;
  - (c) requiring where development is proposed, restoration planting and encouraging in other areas naturalized vegetation protection zones adjacent to key natural heritage and key hydrologic features;
  - (d) implementing soil erosion controls such as: Topsoil and Fill By-laws; construction practices which minimize the exposure of soil to the elements; and soil conserving agricultural practices;
  - (e) encouraging cooperation with private land owners in the management of their lands through education, conservation easements and/or public acquisition, where warranted; and
  - (f) promoting, through education, research and collaboration with conservation authorities and farm organizations, agricultural land management practices that reduce and minimize the amount of nutrients and pesticides used on the lands that have the potential to enter ground and surface water systems.

#### **City Policy**

##### Resource Management Standards, Guidelines and Studies

- 10.4 City Council shall:**
- (a) review and revise, where appropriate, its municipal development standards, guidelines, and maintenance and operating procedures to ensure they are environmentally sensitive;
  - (b) encourage environmentally responsible practices, such as natural methods of weed and pest control;
  - (c) assist, where warranted, relevant authorities in the preparation and implementation of resource management plans for key natural heritage and key hydrologic features; and
  - (d) endeavour to support the overall goal and related objectives of the Lake Ontario Greenway Strategy in decisions affecting the future of the Pickering waterfront.

## Resource Protection and Enhancement

The City's resource protection and enhancement policies provide direction on specific features of natural significance, from stream corridors to the Oak Ridges Moraine, as well as resources such as aggregates. Collectively, these resources present unique attributes that are of benefit to the community.

### City Policy

#### Watershed Planning

- 10.5 City Council shall cooperate with the relevant Conservation Authorities, the Regional Municipality of Durham, the relevant Provincial Ministry, Parks Canada, and other partners in the preparation and update of the Rouge River, Duffins Creek, Carruthers Creek, Lynde Creek, Petticoat Creek, Bella Vista, and Frenchman's Bay and Lake Ontario Waterfront watershed plans and sub-watershed plans where required; accordingly Council shall:
- (a) implement the applicable objectives and requirements of completed watershed and sub watershed plans into planning documents as appropriate, in order to achieve sustainable and healthy watersheds through an integrated water conservation approach and the protection of local surface water and groundwater resources;
  - (b) prior to considering the inclusion of lands in northeast Pickering for urban area expansion, require an update to the East Duffins Creek and Carruthers Creek watershed plans; and
  - (c) ensure that cumulative effects on the Lynde Creek watershed, including hydrology and natural heritage are assessed, avoided to the extent possible, and mitigated as part of any proposed urban area expansion in that watershed.

Watershed boundaries are defined by nature and, as a result, watershed plans often overlap a number of municipal boundaries. Watershed and sub-watershed plans provide direction for the improved and effective management and restoration of a watershed and sub-watershed. Such plans are intended to:

- serve as a guide to improve water quality, reduce flood damage and protect natural resources in a watershed
- prevent existing watershed problems from worsening as a result of land development, infrastructure activities and other activities
- provide an opportunity for multiple jurisdictions to coordinate their efforts and accept their relevant responsibilities in terms of the impact their actions and decisions have on upstream and downstream areas

### City Policy

#### Natural Heritage System

- 10.6 City Council acknowledges that achieving an integrated Natural Heritage System is vital to ensuring healthy and resilient watersheds; accordingly the Natural Heritage System is identified on Schedule IIIA. Protection of this system is encouraged to support ecological integrity, including healthy terrestrial and aquatic ecosystems. Lands with the highest concentration of the most sensitive and/or key natural heritage and key hydrologic features and functions, are identified on Schedules IIIB, IIIC and IIID.

**City Policy**  
Stream Corridors

- 10.7 City Council recognizes the importance of its stream corridors, and acknowledges the health of its significant valleylands and corridors can be affected by uses and activities anywhere in the watershed; accordingly, Council shall, in coordination with the relevant conservation authority:**
- (a) identify permanent and intermittent streams on Schedule IIC to increase awareness of these features;
  - (b) protect watercourses and significant valleylands and stream corridors in an open and natural state as a key component of the Open Space System;
  - (c) regard significant valleylands and stream corridors to be important wildlife corridors, and encourage land owners adjacent to, and permitted activities within the corridors to implement best management and stewardship practices;
  - (d) incorporate watercourses into the Open Space System, and encourage public ownership of these resources where appropriate and feasible;
  - (e) where significant valleylands and stream corridors cannot be secured in public ownership, encourage stewardship practices (see Section 10.3);
  - (f) require conveyance of significant valleylands and associated vegetation, and/or buffers to the City or other public agency as a condition of development approval, where appropriate;
  - (g) where eroded and degraded stream corridors are restored for the purpose of protecting infrastructure or restoring natural form and function, encourage the restoration of natural riparian vegetation and removal of barriers to fish migration, where appropriate;
  - (h) promote stream rehabilitation, through the principles of natural channel design and use of bio-engineering techniques in the final design and construction, to the satisfaction of the City and the Conservation Authority; and
  - (i) require, where appropriate, the recommendations of an Environmental Report to be implemented (see Section 16.8).

Best management and stewardship practices on lands adjacent to or within stream corridors may include:

- keeping pets on a leash to avoid disturbing wildlife
- staying on established trails to prevent soil compaction and erosion
- avoiding using pesticides or herbicides near natural areas
- being aware of invasive garden plants and avoiding introducing them to natural areas

**City Policy**  
Stormwater Management

- 10.8 City Council recognizes the importance of stormwater management in addressing water quality, quantity, temperature, erosion control and water balance for groundwater and key natural heritage and key hydrologic features; accordingly, Council shall, in coordination with the relevant conservation authority:**
- (a) manage the quality and quantity of stormwater runoff being released, as well as erosion control and water balance for groundwater recharge and natural features in the City by:
    - (i) preparing and updating, as required, subwatershed plans, master drainage plans and stormwater management guidelines that include natural features and fisheries preservation and enhancement strategies, in consultation with relevant authorities and agencies;

- (ii) requiring a stormwater management plan that implements a management concept endorsed by a watershed, subwatershed or master drainage plan, where applicable, prior to the approval of any site-specific development proposal;
- (iii) require that designated areas for snow storage are located where melting snow cannot carry contaminants and salt loads directly into Significant Groundwater Recharge Areas and/or Highly Vulnerable Aquifers; and
- (b) consider alterations or enclosures of limited portions of watercourses within existing, urbanized areas if supported by an approved subwatershed plan or environmental master servicing plan;
- (c) promote the use of stormwater management practices such as:
  - (i) naturalized methods to mitigate the effects of stormwater runoff within valley systems;
  - (ii) integration of stormwater quality and quantity features into the open space network; and
- (d) for any application for development or site alteration within the Oak Ridges Moraine, require stormwater management plans in accordance with Sections 10.8 and 16.44, and for lands within the Greenbelt in accordance with the Stormwater Management Infrastructure Policies of the Greenbelt Plan.

### City Policy

#### Waste Management

- 10.9** City Council recognizes that industrial and post-consumer waste is a resource to be managed; accordingly, Council shall:
- (a) support and promote reduction, reuse and recycling of waste in all households, businesses and municipal operations;
  - (b) focus more on the reduction and elimination of waste than on the management of waste generated;
  - (c) encourage businesses to develop safe, cost-effective and innovative ways of recycling or reusing waste materials in order to divert them from landfill;
  - (d) prepare an appropriate waste management strategy for the City's facilities, as well as for households, institutions and businesses within the City; and
  - (e) review development proposals to ensure waste management and waste reduction is accommodated.

### City Policy

#### Aggregate Resources

- 10.10** City Council, in acknowledging that mineral aggregates are an important resource, recognizes that there are some areas of high potential mineral aggregate reserves remaining in the City; accordingly, Council shall:
- (a) identify Areas of High Potential Mineral Aggregate Resources to increase awareness of this area (see Schedule III E);
  - (b) require proponents of development within or adjacent to Areas of High Potential Mineral Aggregate Resources that could preclude or hinder existing or future aggregate extraction, to submit a study that assesses the potential aggregate reserves on the site and the impact of the proposal on the ability of lands within the area of high potential to be utilized for extraction purposes, and for such development to be permitted the required study must demonstrate that:

- (i) the extraction of the resource would not be feasible; or
- (ii) the proposed land uses would serve a greater long-term public benefit; and
- (iii) issues of public health, public safety and environmental impact are addressed; and
- (c) require new sites for aggregate extraction, including new sites for aggregate extraction or expansions to existing aggregate operations within or outside the Oak Ridges Moraine or the Greenbelt Plan to be established by amendment to this Plan and to the Durham Regional Official Plan (see Section 16.34);
- (d) require, where appropriate, the recommendations of the required studies be implemented (see (b) above and Section 16.34); and
- (e) encourage the rehabilitation of abandoned pits and quarries in a manner that is compatible with surrounding land uses.

### **City Policy**

#### Water and Energy Conservation

**10.11 City Council recognizes the importance of water and energy conservation; accordingly, Council shall:**

- (a) encourage the construction of water conserving and energy efficient buildings;
- (b) encourage the maintenance or establishment of tree cover which provides winter shelter and summer shading, reduces the heat island effect, and reduces stormwater run-off;
- (c) encourage the placement of buildings to optimize passive solar energy gain to the building site and adjacent lands;
- (d) encourage water and energy conservation in all facilities owned and operated by the City;
- (e) encourage the central production and distribution of heating or cooling, such as district energy, in order to reduce greenhouse gas emissions and to improve the efficiency of energy generation and transportation;
- (f) encourage the use of renewable energy systems in accordance with federal and provincial requirements and in a manner that is compatible with the natural environment and surrounding land uses; and
- (g) support efforts to protect: healthy aquatic and terrestrial ecosystems and ecological systems within watersheds; clean drinking water for watershed residents; sustainable human use of groundwater resources for non-drinking water purposes; and Lake Ontario as a drinking source.

### **City Policy**

#### Key Natural Heritage and Key Hydrologic Features

**10.12 City Council recognizes the significance and sensitivity of key natural heritage and key hydrologic features and their inter-related systems of water resources, biotic habitat, natural and cultural heritage, and landform; accordingly, Council shall:**

- (a) identify key natural heritage and key hydrologic features outside the Oak Ridges Moraine in cooperation with appropriate agencies (see Schedules IIIB and IIIC);
- (b) identify key natural heritage features and key hydrologic features within the Oak Ridges Moraine (see Section 16.42 and Schedules IIIB and IIIC);
- (c) ensure the protection of these areas from development;

- (d) encourage stewardship practices where key natural heritage and key hydrologic features are located on lands held in private ownership; and
- (e) require, where appropriate, the recommendations of an Environmental Report to be implemented (see Section 16.8).

## City Policy

### Areas of Groundwater Protection

**10.13** City Council recognizes that areas of groundwater recharge and Highly Vulnerable Aquifer make significant contributions to the quality and quantity of groundwater and surface water, and acknowledges that land uses and activities hold implications for this quality and quantity, both in the short-term and cumulatively over time; accordingly, Council shall:

- (a) identify known areas of groundwater recharge and Highly Vulnerable Aquifer to increase awareness of these areas (see Schedule IIID);
- (b) require, where development is proposed within or adjacent to a sensitive Significant Groundwater Recharge Area, the preparation of a hydrogeology and water budget study to the satisfaction of the City, the relevant conservation authority and the relevant Provincial Ministry, and a mitigation strategy to ensure no loss of water recharge quantity or quality;
- (c) identify areas of Highly Vulnerable Aquifer on Schedule IIID, and prohibit uses considered to be a high risk to groundwater as identified in the Durham Regional Official Plan within the identified areas of Highly Vulnerable Aquifer, except within the Urban Area where an application to permit such high risk uses shall be accompanied by a Contaminant Management Plan that defines the approach to protect water resources;
- (d) encourage existing land uses considered to be a high risk to groundwater that are located within Highly Vulnerable Aquifer areas to implement best management practices;
- (e) require, where appropriate, the recommendations of a hydrogeology and water budget/balance study, groundwater impact study, environmental report (see Sections 16.8 and 16.10), and any evaluation reports referenced in Section 16.14, as applicable, to be implemented;
- (f) despite Sections 10.13(b), (c) and (e), not require further studies addressing groundwater recharge or Highly Vulnerable Aquifers, for proposed development that was addressed through the Master Environmental Servicing Plan for the Seaton Community; and
- (g) where development is proposed within a Significant Groundwater Recharge Area and/ or a Highly Vulnerable Aquifer where the application of road salt would be a moderate or low drinking water threat, require the submission of a salt management plan as part of a complete development application to address the:
  - (i) design of roads, sidewalks and parking lots in order to minimize the need for repeat applications of road salt, while maintaining public safety; and
  - (ii) location of snow storage so that contaminants and salt loads from snow melt are not carried into Significant Groundwater Recharge Areas and/or Highly Vulnerable Aquifers.

Contaminant Management Plan means a nutrient management strategy or plan if, and as required by the *Nutrient Management Act, 2002*, or a municipal nutrient management by-law, or a comparable management and contingency plan for the management of contaminants stored or discharged from the subject lands that are not nutrients as defined by the *Nutrient Management Act, 2002*.

## City Policy

### Forests, Fields and Hedgerows

- 10.14 City Council recognizes the importance that fields and hedgerows have for linkages among natural areas, diversity of landscape and opportunities for various species to forage, nest and breed; accordingly, Council shall:**
- (a) encourage stewardship practices where fields and hedgerows are held in private ownership (see Section 10.3);
  - (b) encourage the protection of these areas from development;
  - (c) consider all tools available to assist with tree preservation, and implement such tools where appropriate, including the Region of Durham By-law regulating the cutting of trees; and
  - (d) require, where appropriate, the recommendations of an Environmental Report to be implemented (see Sections 16.8 and 16.10).

## City Policy

### Urban Forest

- 10.15 City Council recognizes the importance of the urban forest in maintaining a healthy ecosystem, managing stormwater, providing wildlife habitat and community aesthetics, reducing the urban heat island effect and improving air quality; accordingly Council shall:**
- (a) develop and implement an Urban Forest Management Plan to protect, restore, manage, and expand the urban forest, which Plan shall contain goals and strategies that include as a minimum the following:
    - (i) develop and implement, in collaboration with conservation authorities, an invasive species management strategy to address threats posed by invasive pests, diseases and plants;
    - (ii) identify where tree planting efforts should be prioritized by conducting a thermal mapping analysis of "hot spots";
    - (iii) require the planting of native or non-native non-invasive tree species and vegetation that are resilient to climate change and provide high levels of carbon sequestration;
    - (iv) protect against the removal of mature and undamaged trees that are worthy of preservation; unless the removal is approved through an application under the *Planning Act*, or other applicable legislation, subject to the submission and approval of all required studies; and
    - (v) require compensation in the form of on site or off-site tree planting or alternative methods of compensation, where trees are removed, provided that such compensation will not be required where removal without compensation is authorized as part of a previously approved application under the *Planning Act*, or other applicable legislation.



## City Policy

### Oak Ridges Moraine

- 10.16 City Council recognizes that the Oak Ridges Moraine provides a wide range of environmental functions critical to the maintenance of healthy water resources and natural heritage values in the City and beyond; accordingly, Council shall:**
- (a) designate the Oak Ridges Moraine boundary in accordance with Ontario Regulation 01/02;
  - (b) implement the Oak Ridges Moraine Conservation Plan, (Ontario Regulation 140/02) through this Plan as required by the *Oak Ridges Moraine Conservation Act, 2001*;
  - (c) where questions of interpretation arise, regard shall be given to the Oak Ridges Moraine Conservation Plan;
  - (d) implement a development control strategy that requires all development on the Oak Ridges Moraine to maintain the ecological integrity of the key natural heritage features, preserves the sensitive hydrologic features and maintains the significant landform features of the Moraine in accordance with Chapter 16; and
  - (e) where the policies of this Plan contradict the Oak Ridges Moraine Conservation Plan, the more restrictive policies shall prevail with the exception of policies that apply to agricultural uses, mineral aggregate operations and wayside pits.

The Oak Ridges Moraine was formed approximately 12,500 years ago when material gathered between two separate lobes of glacial ice creating an interlobate moraine. The moraine is significant for its unique concentration of geological, hydrogeological, landform and special attributes. Only a small portion of the moraine extends into the City. Nevertheless, it is the source of many of the City's streams, and provides important local ecological and aesthetic values.

## City Policy

### Lake Ontario Waterfront and Frenchman's Bay

- 10.17 City Council recognizes the ecological, cultural, recreational and economic significance of Frenchman's Bay and the Lake Ontario Waterfront; accordingly, Council shall:**
- (a) protect the shoreline of Frenchman's Bay and the Lake Ontario Waterfront using all available resources including identifying the major portion of these areas as part of the Natural Heritage System (see Schedule III C);
  - (b) permit uses and activities along and adjacent to Frenchman's Bay and the Lake Ontario Waterfront that promote the area as attractive, healthy and accessible, while protecting and/or enhancing ecological systems and the character of abutting neighbourhoods;
  - (c) prepare, in association with the Region of Durham, Waterfront Regeneration Trust, Toronto and Region Conservation Authority and interested others, a Waterfront Management Strategy for Frenchman's Bay, the Lake Ontario waterfront and their related lands, which shall take into consideration the conclusions and recommendations of:

Frenchman's Bay is the largest natural bay along the north shore of Lake Ontario between Hamilton and Trenton. It is also a highly valued ecological community with provincially rare plants, regionally rare breeding birds, important fish habitat, and it is an important stopover for migrating waterfowl and shorebirds.

- (i) the Durham Region Lake Ontario Waterfront Report;
  - (ii) the Lake Ontario Greenway Strategy;
  - (iii) integrated shoreline management plans; and
  - (iv) other relevant reports;
- (d) require that the Waterfront Management Strategy explore opportunities for the waterfront to serve a local and regional role in recreation, tourism and economic development, and address, where necessary:
- (i) refined land uses and scale of development;
  - (ii) design guidelines for built form;
  - (iii) scale, location and type of recreational opportunities;
  - (iv) increased public access;
  - (v) natural habitat restoration and expansion;
  - (vi) expanded trail links and connections; and
  - (vii) any other matters City Council deems necessary;
- (e) implement the City of Pickering Frenchman's Bay Stormwater Management Master Plan, which identifies a number of projects, programs and policies designed to address issues related to flooding, erosion and poor water quality in Frenchman's Bay and its tributary sub-watersheds;
- (f) encourage and support actions by public agencies and others to improve and restore the quality of Lake Ontario, including programs to address concerns regarding nutrient loads and the proliferation of invasive species, chemical contaminants and algae growth;
- (g) require, where appropriate, that the recommendations of an environmental report to be implemented (see Sections 16.8 and 16.10); and
- (h) require that designated areas for snow storage are located where melting snow cannot carry contaminants and salt loads directly into a Significant Groundwater Recharge Area and/or Highly Vulnerable Aquifers.

As early as the mid 1800s, Frenchman's Bay was a bustling centre for trade, transport and the lumber industry. Over time, the focus of activity in the area has shifted to recreation, with parks, marinas and yacht clubs.

The significant ecological communities for which Frenchman's Bay is renowned, are in jeopardy because of this past activity and the diminished quality of freshwater streams which feed the bay. It is vital that this course be reversed, so that the bay and entire waterfront lands continue to be a model of nature co-existing with community.

**City Policy**

Former Lake Iroquois Shoreline

- 10.18** City Council recognizes that the Former Lake Iroquois Shoreline is an important geological and geomorphological feature that is generally associated with significant natural areas comprising groundwater discharge, recharge and storage areas, significant woodlands and wildlife habitats; accordingly, Council shall:
- (a) designate the approximate location of the Former Lake Iroquois Shoreline to increase awareness of this feature (see Schedule III B); and
  - (b) require, where appropriate, the recommendations of an Environmental Report to be implemented (see Section 16.8).

When the last glacier covering this area receded, Pickering was beneath a body of water known as Lake Iroquois. The former shoreline is most apparent where it appears as a hill such as on Rosebank Road, just north of Finch Avenue.

## City Policy

### Rouge National Urban Park

**10.19 City Council recognizes that the Rouge National Urban Park is a special place of outstanding natural features and diverse cultural heritage; accordingly, Council shall:**

- (a) support the key strategies, objectives, and actions of Parks Canada's Rouge National Urban Park Management Plan to protect the natural and cultural heritage, and promote a vibrant farming community, manage change, forge physical connections, advance shared objectives, and facilitate the transition of the park to the Rouge National Urban Park;**
- (b) promote public responsibility, understanding, appreciation and enjoyment of the Park; and**
- (c) protect and enhance the environmental integrity of this feature by:**
  - (i) identifying the boundary of that portion of the Rouge National Urban Park that is situated in Pickering to increase awareness of this area (see Map 5);**
  - (ii) furthering the key and transitional strategies and objectives of the Rouge National Urban Park Management Plan by assisting and cooperating with Parks Canada;**
  - (iii) encouraging, where appropriate, the conveyance of publicly owned lands within the Park to Parks Canada; and**
  - (iv) require, where appropriate, the recommendations of an Environmental Report to be implemented (see Section 16.8).**

The Rouge National Urban Park is the first national urban park in Canada, with over 1,700 hectares of the park situated within the City of Pickering. More than 1,700 species of plants, animals and birds make their home in the park.

The Park was established to protect the ecological integrity of the valley system of the Rouge River and its key tributaries in an area stretching from Lake Ontario in the south, to the Oak Ridges Moraine in the north.

## City Policy

### Rouge-Duffins Wildlife Corridor

**10.20 City Council recognizes that the Rouge-Duffins Wildlife Corridor is intended to function as a significant vegetated connector providing for species migration between the Rouge and Duffins valley systems; accordingly, Council shall:**

- (a) identify the Rouge-Duffins Wildlife Corridor as a Key Natural Heritage Feature on Schedule IIIB, while recognizing that any interpretation of the boundaries of the Open Space System on Schedule I, through an Environmental Report, in accordance with Section 15.4 of this Plan, shall result in coincident interpretation of the boundaries of the Corridor shown on Schedule IIIB;**
- (b) require, where appropriate, that the recommendations of any Environmental Report required by Section 16.8 and the development guidelines resulting from Section 12.16(a) be implemented;**

The corridor is intended to function as a natural linkage between the Rouge and Duffins valleys which provides nearly uninterrupted passage for various species. This broadens their habitat and can lead to greater species survival.

- (c) require that the development guidelines and Environmental Report(s) referred to in (b) above address the relationship of such matters as appropriate setbacks and/or buffers, edge management and stormwater management to the Rouge-Duffins Wildlife Corridor;
- (d) recognize that any uses permissible within the Open Space System - Natural Areas designation (see Table 3) are permissible within the Rouge-Duffins Wildlife Corridor as identified on Schedule IIIB;
- (e) despite the permissible uses listed in Table 12, permit utility and ancillary uses, as well as any uses permissible within the Open Space System – Natural Area designation (see Table 3) on lands designated both Freeways and Major Utilities – Potential Multi-Use Area on Schedule I and also Rouge-Duffins Wildlife Corridor on Schedule IIIB;
- (f) encourage best management practices and land stewardship for lands adjacent to and within the wildlife corridor in order to maintain and improve corridor quality; and
- (g) encourage the relevant Provincial Ministry, Toronto and Region Conservation Authority, Region of Durham, Hydro Ontario Networks Inc., and interested others to prepare a “Rouge-Duffins Wildlife Corridor Management Plan” and establish funding for ongoing maintenance and restoration of the Corridor.

**City Policy**  
Altona Forest

**10.21** City Council recognizes that the Altona Forest provides an integral linkage to the Rouge-Duffins Wildlife Corridor and is an area of significant vegetation and diverse wildlife; accordingly, Council shall:

- (a) designate an Altona Forest Policy Area and institute various development controls in this area (see Schedule IIIB and Section 16.31);
- (b) support the goals and objectives of the Altona Forest Environmental Management Plan, prepared by the Toronto and Region Conservation Authority, and recognize that this Plan will serve as the primary guide in the management of the Altona Forest; and
- (c) consider supporting the establishment of a Community Advisory Council to assist City Council and the Toronto and Region Conservation Authority in matters related to the management of the Altona Forest.

The Altona Forest Policy Area is bounded by the C.N. rail line in the south, Altona Road in the west, Rosebank Road in the east, and the Ontario Hydro Corridor in the north. Within this area lies the Altona Forest. The Altona Forest consists of a healthy and diverse ecosystem within the urban centre of Pickering, featuring a mixed coniferous and deciduous forest providing important habitat for a large number of plants and animals.

## Environmental Risk Management

The City's risk management policies emphasize the need to manage flood plains, areas prone to erosion and slope instability, contaminated soils, abandoned oil and gas wells, and noise, odour, and other emissions in a manner that protects people and property from potentially hazardous conditions and situations, while protecting environmental resources and systems. A key component of the City's approach shall be to direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety or property.

### City Policy

Shorelines, Significant Valleylands,  
Stream Corridors, and Hazardous Lands

- 10.22 City Council recognizes that hazardous lands and hazardous sites could be unsafe for development due to naturally occurring processes and climate change, including flooding hazards, erosion hazards, dynamic beach hazards, and unstable soils or bedrock; accordingly, Council:**
- (a) shall identify shorelines, significant valleylands, and stream corridors (which may include hazardous lands) to increase awareness of these features (see Schedule III C);
  - (b) shall adhere to provincial standards and conservation authority regulations and standards for identifying the limits of hazardous lands and hazardous sites;
  - (c) shall protect the safety of the public by directing development or site alteration to locations outside of hazardous lands and hazardous sites and their associated minimum vegetation protection zones, with the exception of:
    - (i) development permitted in accordance with the Flood Plain Special Policy Areas provisions (see Section 10.23);
    - (ii) development and site alteration in certain areas associated with a flooding hazard along watercourse or stream corridors where the development is limited to uses which by their nature must locate within the flood plain, including flood and/or erosion control works or non structural uses such as trails, limited recreational and educational uses, and limited sports fields, subject to the requirements of the conservation authorities and the City; and
    - (iii) instances where safe entry and exit ways need to be established during times of flooding, erosion and other emergencies, subject to the approval of the conservation authorities and the City; and

The areas identified as Shorelines, Significant Valleylands, and Stream Corridors (which may include hazardous lands) on Schedule III C are based on regulations and mapping prepared by conservation authorities. A regulated area may include lands that feature valley corridors, stream corridors or water bodies, and associated natural heritage features. Permits are required to alter land within these areas because if left unchecked, the alterations could lead to erosion, flooding or loss of natural habitat.

Conservation Authorities and the Province possess the legal responsibility to administer physical changes to water courses and lake shores, pursuant to applicable Ontario Regulations, the *Lakes and Rivers Improvement Act* and the *Federal Fisheries Act*.

- (d) may permit alterations to a watercourse or stream corridor, including the placement or removal of fill, or placement of the necessary stabilization materials for erosion protection, or the provision of access to a valley, only following the appropriate approval of the relevant Conservation Authority and the relevant Provincial Ministry, where necessary.

#### **City Policy**

##### **Flood Plain Special Policy Areas**

- 10.23 City Council recognizes that certain communities within the City have developed on lands susceptible to flooding, and acknowledges the continued viability of these areas; accordingly, Council:**
  - (a) designated a Flood Plain Special Policy Area near Brock Road and Kingston Road (see Schedule IIC), and this designation shall be maintained and development permitted in accordance with Section 16.32 of this Plan until such time as a detailed study can be carried out to update the designation and related policies in accordance with the Provincial Ministry's Procedures for the approval of New Special Policy Areas (SPAs) and Modifications to Existing SPAs under Provincial Policy Statement, 2014; and
  - (b) may, despite Section 10.22, permit development, including the rehabilitation of, and extension to, existing buildings and structures within Flood Plain Special Policy Area (see Schedule IIC), provided appropriate flood protection measures are instituted (see Section 16.32).

#### **City Policy**

##### **Pollution, Contamination, Waste Disposal Sites, Abandoned Oil and Gas Wells and Other Human-Made Hazards**

- 10.24 City Council recognizes the potentially serious impacts of pollution, contamination, waste disposal sites, abandoned oil and gas wells and other human-made hazards on the community; accordingly, Council shall:**
  - (a) oppose the establishment of any new landfill sites in Pickering serving the needs of people and businesses living or operating outside of the City;
  - (b) prohibit new or expanded waste disposal sites without amendment to this Plan;
  - (c) prohibit development on lands that are environmentally unsuitable for the proposed use, considering the safety and health of the user, and potential negative effects on the natural environment;
  - (d) where contaminated lands are suspected, require proponents to undertake investigative and restorative actions (see Section 16.11);
  - (e) encourage practices that have beneficial effects on aquatic and terrestrial ecosystems and reduce the potential to pollute air, soil, and water;
  - (f) assist, where possible, in preventing environmentally hazardous emissions and spills, and promoting the restoration of environmentally hazardous sites;
  - (g) participate in programs controlling invasive, alien or noxious species in the environment;
  - (h) identify general locations of known active and former waste disposal sites and abandoned oil and gas wells to increase awareness of these areas (see Schedule IIIE);
  - (i) for proponents with lands:
    - (i) which include or are adjacent to abandoned oil and gas wells or other human made hazards, or

- (ii) which include or are within 500 metres of a known or suspected former waste disposal site,

require the recommendations of an Environmental Report to be implemented (see Section 16.8), and permit development only if necessary measures to address and mitigate known hazards are implemented;

- (j) in considering any proposal for the reuse of a former waste disposal site, require written approval from the relevant Provincial Ministry that the development satisfies provincial legislation and guidelines; and
- (k) in considering any proposal for a site affected by mine hazards; oil, gas and shale hazards; or former mineral aggregate operations or petroleum resource operations, require written confirmation from the applicant that rehabilitation or other measures to address and mitigate known or suspected hazards are underway or have been addressed.

#### **City Policy**

Noise, Vibration, Dust, Light,  
Safety and Odour

- 10.25 City Council recognizes that people’s normal use and enjoyment of property may be affected by unacceptable levels of noise, vibration, dust, light spillage, odours or safety concerns in proximity to railway lines; accordingly, Council shall require proponents of affected developments to adequately address noise, vibration, dust, light, odour or safety concerns, and where necessary, to incorporate into such developments, appropriate mitigation measures as may be specified in a required analysis (see Section 16.12).

#### **City Policy**

Climate Change

- 10.26 City Council recognizes that energy conservation and efficiency efforts, the adaptation of buildings, infrastructure and site development to be more resilient to severe weather, and the reduction of greenhouse gas emissions will assist in addressing potential adverse environmental impacts of climate change; accordingly, Council shall identify, evaluate and introduce appropriate mitigation and adaptation strategies to reduce the environmental, social and economic effects of predicted climate change and severe weather events on the community, which may include the preparation of a Climate Change Management Plan. Such strategies will be established in consultation with the public, business people, landowners, relevant public agencies and other interested groups.

Adaptation will increase the City’s ability to reduce, and effectively manage disruptions to critical community infrastructure and minimize risks to public health and safety over time.

## Source Protection Plans

Source Protection Plans identify threats to the quality and quantity of municipal drinking water sources (drinking water wells and surface water intakes) and their associated vulnerable areas. The City of Pickering is subject to the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan (SPP).

The Lake Ontario based Ajax Water Supply Plant, which is operated by the Region of Durham, is the City's source of municipal drinking water. Implementation of policies within the Credit Valley, Toronto and Region, and Central Lake Ontario SPP addressing drinking water threats to the Ajax Water Supply Plant is the responsibility of the Ministry of Environment, Conservation and Parks and the Region of Durham. However, the City of Pickering is committed to working with other municipalities and the Lake Ontario Collaborative Group to undertake actions that protect Lake Ontario as a source of drinking water.

The City of Pickering does not have any municipal drinking water wells. However, there are portions of the City that are within Wellhead Protection Areas for water quality for two municipal drinking water wells located in the Town of Whitchurch-Stouffville. The City is also within Wellhead Protection Areas, in terms of water quantity. The Wellhead Protection Areas are identified on Schedule III F: Resource Management: Vulnerable Areas of the Official Plan.

A Wellhead Protection Area (WHPA) is a vulnerable area on the land around a municipal drinking water well that is delineated to protect water quality or water quantity.

### City Policy

Wellhead Protection Areas  
for Water Quality

**10.27 City Council recognizes that, in Vulnerable Areas around municipal drinking water wells, certain land use activities may pose a threat to water quality; accordingly, Council shall:**

- (a) identify Wellhead Protection Areas (WHPA) on Schedule III F – Resource Management: Vulnerable Areas, which are intended to function as an overlay to the primary land use designations;
- (b) prohibit or restrict land uses within a WHPA-A, B and/ or C which pose significant drinking water quality threat activities as identified in the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan;
- (c) where the application of road salt would be a moderate or low drinking water threat within a WHPA-B, C, D, require that the proponent submit a salt management plan as part of a complete application to address the:
  - (i) design of roads, sidewalks and parking lots in order to minimize the need for repeat applications of road salt, while maintaining public safety; and

The size and shape of each Wellhead Protection Area (WHPA) (B, C, D or E) is a function of how water travels underground. Time of travel is important because it is an indication of how quickly a contaminant can move through the WHPA to a municipal well. Time of travel can be influenced by a number of factors such as the slope of land, and the type of soil (for example, water travels faster through sand than it does through clay). Wellhead Protection Areas were drawn based on scientific research that took all these factors into consideration.



- (ii) location of snow storage so that contaminants and salt loads from snow melt are not carried into Significant Groundwater Recharge Areas and/or Highly Vulnerable Aquifers.

### City Policy

Review of Applications within a Wellhead Protection Area for Water Quality

- 10.28 City Council recognizes that the Region of York, through an agreement with the Region of Durham, has assumed enforcement related to activities that may be a threat to water quality within any WHPA, associated with a municipal drinking water well in the Region of York; accordingly, Council shall:
- (a) require all applications made under the *Planning Act*, *Condominium Act* and *Building Code Act* within a WHPA-A, B and C in the City of Pickering to be circulated to the Region of Durham for submission to and review by the Region of York's Risk Management Official.

The size and shape of each Wellhead Protection Area (WHPA) (B, C, D or E) is a function of how water travels underground. Time of travel is important because it is an indication of how quickly a contaminant can move through the WHPA to a municipal well. Time of travel can be influenced by a number of factors such as the slope of land, and the type of soil (for example, water travels faster through sand than it does through clay). Wellhead Protection Areas were drawn based on scientific research that took all these factors into consideration.

### City Policy

Wellhead Protection Areas for Water Quantity

- 10.29 City Council recognizes that, in Vulnerable Areas around municipal drinking water wells, certain land use activities that take water without returning it to the same source, or which reduce recharge to an aquifer in the York-Durham Wellhead Protection Area – Water Quantity (York Durham WHPA-Q1/Q2) may be a threat to water quantity; accordingly, Council shall:
- (a) identify the York-Durham WHPA-Q1/Q2 on Schedule III F – Resource Management: Vulnerable Areas, which are intended to function as an overlay to the primary land use designations;
  - (b) for lands within the York-Durham WHPA-Q1/Q2, deem the policies in this section to prevail in the event of a conflict with any other policy of this Plan;
  - (c) only permit development within the York-Durham WHPA-Q1/Q2 with a significant risk level, as identified in the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan, if it does not require a new or amended Permit To Take Water;
  - (d) notwithstanding Section 10.29 (c), permit new development within the York-Durham WHPA-Q1/Q2 that requires a new or amended Permit To Take Water if the relevant provincial ministry determines that the activity will not have a negative impact on the municipal water wells;
  - (e) require a water balance study for major development which poses a significant threat to drinking water quantity, as identified in the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan, on lands north of the Downgradient Line within the York-Durham WHPA-Q1/Q2;
  - (f) require major development which poses a significant threat to drinking water quantity, as identified in the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan, on lands north of the Downgradient Line within the York-Durham WHPA-Q1/Q2, to maintain pre-development recharge to the greatest extent feasible, based on a water balance study;

A Permit to Take Water is a provincial permit issued by the relevant provincial ministry.

- (g) require major development which poses a significant threat to drinking water quantity, as identified in the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan, on lands north of the Downgradient Line within the York-Durham WHPA-Q1/Q2, to implement and maximize off-site recharge, within another site within the York-Durham WHPA-Q1/Q2 to compensate for any predicted loss of recharge from the development, based on a water balance study;
- (h) require major development on lands south of the Downgradient Line within the York-Durham WHPA-Q1/Q2, to implement best management practices with the goal to maintain pre-development recharge rates, based on a water balance study;
- (i) encourage agricultural uses, agriculture-related uses and on-farm diversified uses with total impervious surfaces that do not exceed 10 percent of the total lot area, to implement best management practices such as low impact development methods with the goal to maintain pre-development recharge rates;
- (j) require small-scale development and agricultural uses, agriculture-related uses and on-farm diversified uses within the York-Durham WHPA-Q1/Q2, other than those identified in Section 10.29 (i), to implement best management practices with the goal to maintain pre-development recharge rates; and
- (k) require that a water balance study, as referred to in Sections 10.29 (e), 10.29 (f), 10.29 (g), and 10.29 (h), at a minimum, identifies recharge characteristics of the site, and anticipated long-term and short-term impacts of the proposed development; recommends measures to maintain pre-development recharge on site to the greatest extent feasible through best management practices; and, where pre-development recharge cannot be maintained on site, recommends measures to locate compensating recharge on another site within the York-Durham WHPA-Q1/Q2.

**City Policy**

Intake Protection Zones and  
Event Based Areas

**10.30 City Council recognizes that, in Vulnerable Areas around municipal surface water intakes, certain land use activities may pose a threat to water quality; accordingly, Council shall:**

- (a) identify Intake Protection Zones and Event Based Areas on Schedule III F, Resource Management: Vulnerable Areas, which are intended to function as an overlay to the primary land use designations; and
- (b) encourage the protection of these areas to support safe and clean drinking water sources.

In addition to the WHPAs, Pickering also has Intake Protection Zones with Event Based Areas (EBAs). EBAs are areas within Intake Protection Zones located in one of the Great Lakes, where modelling scenarios have shown that the release and transport of contaminants to a surface water intake under extreme weather events pose a risk to a drinking water system. In Pickering, the EBAs were modelled for Nuclear Generating Station Tritium Spills, Pipelines Fuel/Oil spills and Wastewater Treatment Plant disinfection failures / Sanitary Sewer breaks.

**City Policy**

Dense Non-aqueous Phase  
Liquids and Organic Solvents

**10.31 City Council recognizes that within Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas the handling and storage of dense non-aqueous phase liquid and organic solvent are considered a moderate and/or low drinking water threat; accordingly, Council shall encourage industrial, commercial and institutional land uses to follow best management practices to prevent their release into the environment.**

**City Policy**

Relationship with the Durham Regional  
Official Plan and the Source Protection Plan

- 10.32 Where there is a conflict between the policies of the Pickering Official Plan, Durham Regional Official Plan and the Source Protection Plan, the more restrictive policy shall apply.**

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## Chapter 11 - Seaton Urban Area

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The Seaton Urban Area objectives and policies implement and conform to the Central Pickering Development Plan. The goals, objectives and policies in this section provide additional policy guidance to the other policies of Chapter 3 and are intended to be read as a whole. This additional policy guidance provides the necessary direction to implement and conform to the Central Pickering Development Plan and to achieve the key sustainability principles for Seaton outlined in Chapter 2.

In addition to those sustainability principles, development of the Seaton portion of Central Pickering is guided by seven goals set out in the Central Pickering Development Plan as follows:

**Natural Heritage:** The protection, maintenance and enhancement of natural features, functions and systems intended to sustain a viable and permanent natural ecosystem. The Natural Heritage System is a key element to be functionally integrated into the community and to provide opportunities for certain recreational and educational activities, while remaining cognizant of the proposed urban setting.

**Cultural Heritage:** The integration of cultural heritage into the new community fabric by drawing on the physical legacies of original aboriginal and European occupations.

**Social, Institutional, Open Space and Recreational Facilities:** The provision of an appropriate distribution of facilities to serve residents, workers and visitors, linked by a network of parks and open spaces that complement the Natural Heritage System. This network of facilities is to be connected by trails, walkways and roads, and integrated with individual residential neighbourhoods, mixed use corridors and employment areas.

**Transportation and Transit:** The provision of a transportation system that provides for choices in transportation mode, including ensuring that the community is designed in a manner that supports public transit.

**Servicing:** Ensuring that the network of utilities required to serve the new urban community minimizes impacts on the environment, maximizes efficiency and use of existing infrastructure, and minimizes lifecycle costs.

**Employment:** The provision of high-quality employment opportunities that reflect the needs of the community, with the identification of sufficient employment lands to generate approximately one job for every two residents with 30,500 jobs by 2031 and up to 35,000 jobs through long-term intensification.

**Housing and Mixed Use:** The provision of a range of housing types and densities that meets the needs of a diverse population, complements surrounding communities, and accommodates a population of 61,000 residents by 2031 and up to 70,000 residents through long-term intensification at a density that is transit supportive.

The Central Pickering Development Plan identified 15 separate residential neighbourhoods and a large employment area along both sides of Highway 407 within the Seaton Urban Area. These areas have been condensed into 6 neighbourhood plan areas as shown on Map 3-B and listed in Table 1B.

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

The Seaton Urban Area is intended to be a walkable, pedestrian oriented community built at a relatively compact density. As stated in the Central Pickering Development Plan, while the built forms are anticipated to be modest in scale, densities should be significant enough to support an active community and street life including neighbourhood shops, social facilities and parks as well as public transit.

### **City Policy**

Walkable, Transit Supportive  
Neighbourhoods

#### **11.1 It is the objective of City Council to:**

- (a) develop urban neighbourhoods that create a sense of community, promote social interaction, and create an attractive destination for residents of the surrounding neighbourhood;**
- (b) develop mixed use areas, which support a mix of higher density residential uses in association with commercial and institutional uses, which can be intensified over time and which cater to pedestrian comfort and encourage pedestrian activity through the orientation of buildings and uses;**
- (c) create a walkable and transit-supportive community from the earliest stages of development by establishing a minimum density for residential development and through the creation of a vibrant and safe street life;**
- (d) ensure that Neighbourhood Plans define a street network based on a modified grid that provides a high degree of connectivity, permeability and access to key locations (parks, natural features, public facilities, landmarks), and supports pedestrian and bicycle movement;**
- (e) provide an appropriate number of facilities and potential locations to meet open space and recreational needs;**
- (f) ensure that facility locations are accessible by a variety of modes of transportation;**
- (g) ensure that facility locations are centrally located to the populations they are serving, wherever possible;**
- (h) use public facilities as gateways into the Natural Heritage System, wherever possible and appropriate, thereby linking the community with the Natural Heritage System, by providing trailheads, shared services such as parking, and other amenities for community residents;**
- (i) establish physical connections and associations with the Natural Heritage System to provide education and recreational opportunities;**
- (j) use public facilities as a means to protect and incorporate cultural heritage resources into the neighbourhood; and**
- (k) encourage the provision of joint use or multi-use facilities.**

## City Policy

### Residential Density

#### 11.2 City Council:

- (a) despite the policies of 3.9 and Table 9, shall require the following residential densities (in units per net hectare) to apply within the Seaton Urban Area neighbourhoods:
  - (i) Low Density Area: over 25 and up to and including 40;
  - (ii) Medium Density Area: over 40 and up to and including 80; and,
  - (iii) High Density Area: over 140 and up to and including 250;
- (b) despite the Low Density Area density range, may establish, through the neighbourhood plans, a land use subcategory with a residential density of over 35 and up to and including 50 units per net hectare, provided the overall maximum density for the Low Density Area in Subsection (a) is not exceeded; and
- (c) may establish, through the neighbourhood plans, minimum and maximum proportions of various housing types in each designation.

## City Policy

### Minor Commercial Clusters

#### 11.3 City Council shall permit small scale commercial uses in nodal locations within the Medium Density Area designation, which shall be identified in the Neighbourhood Plans as minor commercial clusters. These minor commercial clusters shall:

- (a) accommodate small-scale retail, service and institutional uses as permitted under Table 8 in addition to medium density residential housing;
- (b) be located in stand alone or mixed use buildings including the ground floor of free-hold townhouses and generally within a 5 to 10 minute walking distance of patrons;
- (c) be designed with buildings oriented to face the street with a minimal consistent setback and with the principal public entrance and primary windows facing the street and providing direct access onto the public sidewalk;
- (d) locate at the intersection of an arterial and collector road or other locations, which maximize the opportunity for pedestrian access from adjacent neighbourhoods;
- (e) prohibit drive-throughs or motor vehicle service stations;
- (f) permit on-street parking on the adjacent collector roads; and
- (g) be implemented through zoning which shall:
  - (i) establish a maximum floor area for small scale commercial uses in recognition of the limited retail function of this designation;
  - (ii) establish a maximum building height of 4 storeys;
  - (iii) give consideration to lower on-site parking standards which take into account the intended pedestrian nature of these uses, shared parking opportunities within live-work buildings, and the contribution of on-street parking to meet parking demand; and
  - (iv) not permit off-street parking in front of the buildings.

**City Policy**  
Community Nodes

**11.4 City Council:**

- (a) shall require Community Nodes to be mixed use nodes containing commercial and residential uses that will intensify over time. The Community Nodes are located so that the majority of future patrons are within a 10 to 20 minute walk of a Community Node;
- (b) shall establish as the planned function of Community Nodes the ability to cater to the daily and weekly shopping needs of the residents in the adjacent neighbourhoods. In comparison, the City Centre will continue to provide for higher order City-wide and regional serving retail uses to all residents in the City including Seaton;
- (c) despite the policies of Table 6, shall permit a minimum of 10,000 square metres and a maximum of 20,000 square metres of gross leaseable floor space for the retailing of goods and services within the Community Nodes within the Seaton Urban Area. The minimum retail space requirement shall not be interpreted as requiring the full minimum floor area at initial development provided the land is available to realize the minimum space requirement;
- (d) despite the policies of Table 6, shall permit the Community Node on Taunton Road to be larger and contain a broader range of retail goods including large format retailers up to a total maximum gross leaseable floor space of 60,000 square metres for the retailing of goods and services subject to the built form policies set out in Sections 11.7 and 11.8; and
- (e) despite the policies of Table 5, shall prohibit the following uses in Community Nodes:
  - (i) single-detached and semi-detached dwelling units; and
  - (ii) automotive and vehicle sales.

Four Community Nodes are planned within the Seaton Urban Area. The function of the Community Nodes is not to compete with the City Centre

**City Policy**  
Mixed Corridors

**11.5 City Council shall:**

- (a) shall require Mixed Corridors to be developed with a mix of multiple unit housing types. Retail uses are permitted at grade and encouraged at entrances to the adjacent residential neighbourhoods;
- (b) may permit interim sole commercial uses, where current market conditions are not conducive to high density residential development, subject to the policies on interim uses in Section 11.8. It is City Council's intent that these sole commercial uses intensify to mixed use development at or above the minimum densities as the Seaton Urban Area matures;
- (c) despite the policies of Table 6, shall require the minimum residential density for Mixed Corridors within the Seaton Urban Area to be 40 units per net hectare and one FSI except as set out in Section 11.8;
- (d) despite the Mixed Corridor density range, may establish, through the neighbourhood plans, a land use subcategory with a residential density of over 60 and up to and including 180 units per net hectare, provided the overall maximum density for the Mixed Corridors in Table 6 is not exceeded;
- (e) despite the policies of Table 5, shall prohibit single-detached and semi-detached dwelling units in Mixed Corridors; and



- (f) shall direct the clustering of office, retail and service commercial development at intersections with collector roads and other key locations along the adjacent arterial roads.

### **City Policy**

#### Mixed Corridor Intensification Over Time

##### **11.6 City Council:**

- (a) recognizes that the Mixed Corridors may not be fully built out in the first wave of development;
- (b) acknowledges that the Mixed Corridor lands around the GO Transit Station and along the primary transit corridors are key intensification areas;
- (c) shall require Neighbourhood Plans to consider and allow for the potential for more intensive land use activities and higher densities to develop over time as the Seaton Urban Area matures; and
- (d) shall require Neighbourhood Plans to identify gateway sites which will be reserved for future higher density intensification or if initially developed with interim uses at lower density, will be planned or phased so as to not inhibit future intensification.

### **City Policy**

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

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

- (a) **Pedestrian Focus of Community Nodes & Mixed Corridors:**

- (i) development should be designed to be pedestrian and transit friendly from the outset, even though these areas are intended to intensify over time;
- (ii) development should generally be oriented to the street and designed to promote a vibrant and safe street-life and to support the early provision of transit;
- (iii) high activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at grade and up to the street, with uses such as offices and residential uses on second floors and above;
- (iv) public and private streets and sidewalks shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm through wide sidewalks, street furniture and on-street parking where feasible;
- (v) small scale urban squares will be encouraged in appropriate places; and
- (vi) drive-throughs and stacking lanes are to be oriented to the interior of a site and not located between a building and the public sidewalk;

- (b) **Pedestrian Predominant Streets:**

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

- (i) store fronts should face onto the Pedestrian Predominant Street with the principal public entrance of each store and substantial fenestration facing on to the street;
- (ii) buildings shall generally be built up to the streetline and no parking, driveways or lanes should be located between the buildings and the street;
- (iii) drive-throughs and service stations shall not be permitted;
- (iv) residential units shall not be permitted on the ground floor of the portion of a building facing the Pedestrian Predominant Street;
- (v) on-street parking shall be provided where feasible and appropriate;
- (vi) a minimum height of 2 storeys for sole commercial buildings shall be encouraged;
- (vii) single use buildings exceeding a ground floor area of 5,000 square metres should generally be directed to the interior of a property with smaller stores oriented onto the Pedestrian Predominant Street in front of the larger stores. Alternatively, larger stores could be located up to the streetline provided they are lined with smaller stores, multiple entrances or other similar means to animate the streetscape;
- (viii) sidewalks should be of sufficient width to:
  - (1) accommodate anticipated pedestrian volumes;
  - (2) comfortably and safely accommodate the needs of persons with disabilities and the elderly;
  - (3) ensure sufficient space for coordinated street furnishings, public utilities, tree plantings and transit shelters; and
  - (4) accommodate sidewalk cafes, kiosks, and street vendors where possible;
- (ix) buildings and spaces should be designed to reflect a human scale of development; contribute to public safety and security; and create a significantly enhanced pedestrian environment;
- (x) buildings should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection; and
- (xi) buildings should have a consistent setback;
- (c) Enhancing the Public Realm:
  - (i) In order to promote street activity/animation and other building and streetscape elements that improve the comfort of the pedestrian environment, the following encroachments into the public realm be allowed:
    - (1) awnings or canopies realm;
    - (2) outdoor cafes and seating for restaurants; and
    - (3) semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage and/or lighting fixtures attached to the building; and
  - (ii) establish the amount of any permitted encroachment, whether temporary or semi-permanent, on a site-by-site basis, and in consideration of the following criteria:
    - (1) the encroachment enhances pedestrian comfort by providing shade and/or protection from the rain and elements;
    - (2) the encroachment does not impede pedestrian and/or vehicular access, movement or safety, or impede any public maintenance activities; and
    - (3) the encroachment does not impede sight lines to important views and vistas;

**(d) Building Heights:**

- (i) building heights for residential and mixed use buildings shall range from 3 storeys to up to 20 storeys at gateway sites;
- (ii) stand-alone commercial uses shall have a minimum height generally of 5.0 metres subject to the policies on interim uses in Section 11.8;
- (iii) buildings taller than 4 storeys shall be designed with a stepback, at an appropriate height, for all building facades that front onto a public or private road; and
- (iv) buildings taller than 4 storeys immediately abutting an existing or planned Low or Medium Density residential designation shall be designed, where necessary, to create a transition of heights and minimize compatibility issues.

**City Policy**

Interim Uses within Community Nodes  
& Mixed Corridors

- 11.8** Where sole commercial uses at lower minimum density and heights are proposed in the initial phases of development, City Council shall require applicants, for site plan approval, to submit a development concept and intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address and illustrate:
- (a) how the design criteria for a pedestrian predominant street in each Community Node and the creation of vibrant streetscapes in other locations can be achieved;
  - (b) how the public and private realm can be improved to enhance the pedestrian experience;
  - (c) how the property may accommodate a mix of uses and how it will intensify over time including addressing and illustrating such matters as:
    - (i) the provision of public roads and small blocks;
    - (ii) the siting and orientation of buildings, which do not preclude future intensification;
    - (iii) the ability to achieve both short-term and longer term intensification;
    - (iv) the location of parking for the initial development and potential changes to parking to accommodate the intensification process; and
    - (v) the phasing of the intensification of the site to realize the ultimate built form;
  - (d) how blocks will be further subdivided and how the intent of this Plan can be met in the interim through private roads that will convert to public roads in the future; and
  - (e) minimum and maximum setbacks as well as minimum block face requirements which may vary by street, but which achieve a 75 percent of the block face along the Pedestrian Predominant Street.

**City Policy**

Development Blocks within Community Nodes  
& Mixed Corridors

**11.9 City Council:**

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

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

#### **City Policy**

Street Grid Permeability, Connectivity,  
& Block Length

##### **11.10 City Council shall:**

- (a) require Neighbourhoods to be designed with a modified grid street pattern that provides for a high degree of permeability and connectivity, and which directs pedestrians out to collector and arterial roads through a fine grid of local streets and frequent local street connections along the collector and arterial roadways;
- (b) permit variations in block and street orientation around natural elements such as woodlots, creeks and topography in order to enhance views and achieve a distinctive neighbourhood character;
- (c) require block lengths to generally be in the range of 150 to 250 metres to promote walkability and also to address fire department requirements for blocks with rear lanes; and
- (d) require draft plans of subdivision to provide for a range of lot sizes to encourage a variety of housing types and sizes.

#### **City Policy**

Garages

##### **11.11 City Council shall:**

- (a) require development to adhere to the following built form and urban design principles for garages:
  - (i) design attached garages, in ground related housing, as a subordinate element of the building;
  - (ii) minimize garage projections;
  - (iii) establish the maximum width of a garage door(s), that faces a street, proportional to the width of the lot so that it does not dominate the building façade; and
  - (iv) not restrict the width of a garage door facing onto a laneway;
- (b) address and illustrate these principles in the Sustainable Placemaking Guidelines; and
- (c) implement these principles in the Zoning By-law.

#### **City Policy**

Interconnected Street Network

##### **11.12 City Council shall require Neighbourhood Plans to create an interconnected network of sidewalks, off-street pedestrian trails, on and off-road bicycle routes and multi-use trails, through the arrangements of streets, blocks, open space features and trailheads, which:**

- (a) links each neighbourhood with other neighbourhoods;
- (b) links every portion of a neighbourhood with elementary schools, parks, community facilities and commercial locations within the neighbourhood;

- (c) provides safe, comfortable and direct linkages between each neighbourhood and the mixed use shopping areas within the broader neighbourhood;
- (d) provides safe, comfortable and direct linkages between the neighbourhoods and the employment areas within Neighbourhoods 20 and 21: Thompson’s Corners and Pickering Innovation Corridor;
- (e) locates trailheads in highly visible and accessible locations in each neighbourhood including where feasible in conjunction with parks, recreation centres, transit, schools and stormwater management ponds;
- (f) reduces, wherever possible, the length of pedestrian travel through efficient block arrangements and network connections; and
- (g) provides safe, comfortable access to public transit.

**City Policy**

Parks Hierarchy

**11.13** City Council shall require the Seaton Urban Area to contain a hierarchy and distribution of parks and recreational facilities that promotes walkability and pedestrian access from the surrounding residential neighbourhoods. The hierarchy is as follows:

- (a) District Park – One district park of approximately 50 hectares in the Hamlet Heritage Open Space Designation north of Green River as shown on Schedule I;
- (b) Community Parks and Recreation Centre - Three community parks are shown on Schedule I and two recreation centres are shown on Schedules XI and XII. The community parks and recreation centres shall be located near frequent transit services. It is intended that the adjacent Seaton Natural Heritage System be an integral part of each community park providing for passive recreational areas and buffer areas adjacent to the recreational fields;
- (c) Neighbourhood Parks – Neighbourhood Parks as identified in the Neighbourhood Plans which shall:
  - (i) be easily accessible and generally centrally located for residents within a 400 to 800 metre radius (5 to 10 minute walk);
  - (ii) have a size of approximately 1.5 hectares to 1.8 hectares;
  - (iii) have road frontage on a minimum of two sides, where possible; and
  - (iv) be supported by on-street parking.

District Parks are intended to provide for a range of illuminated recreational facilities, which will serve all of the residents of Seaton.

Community Parks are intended to provide for a range of illuminated recreational facilities as well as some non-illuminated mini-baseball and soccer fields servicing the adjacent residents. Combining community parks with recreation centres and libraries can reduce land needs through shared parking. It is anticipated that approximately 28 hectares of land for community parks and recreational centres will be required.

Neighbourhood Parks are intended to perform an array of functions and accommodate play structures as well as one non-illuminated mini-recreational field and possibly tennis or bocce courts, community mailboxes and passive areas.

(d) **Village Greens** – Village Greens are smaller components of the open space system, which shall be identified in the Neighbourhood Plans and shall:

- (i) have a size of approximately 0.3 to 0.6 hectares subject to demonstration of the functionality of the village green configuration;
- (ii) be easily accessible for residents within a 200 to 400 metre radius (3 to 5 minute walk) without the need to cross arterial roads; and
- (iii) have road frontage on three sides, but may be less where other design alternatives are used to achieve public view and access;

Village Greens are intended to provide greenspace for each neighbourhood and accommodate play structures, open informal play areas and community mail boxes and information boards.

(e) **Trailheads** – Trailheads accessing the Natural Heritage trail system shall be incorporated with parks, village greens and stormwater management ponds wherever possible;

Where a separate trailhead is required, it shall be situated in a visible location with adequate frontage onto an adjacent local or collector road. These additional public open space blocks shall contribute to the required parkland dedication, when the land is dedicated to the City; and

(f) **Urban Squares** – Urban Squares shall be provided within the commercial and mixed use components of the Community Nodes and Mixed Corridors and shall:

- (i) be located to provide easy access and multiple opportunities for rest, relaxation and visual interest;
- (ii) be provided in a location determined in consultation with City staff at site plan approval;
- (iii) generally have a minimum frontage on the abutting sidewalk of 5.0 metres, and a minimum depth of 5.0 metres;
- (iv) on large development parcels include a single, large-scale urban square and/or a series of smaller urban squares;
- (v) count as part of the block face in calculating the minimum block face requirement as per Section 11.8(e);
- (vi) contribute to the required parkland dedication, whether or not the land is dedicated to the City, provided an agreement is executed between the City and landowner which ensures that:
  - (1) the urban square is designed and built by the landowner to the satisfaction of the City;
  - (2) the urban square is maintained by the landowner to the satisfaction of the City; and
  - (3) the owner(s) and/or the condominium corporation is made aware that the urban square is to be considered as a public space and is to be open and accessible to the public at all times.

Urban squares are intended as formal pedestrian spaces, in support of the adjacent higher density, mixed use development. Within sole residential components of the Mixed Corridors, village greens will be provided in lieu of urban squares.

## City Policy

### Central Open Space Campus

- 11.14 City Council requires a central open space campus shall be created along Sideline 24 south of the Whitevale Road By-pass incorporating a community park, recreational centre and secondary school site. The natural heritage system in between shall be used for passive recreational purposes, permitted in Table 3, as part of a coordinated central open space campus including the provision of trails for hiking, walking and nature viewing where they do not impact on the natural features or functions of the Natural Heritage System.

## City Policy

### Community Facilities to contribute to compact nature of Seaton

- 11.15 City Council requires that all community and education facilities contribute to the creation of compact neighbourhoods through multi-storey buildings, joint use of buildings, joint use of parking areas, joint use of open space, use of adjacent roads for visitor parking and other means to reduce land requirements. School and park locations adjacent to the Seaton Natural Heritage System could benefit through the use of the Seaton Natural Heritage System for passive open space uses permitted in Table 3 and reduced setbacks to recreational facilities thereby reducing land requirements for the school and park sites.

## City Policy

### Places of Worship

11.16 City Council shall:

- (a) recognize the important role faith groups play, and the contribution places of worship make, to building sustainable, complete communities;
- (b) to reflect this role, permit and encourage places of worship to locate throughout the Seaton Urban Area in the Low, Medium and High Density Areas, Mixed Corridors, and Community Nodes provided that:
  - (i) the size, height, massing and scale of the use is compatible with the character of the adjacent development;
  - (ii) in Low and Medium Density Areas the site size shall generally be a maximum of 0.8 hectares and larger sites may be considered in the Mixed Use Areas; and
  - (iii) sites are generally on arterial and collector roads, with public transit routes;
- (c) encourage opportunities for joint use of parking areas in order to reduce land requirements; and
- (d) work actively with faith communities and landowners to facilitate the establishment of places of worship in these designations through the plan of subdivision and site plan process. In particular, the City shall:
  - (i) maintain an inventory of potential vacant sites for new places of worship and existing facilities which are available for lease or purchase by faith communities wishing to identify potential sites or facilities for a place of worship;
  - (ii) establish policies for City owned facilities which will make them accessible for faith communities;
  - (iii) encourage landowners to make sites available for places of worship;
  - (iv) encourage other public agencies to make their facilities accessible for faith communities;

- (v) review the City's current regulations and standards to ensure that possible impediments to the establishment of places of worship are minimized while still ensuring appropriate development; and
- (vi) provide technical assistance to faith communities throughout the planning process.

## **Create a Transit, Cycling and Pedestrian Supportive Urban System with Pedestrian-Oriented Roads, and fully integrated Cycling and Walking Networks**

The Seaton Urban Area is intended to develop with a connected transportation network that not only facilitates efficient automobile traffic but also supports transit, cycling and a comfortable walking environment for pedestrians. In addition, an extensive off road trail network is envisioned throughout Seaton.

### **City Policy**

Transit, Cycling and Pedestrian Supportive Urban System

#### **11.17 It is the objective of City Council to:**

- (a) enable the year-round movement of people, goods and services within the Seaton Urban Area in a manner that is safe, convenient, reliable, and efficient;
- (b) create an integrated transportation system, recognizing the inter-relationships among all types of roads and modes of transportation including active transportation;
- (c) ensure adequate inter-regional transportation infrastructure through connections with Highway 407/ETR, the potential future airport, if developed, and transit corridors;
- (d) integrate the Seaton Urban Area with south Pickering and adjacent communities by, among other means, supporting transit service delivery that links the Seaton Urban Area to the City Centre, other Urban Growth Centres and major transit stations;
- (e) link roads with trails to create an integrated pedestrian system and promote pedestrian use;
- (f) create streets that are safe and comfortable for pedestrians and bicyclists;
- (g) create transportation choices for residents by providing facilities and corridors for alternative modes of travel, including public transit, walking and bicycling;
- (h) provide a series of transit corridors throughout the Seaton Urban Area, such that the majority of residents are within a 5 minute walk of a transit route;
- (i) provide a road network that is designed to accommodate transit service on designated transit spines and through the neighbourhoods in order to meet anticipated demand;
- (j) protect for transit stations at key nodes to facilitate local transit and inter-regional transit, as well as inter-modal transportation;
- (k) promote the development of a liveable, transit-oriented community with mixed use and higher density development along designated transit spines;
- (l) develop a street structure based on a modified grid that provides for a high degree of permeability, access to key open space, community and commercial locations and supports pedestrian and bicycle movements;
- (m) design roads to meet operational and safety requirements, with right-of-way dimensions reduced wherever possible to promote intimate streetscapes and neighbourhoods with a sense of place;



- (n) recognize in the Neighbourhood Planning process that streets are valuable open spaces that should be designed to link the open space system;
- (o) locate street trees and boulevard landscaping through conditions of plan of subdivision to provide shade, reduce heat island effect, contribute to neighbourhood character, and help reduce water runoff; and
- (p) promote coordinated public and private utility planning and infrastructure design.

**City Policy**

GO Transit Station

**11.18** City Council recognizes that a GO Transit Station is conceptually located on Schedule II at the intersection of Brock Road and the C.P. Rail line. City Council encourages the early provision of the GO Transit Station and shall require the planning and design of the GO Transit Station and the adjacent land uses to consider the following:

- (a) the precise location of the GO Transit Station shall be determined through an Environmental Assessment coordinated by Metrolinx and its location can be moved without an amendment to this Plan;
- (b) transit corridors and facilities are permitted within the Seaton Natural Heritage System provided the location is logical or no reasonable alternative exists. Efforts are to be made to minimize the footprint of the use, to the extent possible, and to ensure no significant negative impacts on the Natural Heritage System or natural features and functions occur. Where a portion of the GO Transit Station is located outside of the Seaton Natural Heritage System, within the Mixed Corridor designation, it shall be developed in a compact form and encouraged to provide for a mixed of uses in a dense form consistent with the intent of the designation;
- (c) Metrolinx shall be encouraged to reduce the overall footprint of the commuter parking lots by considering structured parking; and
- (d) when an Environmental Assessment is completed and a site is identified for the GO Transit Station, the Neighbourhood Plan for Neighbourhood 17: Brock-Taunton may need to be revised to ensure that the Neighbourhood Plan is responsive in terms of the mix and intensity of land uses on and adjacent to the final station location.

**City Policy**

407 Bus-rapid Transitway

**11.19** City Council shall require the Highway 407/ETR transitway to be shown in Neighbourhood Plans 20 and 21 along with transitway stations at each of the planned interchanges. Provision shall also be made in Neighbourhood Plans 20 and 21 for commuter parking areas, park and ride and car-pooling areas located adjacent to the transit stations.

A bus-rapid transitway is planned for the south side of Highway 407 ETR.

**City Policy**

Maximizing Transit Usage

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

- (a) the accommodation of dedicated transit lanes on Type A arterial roads as the arterial roads are rebuilt or widened;

- (b) the efficient arrangement of collector roads and Type B and Type C arterial roads to maximize the integration of transit through the neighbourhoods;
- (c) a system of streets as per Section 11.10;
- (d) the creation of safe and comfortable streets for pedestrians on their walk to the transit corridors;
- (e) the incorporation of park and ride and car-pooling facilities at each of the Highway 407/ETR transitway stations;
- (f) the location of transit stop pads in accessible, safe and comfortable locations, which maximize pedestrian accessibility from surrounding residential neighbourhoods, and the identification of such locations on the engineering drawings as a condition of draft plan approval in consultation with Durham Transit; and
- (g) the arrangement of higher density housing in the vicinity of arterial roads and collector roads that also serve as the transit spines as shown on Schedule II.

**City Policy**

Early Introduction of Transit

**11.21 City Council shall promote the early introduction of transit service as development occurs by:**

- (a) encouraging the Region and Metrolinx to deliver a Regional transit system linking the Seaton Urban Area to the City Centre, the GO Transit Station on the Lakeshore Line, Peel Region and York Region.

Achieving the early introduction of transit requires assistance from all levels of government as well as the City and landowners in the way development is phased.

**City Policy**

Highway Interchanges

**11.22 City Council anticipates that the Brock Road interchange will be constructed concurrent with the extension of Highway 407/ETR east. Of the other two interchanges, Council shall request Highway 407/ETR to construct the Sideline 26/Whites Road interchange as the first priority coincidental with the first phase of development of the Seaton Urban Area in order to serve Neighbourhood 21: the Pickering Innovation Corridor.**

Schedule II shows three future interchanges along Highway 407 at Sideline 26/Whites Road, Sideline 22 and Brock Road.

**City Policy**

Whitevale Road By-pass

**11.23 City Council encourages York Region, in cooperation with the City of Markham and the governing body of the Rouge National Urban Park, to improve 14th Avenue between Donald Cousens Parkway and the York-Durham boundary in order to connect to the Whitevale Road By-pass.**

Schedule II shows the future construction of a by-pass south of the Whitevale Hamlet connecting Concession 5 with 14th Avenue in Markham.

## City Policy

### Minimizing Traffic through Whitevale

- 11.24 City Council shall require the Neighbourhood Plans and subsequent draft plans of subdivision for Neighbourhood 18: Mount Pleasant Neighbourhood to:**
- (a) direct north-south and east-west arterial road alignments away from the Hamlet of Whitevale while providing for local road access and integration; and
  - (b) identify means of traffic calming along Whitevale Road.

It is important that traffic be minimized through Whitevale Hamlet, but additional pedestrian, cyclist and auto oriented patrons can help invigorate the retail stores in the Hamlet. The Hamlet can also assist in creating a sense of place for the surrounding new Neighbourhood 18: Mount Pleasant.

## City Policy

### Traffic Sensitivity Analysis

- 11.25 City Council shall require, in support of draft plans of subdivision, an assessment of intersection and road capacity/level of service which shall be undertaken for the neighbourhood within which the draft plan is situated and which shall address travel demand sensitivity and demonstrate that the capacity of the transportation network and community design objectives of this Plan will be achieved.**

## City Policy

### Streetscape Design to Promote Walking

- 11.26 City Council shall:**
- (a) require sidewalks on both sides of all arterial, collector and local roads, except:
    - (i) where an open space feature such as a park, stormwater management pond or Seaton Natural Heritage System designation abuts the road, and provides a pedestrian connection in the open space feature to the street sidewalk;
    - (ii) where a window street or slip lane abuts an arterial road which also provides a sidewalk;
    - (iii) on short cul-de-sacs; and
    - (iv) on character roads, where a rural cross-section is being maintained and where sidewalks may not be required and where on-street pedestrian travel is safe, or other off-street pedestrian alternatives are provided;
  - (b) require all roads be designed to promote pedestrian comfort through traffic calming measures including narrower lanes, on-street parking, traffic islands, and central medians to encourage slow-moving traffic through residential areas, Minor Commercial Clusters, and Community Nodes;
  - (c) require the design of roads to include, where feasible, wide sidewalks on collector and arterial roads, street trees, sidewalk furniture, transit stops, on-street parking, and encourage all Arterial Roads to have posted speeds of 50 km/h; and
  - (d) require the Neighbourhood Plans to be based on a modified grid street pattern that supports pedestrian and bicycle movements and provides for a high degree of permeability and connectivity to collector and arterial roads, schools, open space, community facilities and commercial locations.

**City Policy**  
Bikeway Network

**11.27 City Council shall:**

- (a) in addition to Section 4.7, adopt a Bikeway Network consisting of primary and secondary bikeways as illustrated on Schedule VII;
- (b) require the Bikeway Network to be constructed as part of the construction of new roads and the upgrading of existing roads in the Seaton Urban Area;
- (c) require the Bikeway Network to:
  - (i) allow for connections to the existing system of trails and bikeways in other parts of Pickering, and of surrounding municipalities, as set out in the Pickering Trails and Bikeway Master Plan;
  - (ii) provide primary bikeways as dedicated off-road bike routes located along Type A arterial roads but may also consider locating bikeways within the traveled surface of the road in Mixed Use Areas where appropriate;
  - (iii) provide secondary bikeways within the traveled surface of the road, in both directions of Type B and C arterial roads and collector roads; and
- (d) require bicycle parking and/or storage areas in all commercial, office, industrial, mixed use, multiple unit residential without individual garages and apartment developments, which shall be secured through conditions of draft plan and/or site plan approval as applicable.

**City Policy**  
Trail Network

**11.28 City Council shall:**

- (a) adopt a Seaton Urban Area Trail Network which shall be comprised of a hierarchy of off-road trails as delineated in Schedule VII;
- (b) strongly request the Province to implement the trail system through the Seaton Natural Heritage System in each neighbourhood concurrent with the servicing of that neighbourhood;
- (c) require the Seaton Urban Area Trail Network to reflect the design criteria set out in the Seaton Natural Heritage System Management Plan and Master Trails Plan (2008) and be designed to:
  - (i) provide for a safe, well-used transportation system;
  - (ii) provide accessible linkages between the neighbourhoods and between the neighbourhoods and the Natural Heritage System;
  - (iii) link with stormwater management facilities and neighbourhood, community and district parks where they are located adjacent to the Seaton Natural Heritage System and use these facilities as key trailheads;
  - (iv) link with sidewalks and bikeways in the road allowances to create an integrated pedestrian and bicycle network; and

Primary neighbourhood connecting trails are intended to function as principal linkages between adjacent neighbourhoods that traverse the Seaton Natural Heritage System and shall generally be comprised of a 3.0 metre wide hard surface.

Primary recreational trails are intended to function as the north-south and east-west spine of the recreational trail network and shall generally be comprised of a 2.4 metre wide hard surface.

- (v) provide for a hierarchy of primary neighbourhood connecting trails, primary recreational trails and secondary recreational trails with the priority for construction in order of this hierarchy; and
- (d) the trail system through the Natural Heritage System shall be maintained by the appropriate public authority in such a manner that the environmental integrity of the lands is maintained or enhanced.

Secondary recreational trails are intended to function as multi-use trails that support both destination and recreational use and shall generally be comprised of a 2.4 metre wide hard surface

**City Policy**

Alternative Right-of-way Width Standards

**11.29** Notwithstanding Section 4.10, City Council shall require the design of all arterial, collector and local roads in the Seaton Urban Area to incorporate reduced right-of-way widths, where feasible, in order to achieve a compact development pattern, an efficient use of land, a pedestrian-oriented streetscape and which limits impacts on the Natural Heritage System and significant cultural heritage features. The road rights-of-way shall be established as follows:

- (a) the width of the Type A and Type B arterials shall be determined during the Region’s Environmental Assessment for these roads but shall consider a width at the lower end of the range where feasible, taking into account the necessity on transit spines to protect for a six-lane cross-section, including two dedicated transit lanes on Type A arterials and to protect for a four-lane cross-section, including two lanes for high occupancy vehicle use or transit priority measures on Type B arterials. In the design of these roads, sufficient design and landscape detail shall be provided on the road cross-sections to achieve the creation of a high quality public realm, with particular emphasis on ease and comfort of pedestrian movement along and across these roads;
- (b) Type C arterial roads shall have a right-of-way width of 24 metres, but may be varied in accordance with Section 4.11;
- (c) Collector roads shall have a right-of-way width of 21.5 metres, but may be varied in accordance with Section 4.11. A narrower right-of-way width of 20.1 metres may be permitted where parallel rear lanes are provided and where utilities are accommodated in the rear lane or where development is located on only one side of the road;
- (d) Local roads shall have a right-of-way width of 17.0 metres, but may be varied in accordance with Section 4.11. A narrower minimum right-of-way width may be permitted in the following circumstances:
  - (i) 15.5 metres where parallel rear lanes are provided and where utilities are accommodated in the rear lane;
  - (ii) 15.5 metres where only one sidewalk is required as per Section 11.26;
  - (iii) 15.35 metres where development is located on only one side of the road; and
  - (iv) 12.85 metres for short one-way streets where development is located on only one side of the road;
- (e) public lanes shall have a minimum right-of-way width of 8.5 metres and shall be designed to accommodate hydro, cable and phone utilities;

- (f) public connector lanes shall have a minimum right-of-way width of 10.0 metres and shall be designed to accommodate hydro, cable and phone utilities, looped water mains and two travel lanes. Public connector lanes are encouraged as an alternative to facilitate the direct frontage of residential units onto an Arterial Road while providing rear lane access and allowing two local roads to terminate at the public connector lane; and
- (g) where roads cross the Seaton Natural Heritage System, the right-of-way widths may be further reduced provided a pedestrian connection is maintained adjacent to the roadway through the Natural Heritage System.

#### City Policy

##### Public Lanes

#### 11.30 City Council shall:

- (a) encourage the use of public laneways and rear yard garages where traffic volumes warrant in order to reduce the number of driveways on the street and to locate buildings closer to the street and in locations across from elementary school frontages; but
- (b) also consider other alternatives such as slip lanes, hybrid local roads (serving both a laneway and local road function), mutual drives, flankage lots or other alternatives that address the design intent indicated in (a).

## **Create Opportunities for Job Creation Particularly on the Employment Lands Concurrent with Residential Growth**

Balanced residential and employment growth in the Seaton Urban Area is intended to create an economically and fiscally sustainable community in the long term. Employment will be provided in the prestige employment lands along Highway 407/ETR as well as within the neighbourhoods as population-serving jobs that include personal services, retailers, education, health care and the government sectors. To be a truly sustainable community, the jobs need to be provided concurrent with residential growth. The major portion of job creation depends on the development of the employment lands.

#### City Policy

##### Objectives

#### 11.31 It is the objective of City Council to:

- (a) attract and sustain high quality employment opportunities that reflect the needs of the City of Pickering and the Regional Municipality of Durham;
- (b) provide sufficient opportunity for employment in the Seaton Urban Area to be balanced with population, with a ratio of approximately one job for every two residents by making employment lands available to permit an appropriate balance of employment opportunities in conjunction with the development of the residential neighbourhoods;
- (c) designate suitable employment lands for prestige employment uses in areas of high highway exposure and in proximity to the potential future airport, if developed;
- (d) facilitate entrepreneurial employment and home-based employment by providing a range of opportunities for small businesses to grow and expand in appropriate settings within the Seaton Urban Area;
- (e) ensure that employment areas are easily accessible by vehicle, transit, bicycle and on foot;

- (f) ensure that large employment uses adjacent to residential uses are adequately screened and/or separated by appropriate buffers to provide a visual barrier;
- (g) separate employment uses generating substantial truck movements from residential uses, in order to minimize truck traffic through residential neighbourhoods; and
- (h) plan for a community that will accommodate 30,500 jobs by 2031 and be planned to accommodate 35,000 jobs through long-term intensification.

**City Policy**

Prohibited Uses

**11.32** Despite the permitted uses in Table 7, City Council shall prohibit the following uses within the Prestige Employment designation in the Seaton Urban Area:

- (a) retail stores including large format retail uses except for convenience commercial, and retail sales as a minor component of an industrial operation;
- (b) outdoor storage;
- (c) waste processing, waste transfer and recycling facilities;
- (d) freight transfer and similar trucking facilities;
- (e) automotive and vehicle sales and repair; and
- (f) places of worship and elementary and secondary schools.

**City Policy**

Locational Criteria for  
Commercial Services

**11.33** City Council shall within the Prestige Employment designation permit limited personal service uses, convenience commercial, restaurants and financial institutions which are ancillary to and serve the employment area and shall be located according to the following criteria:

- (a) clustered in nodal locations or on the ground floor of office buildings;
- (b) on arterial roads at a signalized intersection;
- (c) adjacent to a transit stop; and
- (d) for service stations, despite Section 16.39(d), at signalized intersections provided that only one such use is located within 100 metres of an intersection.

**City Policy**

Concurrent Job Growth

**11.34** City Council shall require that the opportunities for jobs are provided in the first phase of development of the Seaton Urban Area by:

- (a) ensuring that the first phase of the Prestige Employment designation, consisting of a minimum of 80 hectares of employment land between Sideline 26/Whites Road and Sideline 22, is serviced with trunk water and sanitary servicing concurrent with servicing Neighbourhood 16: Lamoreaux and shall be set out in the “Staged Servicing and Implementation Strategy”;

Serviced Employment Area Land is to be available for job creation in the first phase of development of the Seaton Urban Area.

- (b) encouraging Highway 407/ETR to construct the Sideline 26/Whites Road interchange concurrent with servicing the first phase of the Prestige Employment designation;
- (c) encouraging Metrolinx to provide for bus-rapid transit along Highway 407/ETR concurrent with servicing the first phase of the Prestige Employment designation; and
- (d) ensuring that subsequent phases of employment lands are available for development in conjunction with the development of the other residential neighbourhoods.

**City Policy**

Higher Intensity Nodes

11.35 City Council shall require Neighbourhood Plans for Neighbourhoods 20 and 21 to identify and protect for higher intensity employment uses in the vicinity of the Highway 407/ETR Transitway stations in the Prestige Employment designation. These nodes including the transit stations shall be considered as long-term intensification areas, and City Council shall encourage increased office development through intensification of commuter parking lots over time and on other sites around the interchanges.

**City Policy**

Performance Standards

11.36 In addition to Section 3.8, City Council shall require the following matters be addressed in the Sustainable Placemaking Guidelines for Neighbourhoods 20: Thompson’s Corners and 21: Pickering Innovation Corridor and in the implementing Draft Plans of Subdivision:

- (a) sensitive site planning and orientation of buildings, parking and loading docks adjacent to the Seaton Natural Heritage System;
- (b) requirements for a high quality built form and materials to create a distinct and prestigious image;
- (c) flexibility of lot sizes and patterns that allows for a variety of lot sizes to parallel market demands;
- (d) sustainable site and building design to reduce energy and encourage water conservation;
- (e) minimizing the creation of heat islands, and light, air, and noise pollution;
- (f) social sustainability through the provision of social support services and facilities such as day cares and cultural institutions within proximity to places of employment; and
- (g) buffering requirements adjacent to the hamlets of Brougham and Green River.

In addition to the policies of Section 3.8, high performance design and sustainability standards will be required for development in the employment areas.

**Promote Environmentally Sustainable Building and Design Practices**

While all of the policies of this section serve to create a sustainable community in Seaton through the design of the neighbourhood and the land use arrangement, sustainability is also achieved through the design of individual buildings and lots.

**City Policy**

Sustainable Building and Design Practices

11.37 It is the objective of City Council that development:

- (a) promote leadership in sustainable forms of development and green technologies;



- (b) ensure the efficient use of land, infrastructure and energy through neighbourhood layout, compact urban form and energy efficient building design;
- (c) reduce consumption of energy and water, and the emissions of greenhouse gases on a per household basis;
- (d) reduce generation of waste water and solid and hazardous waste on a per household basis;
- (e) increase alternative energy generation;
- (f) control and, to the extent practical, eliminate water, soil, noise and air pollution to safeguard the natural and human environment;
- (g) protect groundwater quality and quantity;
- (h) protect and improve surface water quality, wherever possible;
- (i) provide stormwater management facilities that are efficient, and minimize lifecycle costs;
- (j) maintain the natural hydrologic cycle and function of the watersheds through a range of mechanisms including implementation of LID stormwater management practices and principles; and
- (k) prevent increased risk of flooding and stream erosion.

## City Policy

### Standards and Benchmarks

#### 11.38 City Council shall:

- (a) promote innovative technology to reduce energy and water consumption in buildings, and to reduce waste;
- (b) require the Seaton Sustainable Placemaking Guidelines to set out minimum standards and benchmarks to be achieved in the Seaton Urban Area;
- (c) identify, where appropriate, additional measures, beyond the minimum mandatory buildings standards set out in the Ontario Building Code, which will be encouraged through a variety of means including possible incentives; and
- (d) require the Guidelines to address:
  - (i) design standards and benchmarks to maximize solar gains and facilitate future solar installations (i.e. solar ready);
  - (ii) design measures to facilitate future on-site renewable energy and/or energy recovery systems including the suitable orientation of streets;
  - (iii) benchmarks for the amount of buildings to be pre-wired for photovoltaic systems;
  - (iv) minimum standards and benchmarks for water conservation, including rainwater harvesting, in all buildings and landscaping and the encouragement of re-circulation/reuse systems;
  - (v) minimum green building material standards and benchmarks to promote durability, resource reuse and renewable resource use;
  - (vi) benchmarks for incorporation of green and/or white roofs into building design;
  - (vii) minimum standards and benchmarks for energy efficiency in new buildings;
  - (viii) minimum standards and benchmarks for waste reduction and diversion in the construction process;

- (ix) landscape design standards and benchmarks to promote water efficient, drought resistant landscaping and the elimination of pesticide/herbicide use, including the use of native plants and xeriscaping; and
- (x) owner/tenant education, at the time of house purchase or rental, regarding household activities to improve energy efficiency.

#### **City Policy**

##### Third-party Certification

- 11.39 City Council shall promote and encourage the use of recognized and accredited third-party certification for all new development, including LEED and EnergyStar, or equivalent standard.**

#### **City Policy**

##### LEED Silver for Municipal Buildings

- 11.40 City Council shall commit to targeting at least LEED Silver certification, or equivalent standard, for all new municipal buildings and projects.**

#### **City Policy**

##### On-site Renewable Energy and Green Energy Systems

- 11.41 City Council shall permit and encourage on-site renewable energy systems as well as innovative clean energy technologies including:**
- (a) alternative renewable energy for any large building with an indoor community swimming pool, and for institutional, industrial or commercial building with above average hot water usage;
  - (b) photovoltaics on larger commercial, recreational and industrial buildings;
  - (c) solar lighting for park pathway lighting or nature trail lighting;
  - (d) sewer heat recovery systems near commercial, mixed use and high density residential areas;
  - (e) inter-seasonal thermal energy storage in employment and high density areas, especially those that have higher than average summer cooling requirements such as office towers, retail, or computer data centres; and
  - (f) gas-fuelled combined heat and power systems for any building or collection of buildings that require emergency power systems in excess of 250 kilowatts of electricity.

#### **City Policy**

##### Updating Green Building Requirements

- 11.42 City Council shall periodically review and revise the Seaton Sustainable Placemaking Guidelines, in consultation with landowners and other interested stakeholders, as sustainability initiatives, design innovations, building technologies, and other regulatory standards evolve.**

#### **City Policy**

##### District Energy

- 11.43 City Council shall require consideration be given to District Energy being supplied at an appropriate location within the Seaton Urban Area subject to a feasibility assessment for lands in Neighbourhood 20: Thompson's Corners and also when future infill and redevelopment is contemplated in the Community Node in Neighbourhood 16: Lamoreaux.**

## **City Policy**

### **Sustainable Water Management**

#### **11.44 City Council shall:**

- (a) require proponents of new developments to explore the use of sustainable technologies to determine if or where they are appropriate in the capture, conveyance and treatment of storm runoff; and
- (b) require the treatment train approach to reduce runoff volume and to treat stormwater runoff on-site through the use of source, conveyance and end of pipe controls.

## **City Policy**

### **Stormwater Facility Considerations**

#### **11.45 City Council shall permit required stormwater management facilities in all designations, except as set out in Table 3, subject to the following:**

- (a) demonstration that the need for and size of stormwater management ponds has been minimized through a comprehensive LID analysis including full lifecycle costs;
- (b) stormwater facilities should be off line;
- (c) stormwater management should avoid subwatershed drainage diversion to the extent practical;
- (d) stormwater ponds shall be naturalized using native species except where combined with recreation or other facilities;
- (e) the design of stormwater facilities shall accommodate groundwater infiltration for their catchment areas to the greatest degree possible;
- (f) stormwater facilities should treat stormwater runoff from urban roads;
- (g) non-urban road design/cross-section standards should be considered to treat water run-off locally;
- (h) stormwater facilities shall be located so as to not negatively impact on cultural heritage resources;
- (i) consider combining stormwater management facilities with other uses such as parks; and
- (j) stormwater management methods proposed for development within the Seaton Urban Area shall satisfy the City's, the Toronto and Region Conservation Authority's (TRCA), and the Ministry of Environment's and Climate Change (MOECC) Stormwater Management Criteria for water quantity (flood flow) control, water quality ("Enhanced" Level 1) control, erosion control, groundwater recharge and water balance for the protection of hydrologically sensitive features in accordance with the completed MESP.

## **Provide for a Range of Housing Types and Densities that Meet the Needs of a Diverse Population**

Providing for a mix of housing types including affordable home ownership and rental housing helps to create a sustainable community. As well, the Central Pickering Development Plan calls for a strategy to achieve a target of 25 percent of new housing in forms considered affordable to low and moderate-income households.

### **City Policy**

Housing Types and Densities

**11.46 It is the objective of City Council to:**

- (a) provide for an adequate range of housing opportunities that respond to existing and future needs and characteristics of the anticipated population in terms of form, location, size, cost, and tenure; and**
- (b) provide for affordable ownership housing and the opportunities for affordable rental housing in specific designations.**

### **City Policy**

Mix of Housing

**11.47 City Council shall require a mix of housing be planned for the Seaton Urban Area with Neighbourhoods 16, 18, 19 and 20 providing for a mix of housing types and densities but with the higher densities oriented along the Transit Spines and at a lesser scale along the minor transit corridors along the collector and Type B and C arterial roads. The Seaton Urban Area shall be planned overall to achieve a target of approximately 40 percent of the housing in single and semi-detached housing forms, approximately 40 percent in townhouse and similar low rise multiple unit housing and 20 percent in apartments, stacked townhouses and other innovative multi-unit housing forms with additional apartments being added through long-term intensification.**

### **City Policy**

Affordable Housing Strategy

**11.48 City Council shall require the Seaton Urban Area be planned to achieve 25 percent of new residential units in housing forms considered affordable to low and moderate-income households based on the definition in the Provincial Policy Statement. This target shall be achieved primarily through home ownership in multiple unit, ground related housing and in small apartment units. Rental housing will be provided through the rental of condominium apartment units, secondary suites and purpose-built rental housing. It is anticipated that the majority of this affordable housing will be developed in the Medium Density and Mixed Corridor designations.**

### **City Policy**

Affordable Strategies for Lower Income

Tenants and Owners

**11.49 City Council recognizes that most new affordable rental housing and some new affordable ownership housing directed at larger owner households in the bottom 30th percentile of owner households, will require some type of subsidy or incentive to reach required ownership or rent levels affordable to low income households. Such assistance could include:**

- (a) the public sector setting aside land for non-profit housing providers;**

- (b) using density bonusing at selected sites where a builder provides a certain proportion of rental or subsidized ownership units as affordable;
- (c) providing financial incentives for affordable housing providers such as waiving of development charges, cash-in-lieu of parkland and other development application fees;
- (d) using other government housing programs;
- (e) encouraging builders to construct single and semi-detached units containing accessory dwelling units;
- (f) reducing parking requirements and/or by encouraging the elimination of garages in ground related housing; and
- (g) establishing a revolving capital loan fund.

## **Protect the Seaton Natural Heritage System and Integrate it into the Neighbourhoods**

The Seaton Natural Heritage System is guided by the policies of the Central Pickering Development Plan. In addition the Province commissioned the Seaton Natural Heritage System Management Plan as called for by the Central Pickering Development Plan. It provided additional policy recommendations that are addressed in the policies of this Plan.

### **City Policy**

#### Natural Heritage Objectives

**11.50 It is the objective of City Council to:**

- (a) protect, maintain and, where possible, enhance all environmentally significant features and functions within the Seaton Natural Heritage System, all significant connections to regional natural systems including the Oak Ridges Moraine, Rouge National Urban Park, Duffins Creek, Lake Ontario, and the Greenbelt Area, as well as all key hydrological features in Seaton;
- (b) promote active linkages between the Seaton Natural Heritage System and surrounding urban and rural areas;
- (c) facilitate the inclusion of the Seaton Natural Heritage System into the overall fabric of the Seaton neighbourhoods by permitting a range of low-impact uses and activities within the Seaton Natural Heritage System that are compatible with its protection;
- (d) allow the specific infrastructure required for the new community, including renewable energy systems, to locate in the Seaton Natural Heritage System in an environmentally acceptable manner while minimizing impacts;
- (e) create a safe and secure Seaton Natural Heritage System by encouraging public use of those Natural Heritage System lands in public ownership; and
- (f) work with the Toronto and Region Conservation Authority to monitor the effects of the new development in Seaton.

### **City Policy**

#### Seaton Natural Heritage Ownership

**11.51 City Council shall recognize that lands within the Seaton Natural Heritage System shall remain in public ownership. However, City Council shall seek easement or other similar mechanisms of those portions of the Seaton Natural Heritage System adjacent to its municipal parks for purposes of open space and passive recreational use and for stormwater management facilities and related works.**

**City Policy**  
Community Gardens

**11.52 City Council:**

- (a) shall require organic community gardens, permitted by this plan, be administered by the agency responsible for managing the portion of the Natural Heritage System in which the community gardens are located;
- (b) shall recognize that community gardens may involve the small-scale cultivation of food, herbs and flowers;
- (c) shall consider the following principles in the planning, operation and design of such community gardens:
  - (i) minimizing fencing that may pose a barrier to the migration of flora and fauna;
  - (ii) locating community gardens including grading a minimum of 10 metres from the greater of the regional storm floodplain, top of bank, long-term stable top of bank, and natural features such as wetlands, woodlots, habitat of Species of Concern and Species at Risk, and the Lake Iroquois shoreline granular sediments; and
  - (iii) avoiding locations immediately adjacent to residential lots in order to avoid potential user/resident conflicts; and
- (d) shall require the appropriate locations for organic community gardens to be identified through an assessment of site specific conditions that consider:
  - (i) the potential impact on natural features and ecological functions within the Natural Heritage System;
  - (ii) the availability of adequate parking nearby;
  - (iii) direct vehicular access via a primary connector trail to facilitate the delivery of suppliers, removal of compostable waste and transport of harvested products; and
  - (iv) access to potable water supply.

**City Policy**  
Infrastructure Crossings

**11.53 Council shall ensure that permitted Infrastructure is developed in accordance with the following criteria:**

- (a) Infrastructure within the valley corridors parallel to the watercourse shall be avoided where possible;
- (b) where infrastructure crosses the Natural Heritage System, it should be combined with road and trail crossings where possible; and
- (c) the importance of groundwater movement and the potential impact to the watercourses, wetlands, and forests shall be recognized in the design and installation of underground infrastructure.

**City Policy**  
Road Crossings

**11.54 City Council shall, where the Seaton Natural Heritage System is traversed by existing roads and where new roads are proposed through the Seaton Natural Heritage System, require an assessment of the following items as part of any required Environmental Assessment to identify appropriate road crossing locations and conditions for ongoing wildlife movement. The following items shall be considered:**

- (a) road conditions including right-of-way, traffic volumes and lane capacity, posted speed limit, road grade, road side slopes, road barriers, width of road at anticipated road crossings and road lighting;
- (b) movement patterns of wildlife, daily and seasonally, and the types of species most likely to cross;
- (c) natural heritage habitat types and width at the road crossing;
- (d) proposed land use adjacent to the Seaton Natural Heritage System at the road crossing;
- (e) topography in the vicinity of the road crossing;
- (f) where nesting habitat(s) and basking sites for cold blooded species are impacted by the proposed road location, alternative sites and habitats away from the roads shall be provided;
- (g) opportunities for restoration with native trees and shrubs, where roads traverse significant natural heritage features; and
- (h) appropriate mitigation measures such as traffic calming, temporary road closures, and crossing and funneling structures where demonstrated necessary in order to achieve the appropriate conditions for ongoing wildlife movement.

#### **City Policy**

##### Restoration

- 11.55** City Council shall require the identification of the agency responsible for and the means to undertake restoration within the buffer of the Seaton Natural Heritage System adjacent to the lands proposed for development. The restoration shall have regard for restoration criteria described in Section 4.3.1.2 of the Seaton Natural Heritage System Management Plan and Master Trails Plan (2008).

#### **City Policy**

##### Development Adjacent to the Seaton Natural Heritage System

- 11.56** City Council shall require development on lands adjacent to the Seaton Natural Heritage System to minimize impacts on the Seaton Natural Heritage System but also to integrate the Seaton Natural Heritage System as a key structural element of each neighbourhood through consideration of the following principles:
- (a) the Seaton Natural Heritage System should be a strong design element for each neighbourhood and form part of everyday life in the neighbourhood;
  - (b) neighbourhood design shall provide appropriate views, vistas, and connections to the Seaton Natural Heritage System;
  - (c) the road pattern shall utilize terminal views at the ends of prominent streets, and where appropriate, window streets to reinforce the importance of the Seaton Natural Heritage System. Trailheads and other public open spaces should be positioned at the ends of streets that terminate at the Seaton Natural Heritage System;
  - (d) neighbourhood design shall provide for a range of development interfaces with the adjacent Natural Heritage System in order to provide opportunities for public visual and physical access from the neighbourhoods while also limiting access where necessary and restricting encroachments; and
  - (e) where lots back onto the Seaton Natural Heritage System, fencing and other optional measures such as homeowner education shall be used to restrict access and encroachment.

**City Policy**  
Stewardship

- 11.57 City Council shall encourage stewardship amongst homeowners, which may include planting of locally occurring native plants within rear lots, disconnecting rainwater downspouts, avoiding organic waste dumping within the Seaton Natural Heritage System, and participation in indigenous wildlife protection programs such as providing nesting areas and birdhouses.

Homeowner stewardship is encouraged.

**City Policy**  
Rear Lot Interface on  
Non-Residential Lots

- 11.58 City Council shall require uses that are typically located at the rear of non-residential buildings such as open storage, loading and parking areas be carefully considered and designed to ensure that the Seaton Natural Heritage System edge is not degraded.

**City Policy**  
Trailheads

- 11.59 City Council shall require trailheads to be identified through Neighbourhood Planning. Such trailheads shall provide access to and from the Seaton Natural Heritage System in accordance with the trailhead locations identified on Schedule VII Seaton Urban Area Trail Network.

## **Protect Cultural Heritage Resources and Archaeological Resources**

The Seaton Urban Area uniquely contains a large number of cultural heritage and archaeological resources. A large number of the built resources are clustered along Whitevale Road. The Central Pickering Development Plan requires particular attention and respect to cultural heritage and archaeological resources.

**City Policy**  
Heritage and Archaeological Resources

- 11.60 It is the objective of City Council to:
- (a) identify the range of cultural heritage resources from all time periods, including archaeological sites, cultural heritage landscapes, and built heritage resources;
  - (b) reflect First Nations' historical cultural affiliation with the Seaton Urban Area;
  - (c) protect and conserve significant cultural heritage features and integrate them into the new urban neighbourhoods and the Seaton Natural Heritage System;
  - (d) restore, rehabilitate, protect and conserve significant cultural heritage resources;
  - (e) record and salvage all built heritage resources and/or archaeological resources that cannot be conserved in place and document all displaced cultural heritage landscapes;
  - (f) foster public awareness and appreciation of Seaton's cultural heritage through promotion, interpretation, education and commemoration;
  - (g) ensure that cultural heritage resources and artifacts are protected and passed on for care by future generations;



- (h) involve First Nations, the public, landowners, local heritage experts, heritage committees, relevant public agencies, and other interested groups and individuals in cultural heritage decisions affecting the Seaton Urban Area;
- (i) encourage urban development on or adjacent to protected significant cultural heritage resource properties to be of an appropriate scale and character, where the heritage attributes of such properties are conserved; and
- (j) protect significant archaeological sites from development.

#### **City Policy**

##### Cultural Heritage Landscapes

- 11.61 City Council shall require Neighbourhood Plans to identify and, to the extent practical, protect significant cultural heritage landscapes through incorporation into the neighbourhood pattern by:**
- (a) creating a block pattern that reflects, where possible and feasible, the historic concession grid;
  - (b) maintaining significant hedgerows in the Seaton Natural Heritage System and public open spaces where possible and feasible;
  - (c) incorporating existing roads and rights-of-way, which are not planned as arterial roads or collector roads, as lower order roads and/or trails;
  - (d) maintaining to the extent practical the rolling topography;
  - (e) maintaining, to the extent practical, where not precluded by grading or other servicing constraints, the rural cross-section of the historic concession roads where such roads cross the Seaton Natural Heritage System; and
  - (f) protecting significant views through the location of parks and village greens.

#### **City Policy**

##### Built Heritage Resources

- 11.62 City Council shall require Neighbourhood Plans and the implementing Sustainable Placemaking Guidelines to identify, protect and incorporate significant built heritage resources into the lot pattern of the new residential and mixed-use neighbourhoods by:**
- (a) giving direction to draft plans of subdivision to provide appropriate uses, lot sizes, setbacks, built form and massing adjacent to the built heritage resources that complements and respects the resource so that the resource appears to be integrated into the neighbourhood;
  - (b) permitting new uses including residential, guest accommodation, personal services, restaurants, offices and retail use within the built heritage resource so as to ensure its ongoing use; and
  - (c) incorporating built heritage resources into neighbourhood parks, schools and other institutional sites where feasible to maintain their open space setting and to provide for future community use.

#### **City Policy**

##### Design Considerations

- 11.63 City Council shall require development adjacent to built cultural heritage resources to reflect the design parameters set out in the Seaton Sustainable Placemaking Guidelines.**

### City Policy

#### Documenting Former Built Heritage Resources

- 11.64 City Council requires that where preservation of a built heritage resource is not possible, new development shall document the historical context of the built heritage resource through one or more of the following techniques:**
- (a) the preservation and display of fragments of former buildings, structures and landscaping in their historic context;
  - (b) marking the traces of former locations, shapes and circulation lines of buildings, structures, travel routes and spaces;
  - (c) the display of graphic material describing the former structures and landscape complex;
  - (d) recall the former architecture, plan and landscaping in the new development; and
  - (e) the salvage of information through archaeological exploration and recording of buildings, structures and landscape through measured drawings and photogrammetry.

### City Policy

#### Public Works

- 11.65 City Council shall ensure, to the extent practical, where not precluded by grading or other servicing constraints, that site alteration including road widenings, road re-alignments, and slope or bank stabilization, among other works, shall be undertaken in a manner that does not destroy or adversely affect known archaeological sites, built heritage properties and cultural heritage landscape features. All works of public agencies shall consider their impacts upon built heritage resources and cultural heritage landscape with a presumption against any work that would detrimentally affect a valued built heritage resource, cultural heritage landscape or its attributes.**

### City Policy

#### Whitevale Road Design

- 11.66 City Council:**
- (a) recognizes that Whitevale Road from the Whitevale Hamlet to Sideline 22 encompasses a unique cultural heritage landscape with a significant number of built heritage resources located adjacent to the road;
  - (b) shall identify the portion of Whitevale Road between Golf Club Road and just west of Sideline 22 as a Character Road in the Neighbourhood Plans which shall be subject to the provisions of the following Subsections (c) through (j) inclusive;
  - (c) shall maintain the existing character of the roadway, to the extent practical, where not precluded by grading, construction of road intersections or other servicing constraints, including:
    - (i) the existing rural cross-section;
    - (ii) the existing mature road side vegetation;
    - (iii) the undulating topography of the road;
    - (iv) the general road surface width, and
    - (v) existing fencing where it contributes to the heritage character of the road;

There is an opportunity to not only protect the character of Whitevale Road, but also to create an executive style residential neighbourhood along its length.

- (d) shall ensure that lot sizes, setbacks, built form and massing are provided which form a transition to higher density development located north and south of Whitevale Road;
- (e) shall require Neighbourhood Plans to identify the appropriate access treatments to individual lots, but shall not permit back-lotting onto Whitevale Road, and houses flanking the road shall be designed to appear as the front façade;
- (f) shall require the design and built form of housing along Whitevale Road to take design cues from the existing houses and farmhouses;
- (g) shall direct, where possible, parks and school yards to be located along Whitevale Road to maintain the open space character of the road;
- (h) shall direct, where possible, stormwater management facilities to be located along Whitevale Road to maintain the open space character of the road but shall not be located so as to negatively impact on cultural heritage resources;
- (i) shall require new below ground infrastructure to be constructed so as to minimize disturbance to the rural character of the roadway, to the extent practical; and
- (j) shall require traffic calming measures to be incorporated into the design of the road including among other possible measures frequent stop signs, reduced pavement widths at intersections, and raised pedestrian crossings.

#### **City Policy**

##### Cultural Heritage Recognition

- 11.67** City Council shall implement a themed recognition/signage program to recognize cultural heritage buildings in the Seaton Urban Area, in consultation with Heritage Pickering. The City shall also celebrate former noted inhabitants of the area through the use of their names for specific roads, trails, parks and facilities.

#### **City Policy**

##### Respecting First Nations

- 11.68** City Council recognizes First Nations' cultural and spiritual connection to the Seaton Urban Area and shall require the development process be undertaken in a respectful manner. Applicants of development are encouraged to actively seek the input and advice of First Nations in considering the most appropriate actions to take with respect to the protection, commemoration, long-term management and/or mitigative excavation of archaeological sites.

#### **City Policy**

##### Archaeology Monitor

- 11.69** City Council shall require, as a condition of draft plan or site plan approval, that an archaeology monitor, preferably of First Nations' ancestry, if available, be retained and funded by the applicant for any significant mitigative excavation activities, on known pre-contact archaeological sites. The purpose of this monitor would be to work co-operatively with the applicant's licensed professional archaeologist in order to report back on the results of the mitigative excavation activities to interested First Nations.

#### **City Policy**

##### In-situ Protection of Archaeological Resources

- 11.70** City Council shall require significant known archaeological resources be protected in-situ where possible. Stage 3 archaeological assessments shall delineate the boundaries of significant archaeological sites, and these sites shall be protected through such means as:

- (a) inclusion within the Seaton Natural Heritage System;
- (b) inclusion within public parks;
- (c) use of zoning that prohibits any future land use activities that might result in soil disturbance on such sites; and
- (d) use of other protective tools, such as heritage easements, subdivision agreements or covenants.

## **Create an Adaptive and Resilient Urban Community**

The Central Pickering Development Plan recognizes that urban communities should be capable of growing and changing over time. This evolution is typical of any urban area but is often ignored in short term planning perspectives.

### **City Policy**

Evolution of Urban Areas  
and Sustainability

#### **11.71 City Council:**

- (a) recognizes that certain areas of the Seaton Urban Area may remain vacant or developed for interim uses until the markets for higher density housing begin to emerge;
- (b) recognizes that areas built as primarily commercial areas will evolve and intensify into mixed use areas provided the block structure and streetscape is designed in recognition of that evolution;
- (c) recognizes that sustainability targets and benchmarks will need to be adjusted and enhanced as technologies for building products and energy efficiency evolve; and
- (d) recognizes that the environment will continue to change and approaches and standards to address such environmental change will need to be updated and refined as needed.

## **Neighbourhood Plan Implementation and Phasing**

### **City Policy**

Neighbourhood Plan Requirements

#### **11.72 City Council shall require the policies of this Plan to be addressed in the design of the Neighbourhood Plans. The Neighbourhood Plans shall:**

- (a) provide a block plan level of detail on the intended block and pattern of development;
- (b) further detail the boundaries of the residential and mixed use designations and identify any variations in minimum densities, minimum and maximum heights, and proportions of certain housing as well as identification of key gateway sites as per Sections 11.2, 11.5, 11.6, and 11.7;
- (c) identify the location and arrangement of Pedestrian Predominant Streets in each Community Node as per Section 11.7;
- (d) identify the location and arrangement of minor commercial clusters as per Section 11.3;
- (e) identify the location of Neighbourhood Parks, Village Greens and trailheads;
- (f) identify the location of elementary and secondary schools;
- (g) identify the general location and approximate boundaries of stormwater management ponds;
- (h) delineate the boundary and policies respecting higher intensity employment nodes in the Prestige Employment designation in Neighbourhood Plans 20 and 21 as per Section 11.35;

- (i) identify significant built cultural heritage resources and cultural heritage landscapes and the means to incorporate them into the neighbourhoods as per Sections 11.61 and 11.62;
- (j) identify the treatment of Whitevale Road and adjacent residential lands as per Section 11.66;
- (k) consider the recommendations of completed archaeological and heritage assessments; and
- (l) further delineate the pedestrian and bikeway network through the Neighbourhood and adjacent Natural Heritage System.

### City Policy

Neighbourhood Functional Services  
and Stormwater Report

**11.73 City Council shall require a Neighbourhood Functional Servicing and Stormwater Report (NFSSR) to be submitted to the satisfaction of the City in consultation with TRCA in support of draft plan of subdivision approval or site plan approval as applicable and such report shall generally be consistent with the recommendations of the MESP. TRCA shall be satisfied with respect to meeting Provincial hazard standards. The NFSSR shall address:**

- (a) the size and location of the required sanitary sewage collection system including pumping stations and connection to existing sewers in accordance with Durham Region's Class Environmental Assessment for Regional Services for the Central Pickering Development Plan;
- (b) works required to extend the water distribution system and, if required, pressurization systems including the size and location of all reservoirs and pumping stations in accordance with Durham Region's Class Environmental Assessment for Regional Services for the Central Pickering Development Plan;
- (c) the geology, hydrogeologic and natural conditions, where services will cross the Natural Heritage System, not along existing or future roads, in order to confirm construction practices and mitigative measures;
- (d) the type and location of other existing and proposed utilities;
- (e) the location of collector and arterial roads, transit systems and trails along with preliminary stream crossing designs and conceptual road grades and road cross-sections consistent with the policies of this plan and the cross-sections within the Sustainable Placemaking Guidelines. This work shall follow and fulfill Phases 3 and 4 of the Class EA process;
- (f) an overall conceptual grading plan and cross-sections that outlines the general grading and post-development flow patterns within sites and onto adjacent lands, and which identifies where minor grading is required within the Seaton Natural Heritage System as permitted in Table 3;
- (g) the restoration of the Seaton Natural Heritage System where grading has been permitted;
- (h) functional details of proposed major and minor storm drainage systems;

A Master Environmental Servicing Plan (MESP) referred to in Section 11.73 is required by the CPDP to be completed prior to or concurrent with the Neighbourhood Plans in consultation with the City of Pickering, the Regional Municipalities of Durham and York and the Toronto and Region Conservation Authority (TRCA). The MESP was undertaken by the landowners within Seaton and the recommendations were reviewed by the City and the TRCA to ensure it satisfied their requirements at an overall Seaton level. More detailed analysis is to be undertaken on a Neighbourhood basis to deal with levels of detail not possible at the overall Seaton study level.

- (i) a hydrological, hydraulic and hydrogeological study which demonstrates that negative impacts to recharge, erosion, water quantity and quality are minimized, and a detailed water balance for the watercourses, wetlands and woodlots which demonstrates that negative impacts are minimized;
- (j) a fluvial geomorphic and hydraulic study which demonstrates that crossings are of sufficient size to prevent negative impacts to natural hazards and aquatic and terrestrial systems;
- (k) a detailed stormwater management plan, which addresses the recommended study requirements of the MESP and Section 11.45;
- (l) an identification of the location and protection of where LID measures can be implemented along with specificity on the size, nature and design on the recommended LID measures following consideration of:
  - (i) LID Site Design Strategies;
  - (ii) Rainwater Harvesting;
  - (iii) Green Roofs;
  - (iv) Downspout Disconnection;
  - (v) Soakaways, Infiltration Chambers, Trenches;
  - (vi) Bioretention;
  - (vii) Vegetated Filter Strips;
  - (viii) Permeable Pavement in parking areas, laneways and sidewalks;
  - (ix) Enhanced Grass Swales;
  - (x) Dry Swales;
  - (xi) Perforated Pipe Systems; and
  - (xii) Other technologies as yet identified that achieve the same purpose;
- (m) the required timing, phasing and preliminary cost estimate of infrastructure including both internal infrastructure and external infrastructure required to service the development of the Seaton Urban Area. Any interim or temporary infrastructure required prior to, or in lieu of, permanent infrastructure shall also be identified;
- (n) site specific inventory of the locations of all new infrastructure to confirm that there are no species at risk identified under the *Ontario Endangered Species Act (2007)*;
- (o) a fisheries habitat assessment for any watercourse crossing to determine whether any fish habitat will be subject to harmful alteration, disruption or destruction and if so providing details of the compensation plan to provide a net gain to the productive capacity of the fish habitat as determined by Fisheries and Oceans Canada or its designate under the *Federal Fisheries Act*;
- (p) an overall erosion sediment and topsoil management control strategy which addresses the required timing and phasing of site stripping, and grading within and between neighbourhoods except for Regional Infrastructure, in order to minimize collective site disturbance and to avoid construction sediments entering the watercourses to the extent practical prior to any stripping taking place;
- (q) pre, during and post-construction watershed and site specific level monitoring requirements and costs as generally outlined in the MESP; and
- (r) other matters may be recommended by City Council that are consistent with the Central Pickering Development Plan (CPDP) and the MESP.

## City Policy

### Infrastructure Staging

#### 11.74 City Council shall:

- (a) require that a “Staged Servicing and Implementation Strategy” be prepared by the landowners to the satisfaction of the City and Region for the entirety of the Seaton Urban Area which provides a description of the anticipated timing, sequencing and costs of the delivery of major infrastructure and services including but not limited to:
  - (i) trunk water and sanitary services;
  - (ii) collector and arterial roads internal to the Seaton Urban Area;
  - (iii) road linkages external to the Seaton Urban Area, including road linkages internal and external to Durham Region;
  - (iv) interchanges with Highway 407 ETR;
  - (v) transit;
  - (vi) the Seaton Trail network;
  - (vii) fire, EMS and police stations, recreational centres, libraries and community parks;
  - (viii) hydro;
  - (ix) all infrastructure necessary to make lands available for employment uses for the first phase of the Prestige Employment designation as per Section 11.34; and
  - (x) the infrastructure necessary to service the remaining lands designated Prestige Employment concurrent with remaining residential development;
- (b) require the completion of a future transportation planning study to determine the need and, if warranted, the extent and timing of additional transportation improvements referenced in (a)(ii), (a)(iii) and (a)(iv) above that may be required to support development beyond the first phase of development as defined in the Staged Servicing and Implementation Strategy (not to exceed residential development equal to 9,800 single detached equivalent units), such transportation planning study to be undertaken by the landowners in consultation with the City of Pickering, Region of Durham, Region of York and the City of Toronto and completed prior to development (i.e., building permit issuance) proceeding beyond such first phase of development;
- (c) if the Whitevale Road By-pass bridge crossing of Duffins Creek is delayed, require the infrastructure staging plan to identify how traffic will be directed to restrict traffic flow through the Whitevale Hamlet;
- (d) set out appropriate conditions of draft plan approval to implement the Staged Servicing and Implementation Strategy including:
  - (i) identification of the services necessary to service that draft plan;
  - (ii) “No Presales Agreements” with the Owners of Draft Plans in order to ensure that housing sales do not outpace the timing of delivery of the major infrastructure components; and
  - (iii) the use of (H) Holding provisions in the implementing Zoning By-laws to require, prior to development (i.e., building permit issuance) proceeding beyond the first phase of development as defined in the Staged Servicing and Implementation Strategy, that the City of Pickering and the Region of Durham, in consultation with the Region of York, be satisfied with respect to:

- A. the completion of the transportation planning study described in Section 11.74 (b) and implementation of transportation improvements recommended by the study that are required to support such development, if any; and**
- B. the implementation of the trunk water and sanitary services that are required to support such development;**

**provided that such (H) Holding symbol shall not apply to the first phase of development referenced in Section 11.74(b), and in the event a dispute arises regarding this policy or the scope of the transportation planning study referenced in Section 11.74(b), the matter will be adjudicated by the Ontario Municipal Board, if necessary;**

- (e) recognize that, in order to make the funding of the major infrastructure components feasible, it is necessary to provide Draft Plan Approval to all of the residential development;**
- (f) require that the phasing of development in the neighbourhoods occurs in a logical progression along transit corridors, and which allows for the efficient provision of schools, parks and other services where possible;**
- (g) require that the phasing of development in the neighbourhoods delivers an interconnected road network, including the early construction of the arterial and collector roads, to accommodate transit; and**
- (h) as per Section 11.34(a) require the Staged Servicing and Implementation Strategy to provide for the extension of Regional spine services required to facilitate the development of 80 hectares of employment lands between Sideline 26/Whites Road and Sideline 22.**



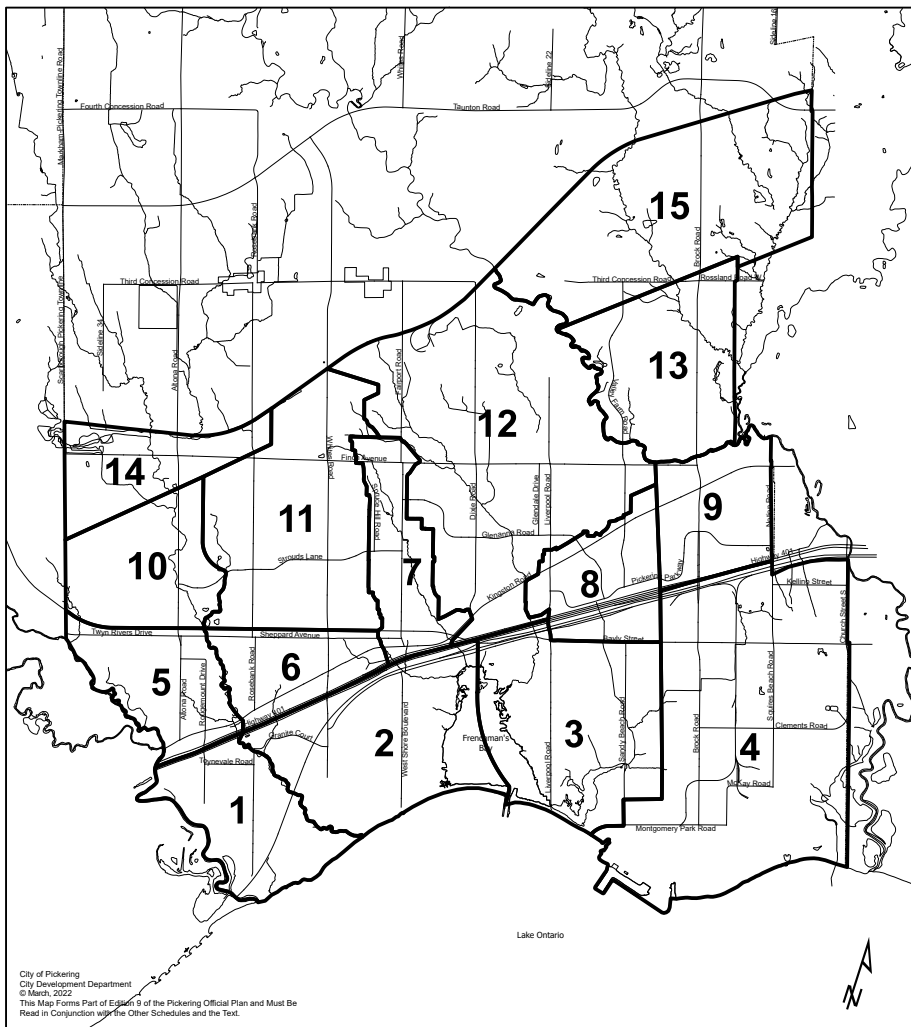
# **Part 3: Neighbourhoods and Settlements**

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# Chapter 12 - Urban Neighbourhoods

The information contained in this chapter is supplementary to the land use information provided in Chapter 3 of this Plan. It provides detailed neighbourhood policies for each of the City’s urban neighbourhoods. Additional neighbourhood policies may be added as required, by amendment to this Plan.

For planning purposes, the South Pickering Urban Area is divided into 15 neighbourhoods. Each neighbourhood is described in terms of its boundaries, overall characteristics, and land use mix. As well, neighbourhood population forecasts are provided to the year 2016. Maps 11 to 25 illustrate the boundaries of neighbourhoods, as well as other information as described in the next section.



- Urban Neighbourhoods**
1. Rosebank
  2. West Shore
  3. Bay Ridges
  4. Brock Industrial
  5. Rougemount
  6. Woodlands
  7. Dunbarton
  8. City Centre
  9. Village East
  10. Highbush
  11. Amberlea
  12. Liverpool
  13. Brock Ridge
  14. Rouge Park
  15. Duffin Heights
  16. Lamoreaux
  17. Brock-Taunton
  18. Mount Pleasant
  19. Wilson Meadows
  20. Thompson’s Corner
  21. Pickering Innovation Corridor

Map 3-B (Chapter 2) illustrates Urban Neighbourhoods 16 - 21 in the Seaton Urban Area

## General Information

The maps contained in this Chapter:

- indicate neighbourhood boundaries
- indicate the general location of existing and proposed community facilities such as schools, parks, libraries, community centres, cemeteries and places of worship
- indicate the location of existing public roads and new public road connections (“through-roads” are shown; “dead ends” and “cul-de-sacs” are not)
- indicate the general location and extent of Detailed Review Areas, which are areas that have been identified as priorities for the preparation of detailed land use, transportation, design or other development guidelines; these areas include Mixed Use Areas, Regional Nodes, Mixed Employment Areas, and Marina Areas, as shown on Schedule I, as well as other lands requiring detailed development guidelines
- indicate those lands for which detailed land use, transportation, design and/or other development guidelines have been adopted

### City Policy

Preparation of Urban Neighbourhood Plans

#### 12.1 In preparing urban neighbourhood plans, City Council shall:

- (a) involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals;
- (b) identify the general location and extent of Detailed Review Areas for which development guidelines may be adopted (see Section 12.2);
- (c) identify the general location and extent of lands for which development guidelines have been adopted;
- (d) indicate the location of new public road connections, where known, and endeavour to ensure the construction of such road connections;
- (e) indicate the location of new community facilities, where known, and endeavour to ensure the construction of such facilities;
- (f) include other site, area, or neighbourhood specific policies that may be warranted; and
- (g) incorporate new urban neighbourhood plans into this Plan by amendment.

### City Policy

Development Guidelines

#### 12.2 City Council:

- (a) may adopt development guidelines for any Detailed Review Area, or part of an Area, identified on a neighbourhood map;
- (b) may, in undertaking a detailed review, examine the specific land use mix and arrangement, the scale and intensity of use, the transportation network, community design requirements, environmental considerations, servicing arrangements, stormwater management, and any other matter Council deems necessary;

- (c) shall, in undertaking a review, require appropriate public and agency participation considering the scale and location of the Detailed Review Area;
- (d) shall endeavour to complete detailed reviews for all or part of a Detailed Review Area prior to approving major development within the Area;
- (e) once development guidelines for a Detailed Review Area are adopted, shall ensure that any development proposal complies with the adopted guidelines (adopted guidelines are included in the Compendium Document to this Plan); and
- (f) following the adoption of the development guidelines for a Detailed Review Area, may incorporate necessary provisions in the Zoning By-law for that Area, and shall amend this Plan if necessary, to implement the development guidelines.

The Detailed Reviews help bridge the gap between official plan policy and zoning by-laws.

The Council-adopted Development Guidelines assist Council in the review of development proposals and the preparation of zoning by-laws.

# Neighbourhood 1: Rosebank

## Description

- Is bounded by the Rouge River, Highway 401, Petticoat Creek, and Lake Ontario.
- Includes a portion of the Rouge National Urban Park, and most of the Petticoat Creek Conservation Area within its boundaries.
- Iroquois village existed near the mouth of the Rouge River.
- Initial housing development occurred between 1900 and 1940; more recent subdivision activity began in the 1970s.
- Consists of primarily detached dwellings on large lots; also includes an elementary school, neighbourhood park and seniors' apartments (on Rodd Avenue); does not contain any neighbourhood shopping facilities.
- Has environmentally sensitive areas associated with the Rouge River, Petticoat Creek and the Lake Ontario Waterfront.
- Is traversed from southwest to northeast by the C.N. rail line (along which GO Rail Transit service runs).
- Has two Detailed Review Areas within its boundary: (i) residential lands north and west of the C.N. rail line; and (ii) lands in the Rodd Avenue - Bella Vista Drive area.
- City Council has adopted development guidelines as follows:
  - \* The "Rosebank Neighbourhood Development Guidelines" (for lands north and west of the C.N. rail line).

**Neighbourhood  
Population Projection**

<b>Rosebank</b>	
1996 Population	2,400
Projected Growth	1,000
Percent Increase	41.6
2016 Population	3,400

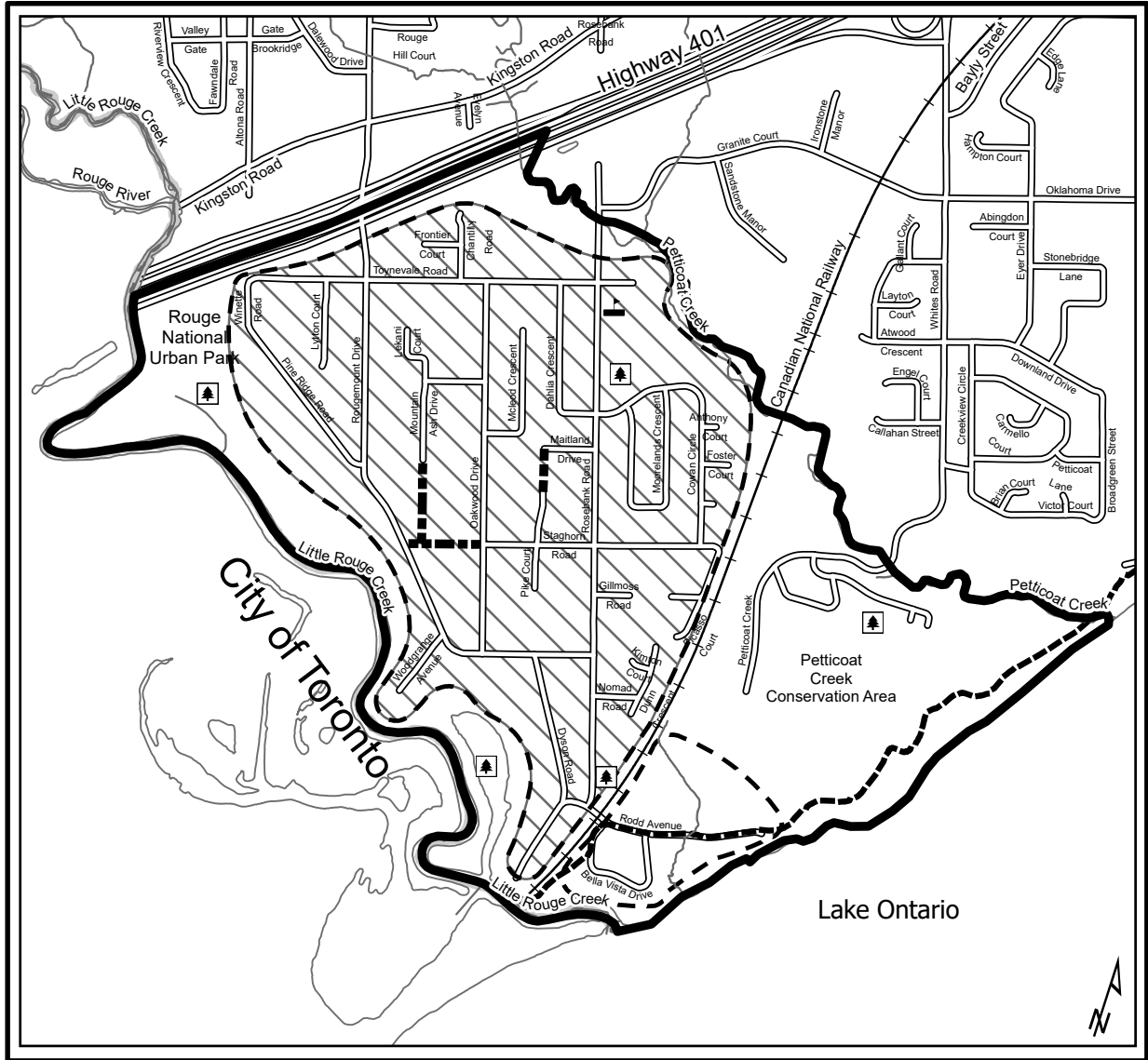
## City Policy

### Rosebank Neighbourhood Policies

#### 12.3 City Council shall:

- in the established residential areas along Bella Vista Drive, Dyson Road, Pine Ridge Road, Rodd Avenue, Rosebank Road, Rougemount Drive, Toynevale Road and Woodgrange Avenue, encourage and where possible require new development to be compatible with the character of existing development;**
- restrict lands west of Rosebank Road and lands along Rodd Avenue to the development and infilling of single detached dwellings, and despite Table 9 of Chapter 3, establish a maximum residential density for these lands of 17 units per net hectare;**
- despite 12.3(a), permit the convalescent home on the north side of Rodd Avenue;**
- for developments east of Rosebank Road and west of the C.N. rail line, permit a maximum of approximately 50 percent of the lots proposed for residential development to be used for semi-detached dwellings and require the remaining lots proposed to be used for single detached dwellings;**

# Map 11: Neighbourhood 1: Rosebank



## Legend Symbols

- New Road Connections (Proposed)
- - - - Detailed Review Area
- ▨ Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- ▭ Neighbourhood Boundary
- Waterfront Trail
- 🏫 Public Elementary School
- 🌲 Park

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 City Development Department  
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- (e) establish another neighbourhood park in an appropriate location to serve development generally west of Rosebank Road;
- (f) prohibit vehicular access from the neighbourhood to the Petticoat Creek Conservation Area, and discourage vehicular parking within the neighbourhood for users of the Petticoat Creek Conservation Area;
- (g) encourage the use and operation of the Lake Ontario Waterfront Trail in a manner sensitive to the interests of the neighbouring residents, and provide local trail connections with the Waterfront Trail in appropriate locations;
- (h) encourage the conservation authority and other interest groups to enhance the vegetative linkages between Petticoat Creek Conservation Area and the Rouge National Urban Park; and
- (i) require new development to have regard for the Rouge National Urban Park Management Plan.



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## Neighbourhood 2: West Shore

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### Description

- Is bounded by Petticoat Creek, Highway 401, the mid-line of Frenchman's Bay, and Lake Ontario.
- Includes the northern portion of the Petticoat Creek Conservation Area, and a conservation area south of Sunrise Avenue (Rotary Frenchman's Bay West Park).
- Iroquois village may have existed on Frenchman's Bay.
- Initial housing development occurred between 1900 and 1940; more recent subdivision activity began in the 1960s.
- Consists of a mix of detached, semi-detached and townhouse dwellings; also includes three elementary schools, four neighbourhood parks, two places of worship, a community centre, and a yacht club.
- Has a prestige employment area located adjacent to Highway 401, west of Whites Road and north of the C.N. rail line (along which GO Rail Transit service runs).
- Has neighbourhood shopping located on Oklahoma Drive near Whites Road, on Bayly Street at West Shore, and on Marksbury Road.
- Has environmentally sensitive areas associated with Petticoat Creek, Frenchman's Bay and the Lake Ontario Waterfront.
- Has two Detailed Review Areas identified within its boundary: (i) lands on the north side of Granite Court and Oklahoma Drive, at Whites Road; and (ii) lands and waters in and around Rotary Frenchman's Bay West Park.

### Neighbourhood Population Projection

West Shore	
1996 Population	7,400
Projected Growth	200
Percent Increase	2.7
2016 Population	7,600

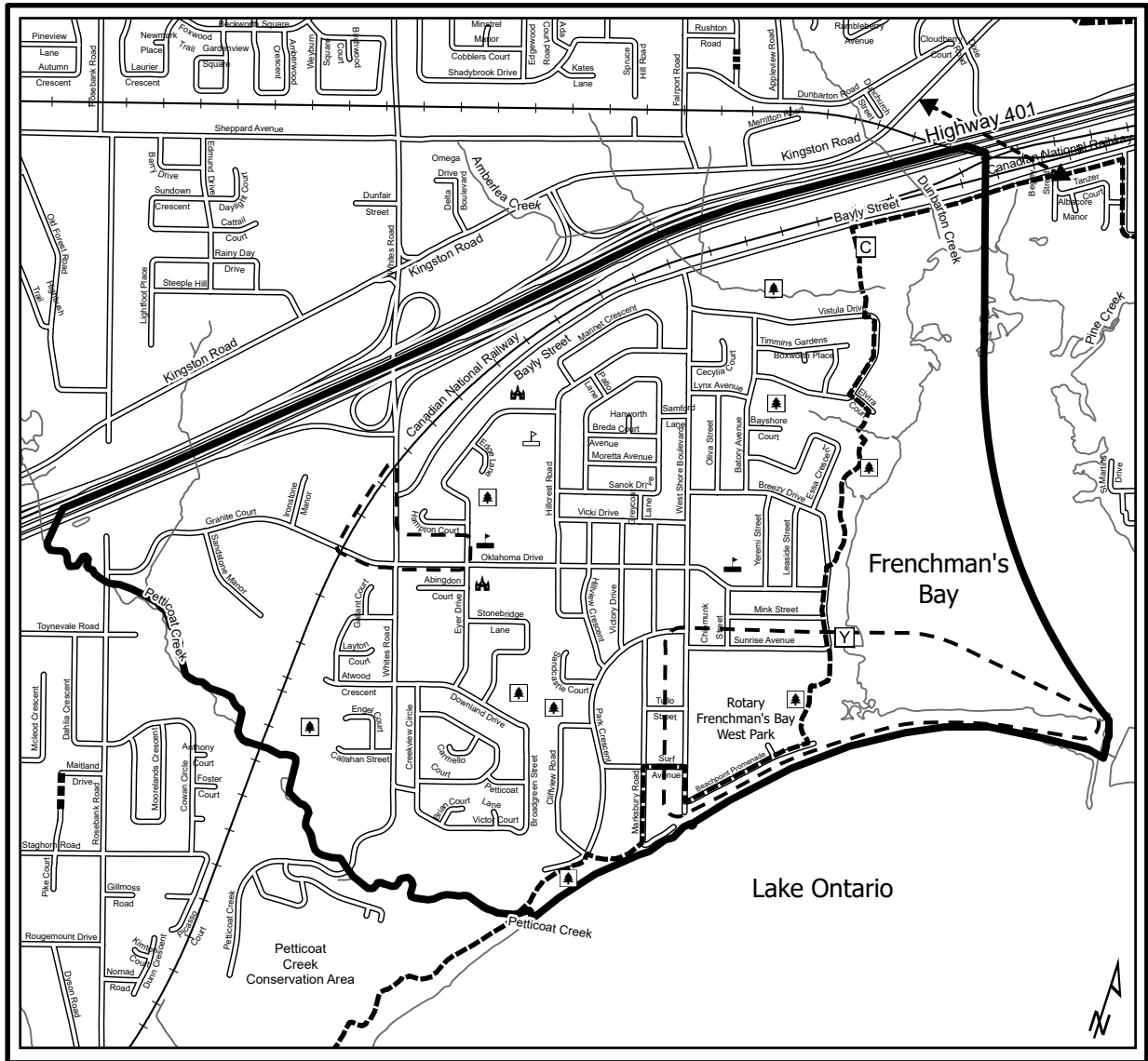
### City Policy

#### West Shore Neighbourhood Policies

#### 12.4 City Council shall:

- (a) encourage the Toronto and Region Conservation Authority to ensure that the design and operation of the proposed Frenchman's Bay West Park respects the interests of neighbourhood residents;
- (b) in cooperation with the Toronto and Region Conservation Authority, promote the location and design of vehicular access routes to the Frenchman's Bay West Park to have as minimal impact as possible on residents, and to appropriately sign the access routes;
- (c) on the western half of Frenchman's Bay, permit boat anchorage but prohibit boat docking, except in association with the Frenchman's Bay Yacht Club; and
- (d) encourage the use and operation of the Lake Ontario Waterfront Trail in a manner sensitive to the interests of the neighbouring residents, and provide local trail connections with the Waterfront Trail in appropriate locations.

# Map 12: Neighbourhood 2: West Shore



## Legend Symbols

- New Road Connections (Proposed)
- - - - Detailed Review Area
- ←-→ Pedestrian/Bicycle Connection (Proposed)
- ▭ Neighbourhood Boundary
- Waterfront Trail
- ⛪ Place Of Worship
- 🏫 Public Elementary School
- 🏫 Separate Elementary School
- Ⓢ Community Centre
- 🌲 Park
- Ⓨ Yacht Club

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 Read in Conjunction with the Other Schedules and the Text.

# Neighbourhood 3: Bay Ridges

## Description

- Is bounded by the mid-line of Frenchman’s Bay, Highway 401 west of Liverpool Road, Bayly Street east of Liverpool Road, the hydro transmission corridor, and Lake Ontario.
- Includes significant parkland adjacent to Lake Ontario and at the south end of Sandy Beach Road.
- Consists of a mix of 1960s (and later) detached, semi-detached, townhouse and apartment dwellings; older village development near the Bay from early 1900s; also includes three elementary schools, four neighbourhood parks, three places of worship, a community/seniors’ centre, a lawn bowling facility, a library, and marinas.
- Has neighbourhood and community shopping located on Bayly Street west of Liverpool Road; neighbourhood shopping on Krosno Boulevard near Liverpool Road, and on Bayly Street at Sandy Beach Road.
- Has general and prestige employment areas located south of Bayly Street, east of Sandy Beach Road.
- Has environmentally sensitive areas associated with Frenchman’s Bay and the Lake Ontario waterfront.
- Has three Detailed Review Areas within its boundary: (i) lands and water surrounding the existing marinas; (ii) the lands around Liverpool Road, Old Orchard Road and Krosno Boulevard; and (iii) lands around the Bay Ridges Plaza, west of Liverpool Road.
- City Council has adopted development guidelines as follows:
  - \* The “Liverpool Road Waterfront Node Development Guidelines” (for lands surrounding the existing marinas).
  - \* The “Bay Ridges Plaza Redevelopment Guidelines”.

### Neighbourhood Population Projection

Bay Ridges	
1996 Population	7,800
Projected Growth	1,700
Percent Increase	21.8
2016 Population	9,500

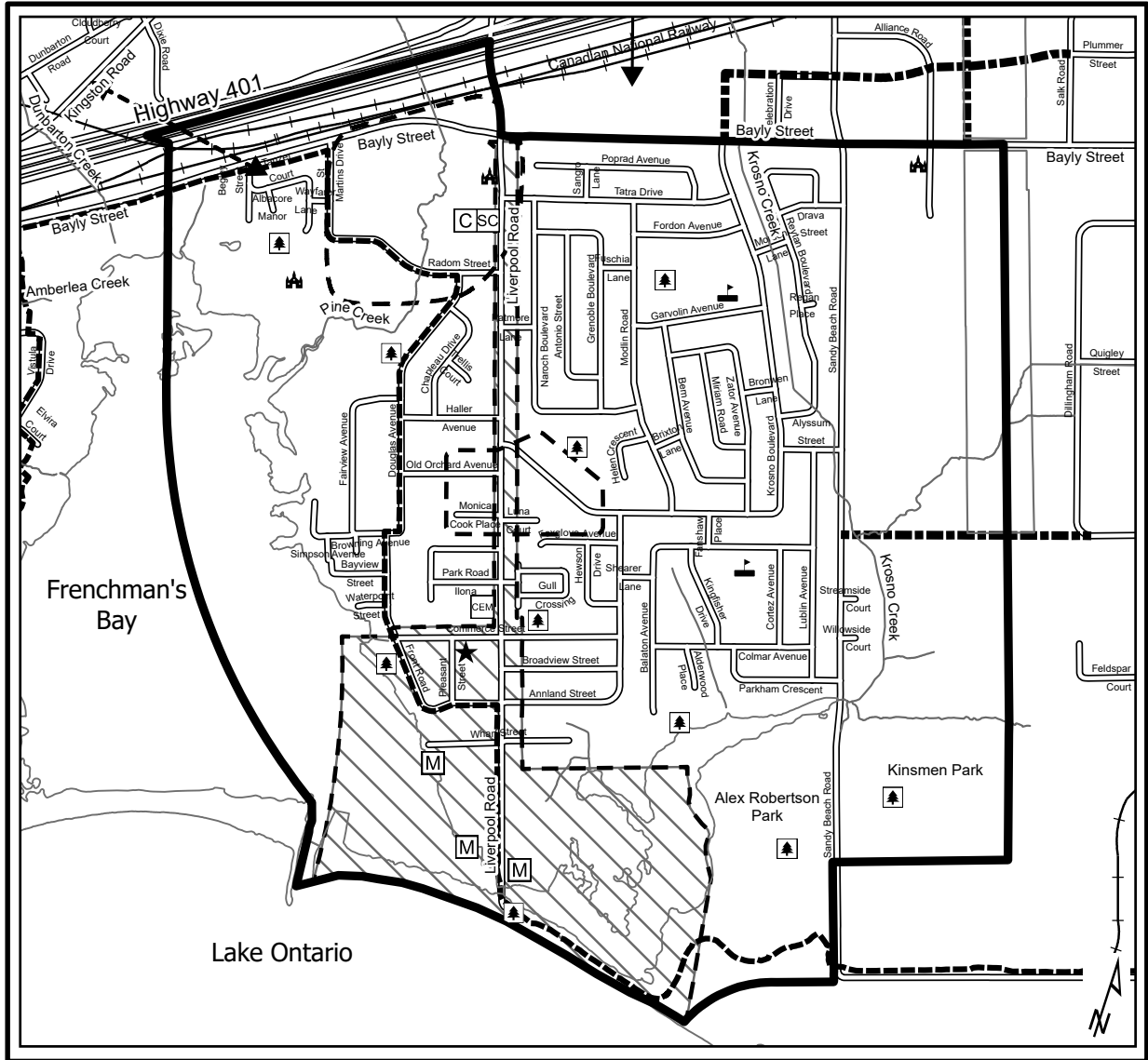
## City Policy

### Bay Ridges Neighbourhood Policies

#### 12.5 City Council shall:

- (a) recognize that the area generally situated from Commerce Street stretching south to the Lake Ontario shoreline, on either side of Liverpool Road, exhibits a unique mix of built and natural attributes that establishes the area as the ‘Liverpool Road Waterfront Node’;
- (b) promote the Waterfront Node as a boating, tourism and recreational area;
- (c) require that future development within the Waterfront Node capitalize upon these unique attributes, which include Frenchman’s Bay, Lake Ontario, the Hydro Marsh, City parks, Millennium Square, marine activities, and the historic Village of Fairport;

# Map 13: Neighbourhood 3: Bay Ridges



## Legend Symbols

- New Road Connections (Proposed)
- - - - Detailed Review Area
- ▨ Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- ↔ Pedestrian/Bicycle Connection (Existing)
- ↔-- Pedestrian/Bicycle Connection (Proposed)
- ▭ Neighbourhood Boundary
- - - Waterfront Trail
- ⛪ Place Of Worship
- 🏫 Public Elementary School
- Ⓢ Community Centre
- 🌲 Park
- ⓈC Senior's Centre
- ⓈCEM Cemetery
- ★ Historic Village
- Ⓜ Marina

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- (d) for lands within the Waterfront Node, require building forms and public space to be of high quality design with a Great Lakes Nautical Village theme as detailed in the Council-adopted Liverpool Road Waterfront Node Development Guidelines, to create a vibrant pedestrian environment;
- (e) for lands within the Waterfront Node, further identify, as Marina Mixed Use Area, those lands that:
- (i) constitute the primary marina precinct within the Waterfront Node;
  - (ii) are located as follows: the northern two-thirds of the former 'Coolwater Farms' property, extending west across Liverpool Road to Frenchman's Bay, and stretching north to Annland Street excluding the Liverpool Road frontage; and
  - (iii) are illustrated for reference on the Tertiary Plan contained within the Council-adopted Liverpool Road Waterfront Node Development Guidelines;
- (f) for lands identified as the Marina Mixed Use Area, and despite Table 3 of Chapter 3:
- (i) restrict the variety of permissible uses to those that strengthen and complement the existing working marinas and cater to the Pickering community and boating public, as follows: marinas, yacht clubs, and mooring facilities; marina supportive uses; restaurants; limited retail and office uses; and those uses permissible in Open Space System – Natural Areas and Active Recreational Areas;
  - (ii) further identify a sub-area of land located south of Wharf Street, 31 metres from the edge of Frenchman's Bay, wherein despite (i) above, residential uses, up to a maximum density of 55 units per net hectare, are permitted provided that:
    - a functional marina operation can be maintained on the remaining lands;
    - a publicly-accessible space to the water's edge of Frenchman's Bay is provided; and
    - other applicable policies of the Plan are complied with;
- (g) for lands within the Waterfront Node, further identify, as the Liverpool Road Corridor, those lands that:
- (i) represent a tourism and service commercial use area to complement the marina and recreational uses;
  - (ii) are located on the east side of Liverpool Road on the former 'Hilts' lands, and extending west across Liverpool Road to a depth of approximately 30 metres west of Liverpool Road, and stretching north to Annland Street; and
  - (iii) are illustrated for reference on the Tertiary Plan contained within the Council-adopted Liverpool Road Waterfront Node Development Guidelines;

- (h) for lands identified as the Liverpool Road Corridor, and despite Table 3 of Chapter 3:
- (i) restrict the permissible uses to retailing of goods and services, restaurants, offices, and community, cultural and recreational uses, to serve the tourist, recreational, boating and other community needs;
  - (ii) further permit, despite (i) above, the establishment of residential uses, up to a maximum density of 55 units per net hectare, subject to conditions; accordingly, City Council, in considering rezoning applications for residential development for lands in the Liverpool Road Corridor, shall be satisfied that:
    - (A) a significant public benefit is achieved through the design and construction of the dwellings to allow the ground floors facing the street to be easily converted to accommodate a range of uses including the retailing of good and services, and offices by incorporating the Ontario Building Code construction requirements applicable to commercial uses, including:
      - roughed-in washroom facilities that meet barrier-free standards for the commercial component;
      - provisions for a fire alarm system, if the building is four storeys including basement;
      - one hour fire separation between residential and commercial occupancy;
      - 100 psf live load floor design for commercial use;
      - provision for separate mechanical systems to service the ground floor;
      - separate exits to the exterior for each use;
      - provisions for emergency lighting in an enclosed exit;
      - in addition, other elements to be incorporated in the design of the ground floor of conversion units include higher ceilings, kitchen and dining facilities on the second or third floor, doors generally at grade access, and window/door openings that would make the buildings more readily adaptable to future commercial uses; and
      - other applicable polices of the Plan are complied with;
    - (B) despite Section 12.5 (h)(ii)(A), only eight dwellings fronting on the west side of Liverpool Road, south of Wharf Street, shall be required to be conversion units and shall be required to incorporate the conversion features outlined above;
- (i) for lands within the Waterfront Node, further identify, as the Public Use/Parking and Boat Storage Area, those lands that:
- (i) are intended for public uses, parking and boat storage areas;
  - (ii) are located east of Liverpool Road but west of the Hydro Marsh, including the City-owned parking lot, and extending east to the edge of the Hydro Marsh, stretching north to include the Durham Region Sewage Pumping Station, and lands behind the former 'Hilts' property; and

- (iii) are illustrated for reference on the Tertiary Plan contained within the Council-adopted Liverpool Road Waterfront Node Development Guidelines;
- (j) for lands identified as the Public Use/Parking and Boat Storage Area, and despite Table 3 of Chapter 3:
  - (i) permit conservation, environmental protection, restoration, education, and passive recreation uses; and
  - (ii) also permit parking and boat storage on the southern third of the former 'Coolwater Farms' property, and the lands behind the former 'Hilts' property, in consultation with the Toronto and Region Conservation Authority;
- (k) prohibit boat storage within 3.0 metres of Liverpool Road except for boat display and sales;
- (l) require new buildings along Liverpool Road south of Wharf Street to have a minimum building height of two storeys and to reflect the Great Lakes Nautical Village theme by incorporating design details such as balconies, decks, front porches, wider doorways, street level access, awnings and window boxes;
- (m) through the use of the holding provisions of the *Planning Act*, require where necessary, proponents to enter into agreements with the City, Region and other agencies as appropriate;
- (n) with respect to the provision of parking within the Waterfront Node, consider:
  - (i) permitting landowners to enter into long-term agreements with other landowners respecting the provision of required parking;
  - (ii) accepting cash-in-lieu for required parking where appropriate and having considered the adequacy of alternate parking supply; and
  - (iii) securing lands for public parking to serve the area;
- (o) encourage opportunities to rejuvenate the historic Village of Fairport as a "lakefront village", and to this end, shall consider site specific rezoning applications to permit in conjunction with the residential use, activities such as tea rooms, craft shops, art studios, and professional offices, provided that:
  - (i) the scale of the proposed use is compatible with surrounding uses;
  - (ii) appropriate off-street parking is available either on the lot or in nearby public parking areas;
  - (iii) the exterior of the home retains its residential character;
  - (iv) signage is discretely accommodated; and
  - (v) any other matters identified by Council are addressed appropriately;
- (p) when considering proposals for bay-fill, ensure the proposal does not adversely affect the aquatic environment, is limited in scale, improves environmental conditions of Frenchman's Bay and its shoreline, and is supported by an environmental report addressing the requirements of Section 15 of this Plan and any other requirements of public review agencies;



- (q) through the review of development proposals and in consultation with landowners and surrounding residents, endeavour to provide publicly accessible spaces, adjacent to the water's edge, where feasible and appropriate;**
- (r) encourage the use and operation of the Lake Ontario Waterfront Trail in a manner sensitive to the interests of the neighbouring residents, and provide local trail connections with the Waterfront Trail in appropriate locations; and**
- (s) for lands on the south side of Bayly Street between St. Martins Drive and Pine Creek designated Mixed Use Areas – Mixed Corridors, despite Table 6 of Chapter 3, establish maximum and minimum net residential density of over 140 and up to and including 225 units per hectare and a maximum floor index of up to and including 2.6 FSI.**

## Neighbourhood 4: Brock Industrial

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### Description

- Is bounded by the hydro transmission corridor, Highway 401, the Ajax-Pickering boundary, and the Lake Ontario shoreline.
- Iroquois village existed near the mouth of the Duffins Creek.
- Industrial development commenced in the 1960s, coincident with the construction of the Pickering Generating Station.
- Future conservation area to be established on Lake Ontario at the mouth of Duffins Creek where a pedestrian-cycling bridge over the Creek opened in 1996.
- Has a mix of retail, personal service, warehousing, trucking and manufacturing uses; also includes a fire station, an arena and some detached dwellings; neighbourhood and community shopping located primarily around the intersection of Brock Road and Bayly Street.
- Has environmentally sensitive areas associated with Duffins Creek, the Lake Ontario waterfront, and wetlands on Bayly Street west of Squires Beach Road.
- Has two Detailed Review Areas within its boundary: (i) lands around the intersection of Brock Road and Bayly Street; and (ii) lands along Bayly Street east of the C.N. rail spur line.

### Neighbourhood Population Projection

Brock Industrial	
1996 Population	150
Projected Growth	n/a
Percent Increase	n/a
2016 Population	100

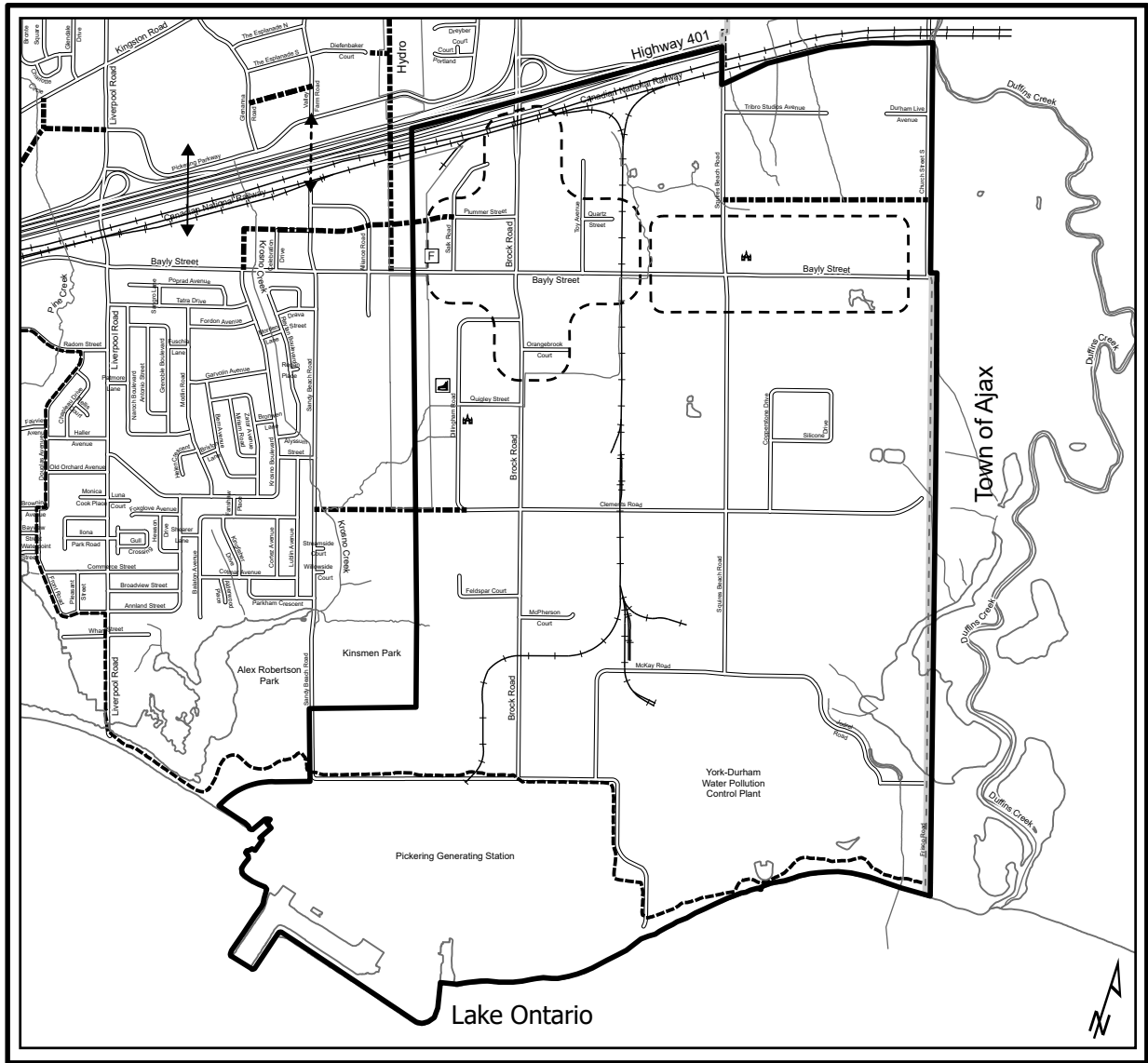
### City Policy

#### Brock Industrial Neighbourhood Policies

#### 12.6 City Council shall:

- (a) facilitate vehicular traffic movement through the neighbourhood through the following:
  - (i) the extension of Squires Beach Road over Highway 401 to connect with Notion Road;
  - (ii) the extension of Clements Road westerly to Sandy Beach Road, and easterly to the Church Street road allowance; and
  - (iii) the extension of Church Street southerly to the Clements Road extension;
- (b) give consideration to providing a municipal boat launch on Lake Ontario either at the foot of Montgomery Park Road, or in the future conservation area at the mouth of Duffins Creek;
- (c) encourage the use and operation of the Lake Ontario Waterfront Trail in a manner sensitive to the interests of the neighbouring properties, and provide local trail connections with the Waterfront Trail in appropriate locations; and
- (d) ensure that the proposed new road intersection with Church Street, north of Bayly Street, is provided to the satisfaction of the Region.

# Map 14: Neighbourhood 4: Brock Industrial



## Legend Symbols

- New Road Connections (Proposed)
- - - - Detailed Review Area
- ↔ Pedestrian/Bicycle Connection (Existing)
- ↔ Pedestrian/Bicycle Connection (Proposed)
- ▭ Neighbourhood Boundary
- Waterfront Trail
- ⛪ Place Of Worship
- F Fire Station
- ⚡ Arena

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# Neighbourhood 5: Rougemount

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## Description

- Is bounded by the Rouge River, the C.N. rail line, Petticoat Creek, and Highway 401.
- Includes a portion of the Rouge National Urban Park within its boundaries.
- Area around Rougemount Drive originally settled between 1900 and 1940; more recent subdivision activity occurred after 1970, particularly on the west side of Altona Road; apartments and townhouses were built along the north side of Kingston Road in the 1990s.
- Consists of primarily detached dwellings on large lots; also includes two elementary schools, a neighbourhood park, two places of worship and a library.
- Has neighbourhood and community shopping located along Kingston Road.
- Has environmentally sensitive areas associated with the Rouge River and Petticoat Creek.
- Has one Detailed Review Area within its boundary: lands along Kingston Road between the Rouge River and Petticoat Creek.
- City Council has adopted “Kingston Road Corridor Development Guidelines”, which guidelines apply to the Kingston Road Corridor through this Neighbourhood.

### Neighbourhood Population Projection

Rougemount	
1996 Population	2,700
Projected Growth	700
Percent Increase	25.9
2016 Population	3,400

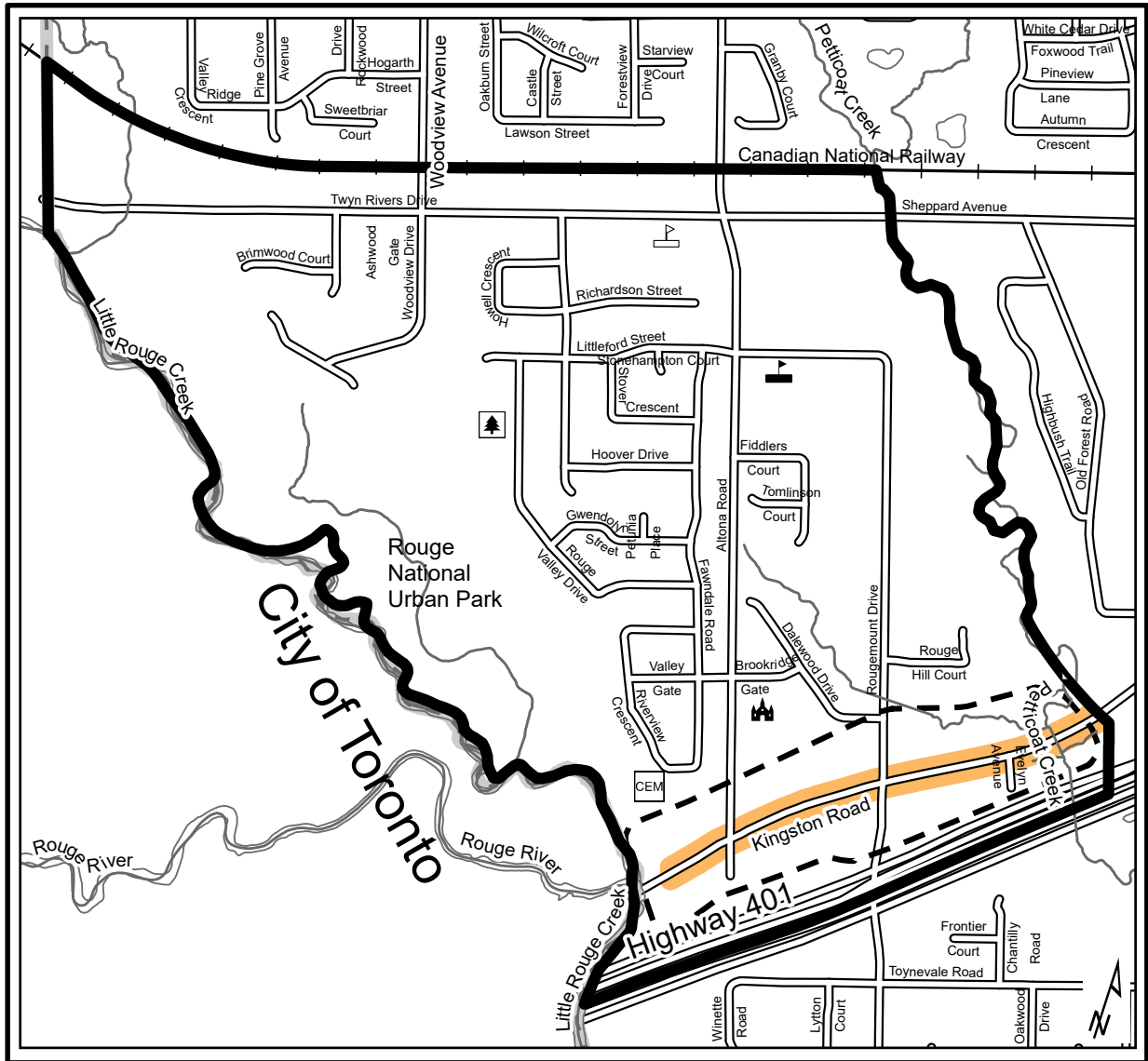
## City Policy

### Rougemount Neighbourhood Policies

#### 12.7 City Council shall:

- (a) in the established residential areas along Woodview Drive, Twyn Rivers Drive, Sheppard Avenue and Rougemount Drive, encourage and where possible require new development to be compatible with the character of existing development;
- (b) accommodate future improvements to Sheppard Avenue and Twyn Rivers Drive within the existing 20 metre road allowance, except at intersections, where additional road allowance width may be needed to provide vehicular turning lanes;
- (c) despite Table 6 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located on the north side of Kingston Road that are designated Mixed Use Areas and abut lands developed as low density development;
- (d) require new development to have regard for the Rouge National Urban Park Management Plan;
- (e) ensure that the proposed new road intersection at Altona Road and Rougemount Drive is provided to the satisfaction of the Region; and
- (f) despite Table 6 of Chapter 3 - Land Use, permit a maximum of 22 residential units on the lands located at the southwest corner of Altona Road and Twyn Rivers Drive that are designated Urban Residential Areas - Medium Density Areas.

# Map 15: Neighbourhood 5: Rougemount



## Legend Symbols

- Detailed Review Area
- Kingston Road Corridor Development Guidelines (Refer to Compendium Document)
- Neighbourhood Boundary
- Place Of Worship
- Public Elementary School
- Separate Elementary School
- Park
- Cemetery

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# Neighbourhood 6: Woodlands

---

## Description

- Is bounded by Petticoat Creek, the C.N. rail line, an open space area associated with the Amberlea Farms Watercourse east of the Highway 401 ramps to Kingston Road, and Highway 401.
- Old Forest Road, Highbush Trail and Rosebank Road originally settled between 1900 and 1940; more recent subdivision activity occurred east of Rosebank Road in the 1980s; an apartment building was constructed at the northeast corner of Whites Road and Kingston Road in the 1990s.
- Consists of primarily detached dwellings on large lots; also includes a secondary school, an elementary school, a seniors/community centre; two neighbourhood parks, two places of worship, and a firehall.
- Has neighbourhood and community shopping located along Kingston Road; and a medical centre at Sheppard Avenue and Whites Road.
- Has environmentally sensitive areas associated with Petticoat Creek.
- Has one Detailed Review Area within its boundary: lands along Kingston Road and Whites Road, extending to Sheppard Avenue.
- City Council has adopted development guidelines as follows:
  - \* The “Northeast Quadrant Development Guidelines” (for the lands generally located between Kingston Road and Sheppard Avenue, east of Whites Road, and for the lands located at the southwest corner of Dunfair Street and Whites Road).
- City Council has adopted “Kingston Road Corridor Development Guidelines”, which guidelines apply to the Kingston Road Corridor through this Neighbourhood.

### Neighbourhood Population Projection

Woodlands	
1996 Population	2,100
Projected Growth	1,900
Percent Increase	90.4
2016 Population	4,000

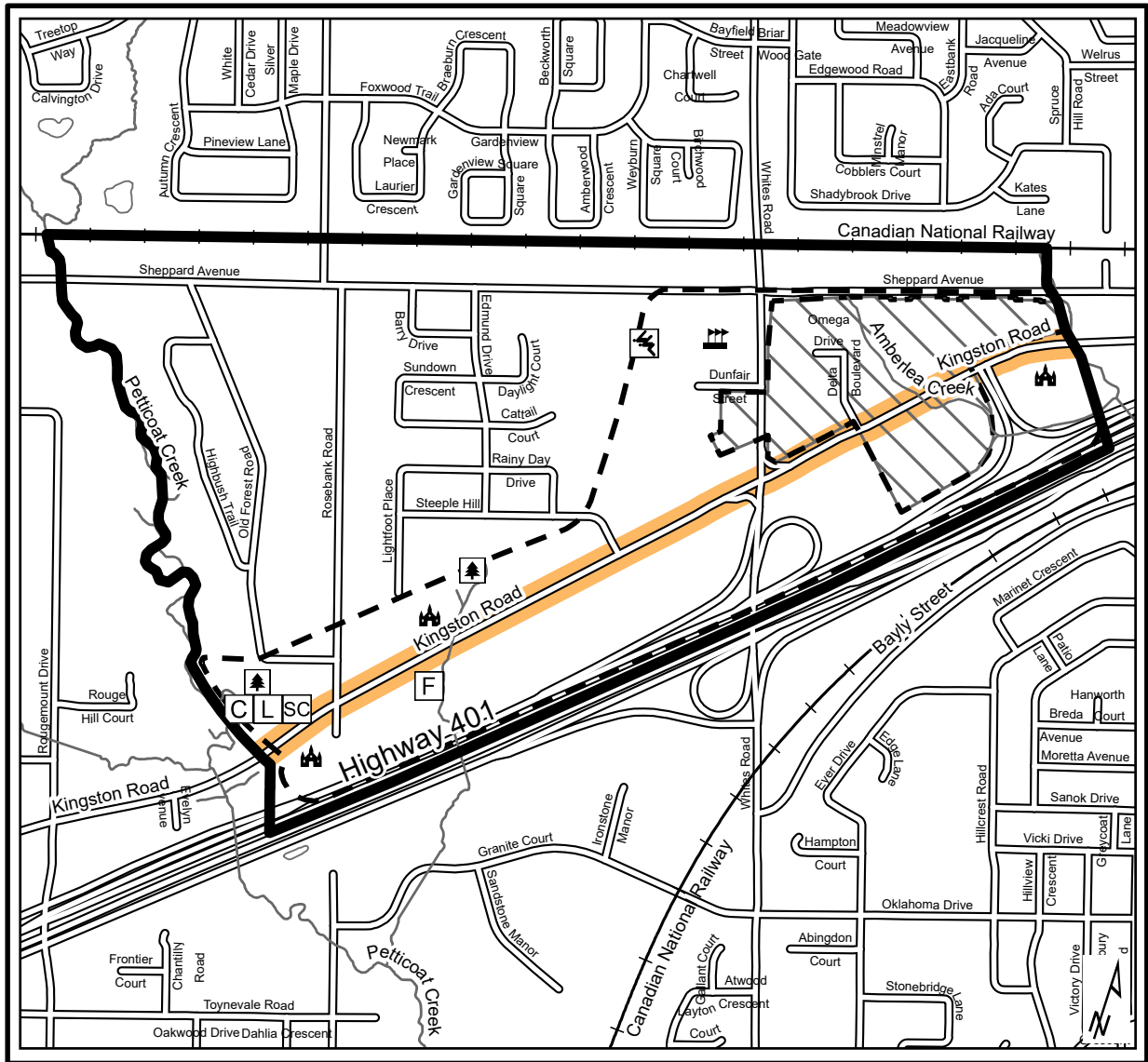
## City Policy

### Woodlands Neighbourhood Policies

#### 12.8 City Council shall:

- (a) in the established residential areas along Highbush Trail, Old Forest Road, Rosebank Road and Sheppard Avenue, encourage and where possible require new development to be compatible with the character of existing development;
- (b) encourage the introduction of uses and facilities into the neighbourhood that complement and support secondary school students and activities;
- (c) despite Table 6 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located on the north side of Kingston Road that are designated Mixed Use Areas and abut lands developed as low density development;

# Map 16: Neighbourhood 6: Woodlands



## Legend Symbols

- Detailed Review Area
- Kingston Road Corridor Development Guidelines (Refer to Compendium Document)
- Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- Place Of Worship
- Public Secondary School
- Community Centre
- Library
- Fire Station
- Park
- Swimming Pool
- Senior's Centre
- Neighbourhood Boundary

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- (d) accommodate future improvements to Sheppard Avenue and Rosebank Road within the existing 20 metre road allowance, except at intersections where additional road allowance width may be needed to provide vehicular turning lanes;
- (e) to provide direction for land use within the lands covered by the Northeast Quadrant Development Guidelines:
  - (i) further its objective of transforming Kingston Road into a “mainstreet” for Pickering by requiring the placement of buildings to provide a strong and identifiable urban edge, the construction of some multi-storey buildings, and the provision of safe and convenient pedestrian access; accordingly, for the lands designated Mixed Use Areas - Mixed Corridor, City Council shall require:
    - (A) buildings to be located close to the street edge, with the minimum specified percentage of their front walls required to be located within build-to-zones to be established in the implementing zoning by-laws for each site;
    - (B) all buildings to be a minimum of two storeys in height, and require maximum building heights to be established in the implementing zoning by-law considering compatibility matters such as yard setbacks, building orientation and massing, adequate access to sunlight and privacy for existing residential development;
    - (C) commercial development to provide second storey functional floor space, with the minimum percentage of their gross floor area to be provided in second (or higher) storeys to be established in the implementing zoning by-laws for each project;
  - (ii) require new development to establish buildings on Whites Road and Sheppard Avenue close to the street edge, with the front doors facing the street, with a specified percentage of their front walls required to be located within build-to-zones to be established in the implementing zoning by-law for this site;
  - (iii) restrict the height of the Sheppard Avenue elevation of new dwellings fronting Sheppard Avenue to a maximum of two storeys;
  - (iv) require a minimum of four functional storeys for the Whites Road elevations of new dwellings fronting Whites Road;
  - (v) recognize the existing low density development on Sheppard Avenue, and to this end, require the design of new residential or commercial development to be compatible with existing development with respect to such matters as building heights, yard setbacks, building orientation and massing, access to sunlight, and privacy;
  - (vi) despite Table 9 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located within the area governed by the Northeast Quadrant Development Guidelines that are designated Urban Residential - Medium Density, in light of their location abutting lands developed as low density development;
  - (vii) despite 12.8(e)(vi) above, and Table 9 of Chapter 3, permit residential development below the minimum residential density of 30 units per net hectare for lands on the south side of Sheppard Avenue;



- (viii) despite Table 6 of Chapter 3, establish a maximum residential density of 228 units per net hectare for lands located on the east side of Whites Road, north of Kingston Road described as Part Lots 1, 2 and 3, Registered Plan 456;
  - (ix) despite Sections 3.6(b), 3.9(b) and 16.39, and Tables 5 and 8 of Chapter 3, prohibit the development of any new gas bars, automobile service stations, or car washes for lands designated Mixed Used Area - Mixed Corridors or Urban Residential – Medium Density; and
  - (x) despite Section 12.8(e)(i)(C), the requirement for second storey functional floor space is not mandatory for existing or future vehicle dealerships and on the Hayes Line Properties Inc. lands, being Part of Lot 28, Range 3, Broke Front Concession, City of Pickering;
- (f) to provide direction for transportation matters within and around the lands covered by the Northeast Quadrant Development Guidelines:
- (i) support shared access points between properties along Kingston Road, in consultation with the Region of Durham;
  - (ii) promote the reduction of traffic speeds and improvement of pedestrian safety along Sheppard Avenue by implementing pavement markings and other measures, and considering “traffic-calming” techniques following the adoption of a City policy;
  - (iii) require vehicular access, by means of easements from Delta Boulevard to Whites Road, and from Delta Boulevard easterly across the Mixed Corridor lands located east of the ‘old’ Dunbarton School site; and
  - (iv) require pedestrian access, by means of easements or public walkways, from Delta Boulevard through the ‘old’ Dunbarton School site with connections to Sheppard Avenue and Kingston Road, where appropriate;
- (g) to provide direction for environmental and stormwater management matters respecting the Amberlea Creek tributary that flows through lands covered by the Northeast Quadrant Development Guidelines:
- (i) support the principle of piping the Amberlea Creek tributary that flows through the Northeast Quadrant lands, and recognizing the interests of landowners within the Northeast Quadrant on whose lands Amberlea Creek tributary flows to pipe that tributary, and the position of the Toronto and Region Conservation Authority to work with the City and landowners to implement a stormwater management strategy, which will ultimately result in the piping of the Amberlea Creek tributary through the Northeast Quadrant lands;
  - (ii) require any developer of lands within the Northeast Quadrant proposing to pipe or relocate the Amberlea Creek tributary to:
    - (A) submit an environmental/stormwater management report, to the satisfaction of the City and the Toronto and Region Conservation Authority, which must demonstrate how the proposal is consistent with the broader stormwater management strategy resulting in a significant net environmental benefit to the watershed;
    - (B) obtain appropriate approvals and permits from public review agencies; and

- (C) satisfy any required compensation under the *Fisheries Act*; and
- (iii) ensure that development proposals are undertaken in a manner that does not adversely impact downstream water quality and quantity through the use of on-site controls and/or financial contributions to a downstream stormwater facility if necessary; and
- (h) to provide additional direction on implementation matters for lands covered by the Northeast Quadrant Development Guidelines:
  - (i) through the use of the holding provisions of the *Planning Act*, require where necessary, proponents to enter into agreements with the City, Region and other agencies as appropriate, respecting various development related matters including but not limited to: entering into cost sharing agreements between each other where mutual shared access is necessary; providing or exchanging easements over lands where necessary; payment of study costs; and providing contributions to the cost of a downstream stormwater management facility, if necessary.

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# Neighbourhood 7: Dunbarton

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## Description

- Is bounded by the rear lot lines of properties fronting Spruce Hill Road, the Pine Creek valley north of Finch Avenue, the rear lot lines of properties fronting Fairport Road and Applevue Road, and Highway 401.
- Is traversed by Dunbarton Creek.
- Encompasses the former Village of Dunbarton, which was established in the mid-1800s; development along Fairport Road, Bonita Avenue and Applevue Road occurred between 1900 and 1940; recent subdivision activity located in the north end of the neighbourhood occurred in the 1980s.
- Consists of primarily detached dwellings on large lots; and also includes three places of worship and two cemeteries.
- Has neighbourhood and community shopping located along Kingston Road.
- Has three Detailed Review Areas within its boundary: (i) lands along the Kingston Road frontage; (ii) lands surrounding the old Dunbarton Village area; and (iii) lands central to the neighbourhood on both sides of Fairport Road.
- City Council has adopted development guidelines as follows:
  - \* The “Dunbarton Neighbourhood Development Guidelines” (for the lands central to the neighbourhood).
- City Council has adopted “Kingston Road Corridor Development Guidelines”, which guidelines apply to the Kingston Road Corridor through this Neighbourhood.

**Neighbourhood  
Population Projection**

<b>Dunbarton</b>	
<b>1996 Population</b>	<b>1,800</b>
<b>Projected Growth</b>	<b>900</b>
<b>Percent Increase</b>	<b>50.0</b>
<b>2016 Population</b>	<b>2,700</b>

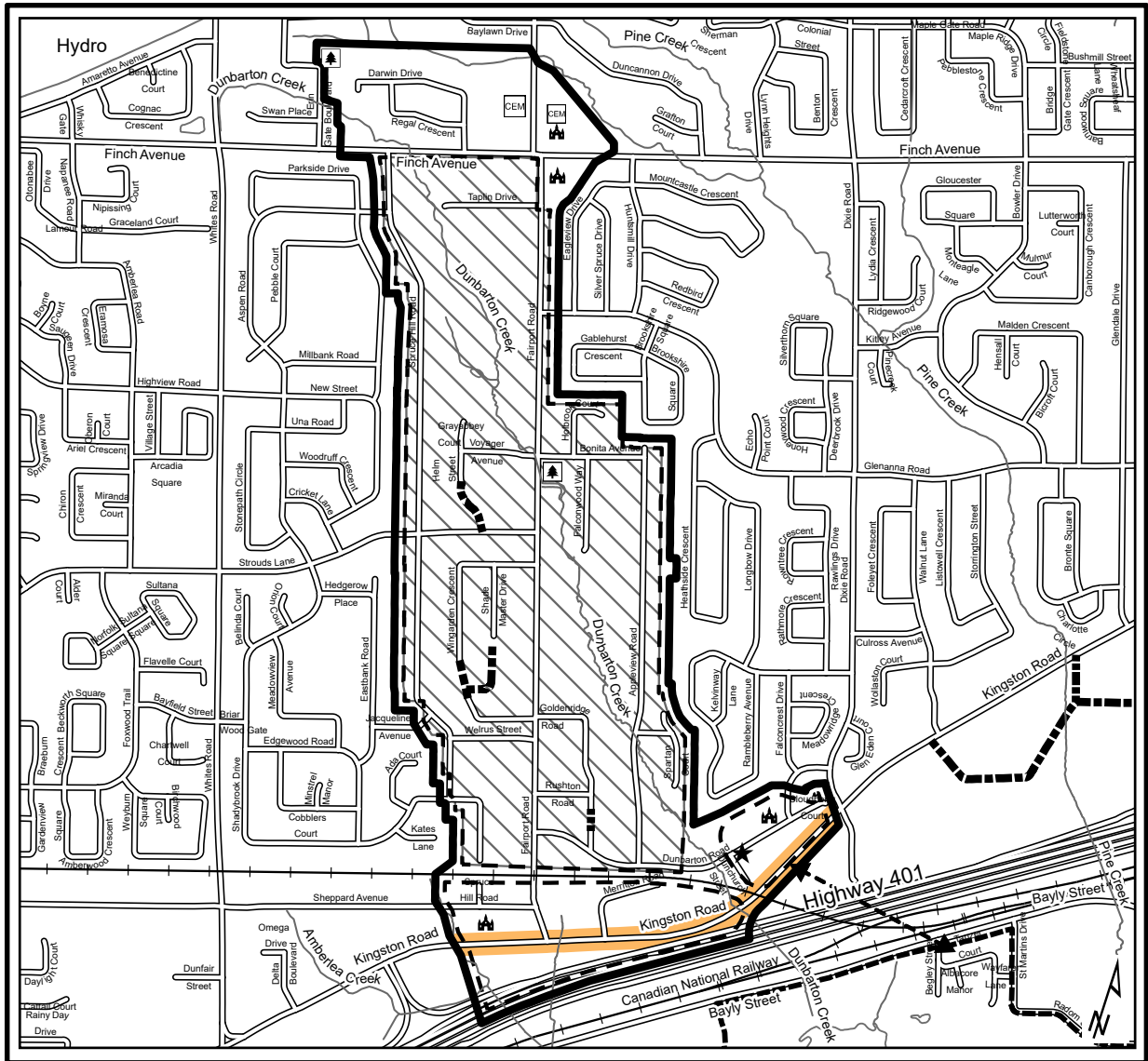
## City Policy

Dunbarton Neighbourhood Policies

### 12.9 City Council shall:

- (a) in the established residential areas between Spruce Hill Road and Applevue Road, including Fairport Road and Dunbarton Road, encourage and where possible require new development to be compatible with the character of existing development; and
- (b) encourage opportunities to rejuvenate the historic Village of Dunbarton, including considering permitting the introduction of small-scale commercial enterprises on suitable sites, provided the historic character of the area and the interests of neighbouring residents are respected, and considering undertaking a Community Improvement Plan or Project in accordance with Section 16.33 of this Plan; and

# Map 17: Neighbourhood 7: Dunbarton



## Legend Symbols

- New Road Connections (Proposed)
- - - - Detailed Review Area
- Kingston Road Corridor Development Guidelines (Refer to Compendium Document)
- ▨ Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- ←- - - - Pedestrian/Bicycle Connection (Proposed)
- ▭ Neighbourhood Boundary
- - - - Waterfront Trail
- ⛪ Place Of Worship
- 🌲 Park
- CEM Cemetery
- ★ Historic Village

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- (c) despite Table 6 of Chapter 3, establish a minimum density range of over 80 units per net hectare up to and including 260 units per net hectare for lands located on the south side of Kingston Road being Parts 1, 2 & Part of 3, 40R8710 and West Shore Boulevard (aka Fairport Road) being Kings Highway 2 and Kings Highway 401 being road allowance between Lots 26 and 27, Concession Broken Front.

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# Neighbourhood 8: City Centre

## Description

- Is bounded by Bayly Street, the rear lot lines of properties fronting Kingston Road (inclusive of 1848, 1852 and 1854 Liverpool Road and 1298 Kingston Road), the hydro transmission corridor, Liverpool Road south of Highway 401 and Pine Creek north of Highway 401.
- Is traversed by Highway 401, to the south of Pickering Parkway.
- A shopping mall initially developed in the early 1970s, and has since undergone substantial expansion; higher density development has occurred in the 1980s and 1990s.
- As Pickering’s “City Centre”, it has the highest diversity and intensity of uses of all City neighbourhoods.
- Consists of a mix of shopping, offices, civic, recreational, entertainment and higher density residential uses; includes the Pickering Civic Complex and Central Library, the Pickering Recreation Complex, the Esplanade Park, and part of the ‘Diana, Princess of Wales Park’.
- A GO Transit Station forms the centre of a public transit mobility hub designated in accordance with the Regional Transportation Plan for the Greater Toronto and Hamilton area.

### Neighbourhood Population Projection

City Centre	
2011 Population	5,100
Projected Growth	8,400
Percent Increase	164
2031 Population	13,500

### Neighbourhood Employment Projection

City Centre	
2011 Population	4,700
Projected Growth	8,800
Percent Increase	187
2031 Population	13,500

## City Policy

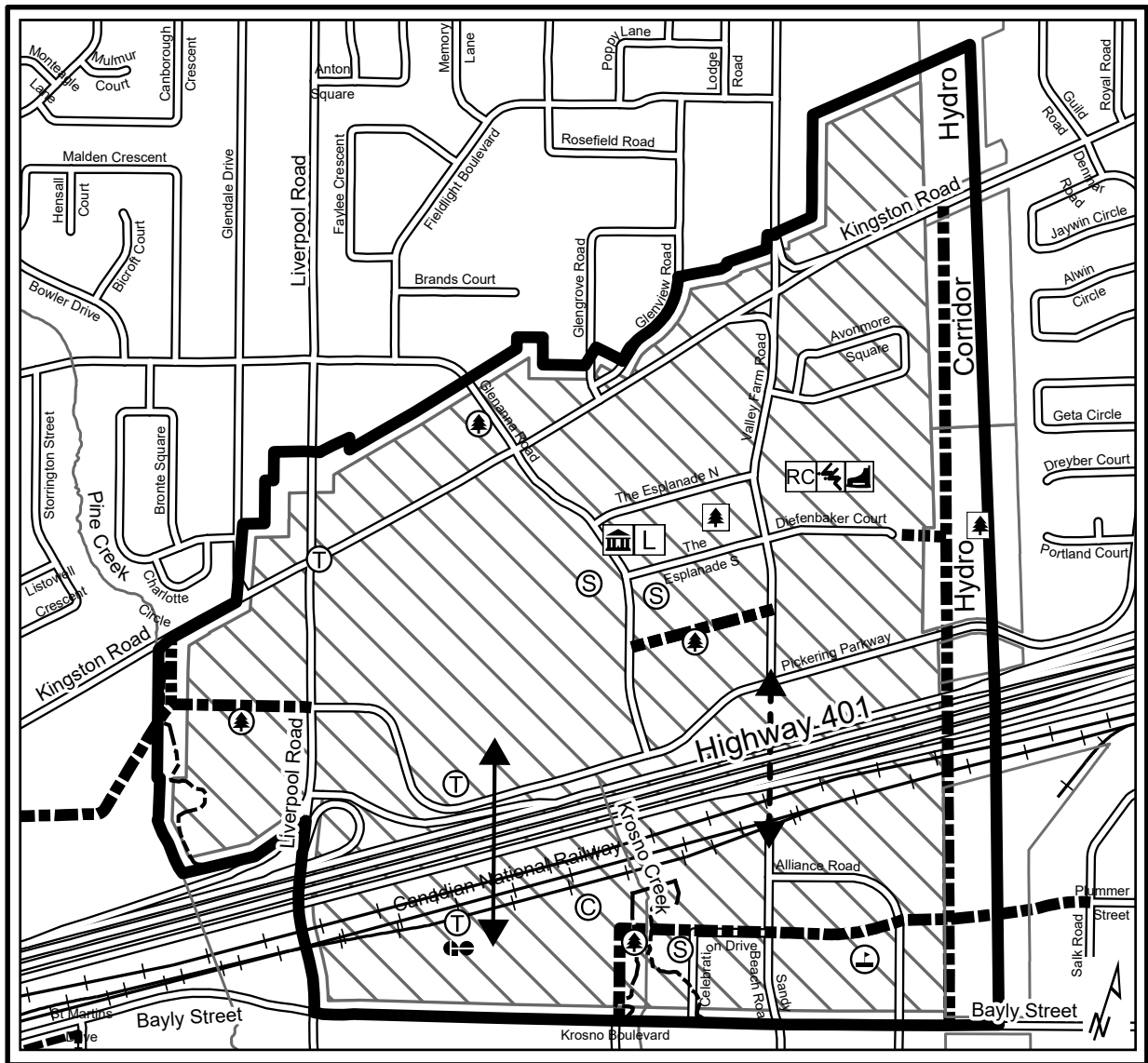
### City Centre Neighbourhood Policies

#### 12.10 City Council shall:

- encourage the highest mix and intensity of uses and activities in the City to be in this neighbourhood;
- encourage schools that may be needed in the neighbourhood to accommodate future population growth, to be integrated with other uses, buildings and/or sites within the neighbourhood;
- promote the design of compatible and attractive built forms, streetscapes and site works by requiring new development in the City Centre to have regard to the following:
  - the Detailed Design Considerations of this Plan; and
  - the City Centre Urban Design Guidelines.



# Map 18: Neighbourhood 8: City Centre



## Legend Symbols

- |  |  |  |
|--|--|--|
| <ul style="list-style-type: none"> <li>----- New Road Connections (Proposed)</li> <li>- - - - Detailed Review Area</li> <li>▨ Lands for which Council has adopted Urban Design Guidelines</li> <li>↔ Pedestrian/Bicycle Connection (Existing)</li> <li>↔-- Pedestrian/Bicycle Connection (Proposed)</li> </ul> | <ul style="list-style-type: none"> <li>▭ Neighbourhood Boundary</li> <li>- - - Waterfront Trail</li> <li>- - - Regional Flood Line</li> <li>RC Recreation Complex</li> <li>🏛 Civic Centre</li> <li>L Library</li> <li>🌳 Park</li> <li>🏊 Swimming Pool</li> </ul> | <ul style="list-style-type: none"> <li>🏟 Arena</li> <li>🚶 GO Station</li> <li>© Proposed Community Centre</li> <li>🎓 Proposed Public Elementary School</li> <li>🌳 Proposed Park</li> <li>Ⓢ Proposed Square</li> <li>Ⓣ Proposed Transit Junction</li> </ul> |
|--|--|--|

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## City Policy

### City Centre Placemaking

#### 12.10A City Council shall:

- (a) encourage the transformation of the City Centre into a more liveable, walkable and human-scaled neighbourhood with inviting public spaces such as parks, squares and streets;
- (b) encourage development proponents to locate and integrate commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life;
- (c) encourage the development of streetscapes, public spaces and pedestrian routes that are safe and comfortable for all genders and ages, accessible and easy to navigate regardless of physical ability;
- (d) encourage street-facing façades to have adequate entrances and windows facing the street;
- (e) encourage publicly accessible outdoor and indoor spaces where people can gather;
- (f) encourage new development to be designed, located and massed in such a way that it limits any shadowing on the public realm, parks and public spaces in order to achieve adequate sunlight and comfort in the public realm through all four seasons;
- (g) implement street standards that balance the needs of vehicles and pedestrians and support adjacent land uses through their design;
- (h) encourage the transformation of existing strip-commercial development into mixed use development to bring conveniences closer to residents and public transit, and to provide additional housing;
- (i) recognize the intersection of Kingston and Liverpool Roads as a gateway to the City Centre and consider public squares, transit waiting areas and tall buildings to be appropriate uses for lands fronting all four corners of the gateway;
- (j) in the design of the planned public library expansion create a stronger relationship between the library and Esplanade Park, and enhance the relationship between the existing library and the public realm along Esplanade Street South and Glenanna Street through the use of transparent glazing and street related entrances; and
- (k) prioritize placemaking opportunities on public lands for capital funding, and seek opportunities to partner with the private sector to incorporate designs that advance the placemaking opportunities in development plans on private lands;

## City Policy

### City Centre District Energy

#### 12.10B City Council shall:

- (a) support the siting and construction of small district energy systems such as a cogeneration facility or geothermal plant in suitable locations, as a method of generating heat, cooling and electricity to buildings and reducing greenhouse emissions;

- (b) examine opportunities to work with the development industry and other partners to prepare district energy feasibility studies in support of large scale development proposals; and
- (c) pursue funding partnerships with other government and non-government agencies to advance the establishment of district energy services to high intensification development areas in the City Centre.

## **City Policy**

### City Centre Public Realm

#### **12.10C City Council:**

- (a) despite the location of new parks and squares as identified on Map 18 of Neighbourhood 8: City Centre may permit modifications as long as the general intent of these spaces meet the City's requirements;
- (b) shall strive to locate either a park or square, within a 5 minute walk of all residences and places to work located within the City Centre;
- (c) in accordance with the public art policies of Section 14.13, shall encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure;
- (d) in consultation with the Toronto and Region Conservation Authority, shall require the proponents of new development to prepare a plan to rehabilitate Krosno Creek by enhancing the natural heritage features and incorporating passive recreational uses such as walking paths and seating areas;
- (e) in consultation with the Toronto and Region Conservation Authority, shall require the proponents of new development to assess the regulatory flood plain risks associated with lands proposed for redevelopment within the Krosno Creek and Pine Creek flood plains; and implement, where appropriate, a revised flood plain boundary for Krosno Creek and Pine Creek;
- (f) in consultation with the Toronto and Region Conservation Authority, shall require the preparation of a plan to rehabilitate Pine Creek, to enhance the natural heritage features and to design, align and construct a multi-modal bridge across Pine Creek; and
- (g) may accept privately constructed squares and publicly accessible open spaces as part of a development as fulfilling in whole or in part, the parkland conveyance requirements if all of the following conditions are met:
  - (i) the square or publicly accessible open space is designed and maintained to the standards of the City;
  - (ii) the square or publicly accessible open space is visible, open and accessible to the public at all times; and
  - (iii) the owner enters into an agreement with the City to ensure that the previous conditions are met, to the satisfaction of the City.

**City Policy**  
City Centre Active Frontages  
at Grade

**12.10D City Council shall:**

- (a) encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life;
- (b) encourage the placement and design of new buildings on lots along the future Kingston-Bayly Connector, Kingston Road, Liverpool Road, Glenanna Road, Pickering Parkway, Bayly Street and the newly proposed east/west local collector road south of the 401 Highway to address these streets edges and prohibit back lotting or surface parking between the building and the street;
- (c) require active frontages at grade on the following streets in the City Centre:
  - (i) Kingston Road;
  - (ii) Liverpool Road;
  - (iii) Bayly Street; and
  - (iv) the proposed Kingston-Bayly Connector;
- (d) in areas of significant new development, zone to permit the location of neighbourhood-supportive services such as grocery stores to be strategically located to ensure as many residents within the City Centre are within a 5 minute walk of these services;
- (e) despite Table 5 of Chapter 3 and Section 12.10D(d), not permit the following land uses within the City Centre:
  - (i) new vehicle sales and service uses including but not limited to motor vehicle service centres, motor vehicle gas bars and motor vehicle washing establishments;
  - (ii) the outdoor storage of goods and equipment with the exception of seasonal outdoor display of goods and merchandise;
  - (iii) new stand alone large format retail stores; and
  - (iv) new low density employment uses such as self storage and warehousing; and
- (f) consider permitting new drive-through facilities within the City Centre through a zoning by-law amendment application, provided it has been demonstrated that the facility does not:
  - (i) preclude the planned function, placemaking objectives and intensification for a site; and
  - (ii) compromise traffic operations and the safe and efficient movement of pedestrians and cyclists.

**Active Frontages at Grade refers to the ground floor of a building that is designed to allow interaction between people within the building and people on the adjacent sidewalk through transparent glazing, animated façade treatment and street related entrances, but shall not include grade related residential units.**

**Large Format Retail Stores is a term applied to large floor plate, one-storey retail outlets, usually operated as part of a chain, that locate on individual sites or that cluster on a large site, sometimes adjacent to each other. A Large Format Retail Store is commonly referred to as a “big-box” store.**

## City Policy

### City Centre Building Heights

#### 12.10E City Council shall

- (a) require new development in close proximity to established low density residential areas to be gradually transitioned in height;
- (b) promote the highest buildings to locate on sites at key gateways along the Kingston Road and Liverpool Road corridors, along or in proximity to Highway 401 or in proximity to higher order transit stations;
- (c) consider in the review of development applications for buildings taller than 5 storeys, the following performance criteria:
  - (i) that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;
  - (ii) that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level;
  - (iii) that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized to the extent feasible;
  - (iv) that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces;
  - (v) that buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining public open spaces and sidewalks;
  - (vi) that living areas, windows and private open spaces be located to minimize the potential for overlooking adjoining residential properties;
  - (vii) that informal or passive surveillance of streets and other public open spaces be maximized by providing windows to overlook street and public spaces and using level changes, floor and balcony spaces elevated above the street level to allow views from residential units into adjacent public spaces whilst controlling views into these units; and
  - (viii) that protection be provided for pedestrians in public and private spaces from wind down drafts;
- (d) despite Sections 3.6(d) and 3.6(e) and Table 6, require all new buildings in the City Centre to be at least 3 functional storeys except for municipal uses in the Civic Centre and in the Open Space System – Natural Areas designation;
- (e) despite Section 12.10E(d), permit expansions or additions to existing buildings in the City Centre to be less than 3 functional storeys, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in Table 6 of this Plan;
- (f) require any retail pad development on the Pickering Town Centre lands bounded by Liverpool Road, Kingston Road, Pickering Parkway and Glenanna Road to comply with the following:
  - (i) the placement of buildings shall not preclude future redevelopment;

- (ii) despite Section 12.10E(d), buildings may be designed with a minimum of only 2 functional storeys with a 3 storey massing; and
- (g) despite Section 12.10E(d), permit new buildings located on lands south of Kingston Road and west of Liverpool Road, known municipally as 1792 Liverpool Road and 1271 and 1275 - 1279 Kingston Road, and identified in the 2013 Assessment Roll as 18-01-020-017-30200, 18-01-020-017-29100 and 18-01-020-017-29000 respectively, to be designed with a minimum of 2 functional storeys with a 3 storey massing.

### **City Policy**

City Centre Street Network  
& Design

#### **12.10F City Council shall:**

- (a) in accordance with the policies of Section 4.11, require the design of new streets and the design and extension of streets identified on Map 18: Neighbourhood 8: City Centre to have regard for the following:
  - (i) be connected to existing streets, and have block lengths generally no longer than 150 metres and block depths generally not less than 60 metres to provide for full urban development potential over time; and
  - (ii) be public or publicly accessible and constructed to public street design standards;
- (b) require all new or re-designed streets to include a pedestrian zone generally no less than 2.0 metres on both sides;
- (c) work with the Region of Durham to implement, where possible, new signalized crossings on Kingston Road and Bayly Street in order to provide opportunities for efficient transportation and safe pedestrian movement;
- (d) protect for, and implement, a new north-south arterial road from Kingston Road to Bayly Street to accommodate future growth subject to: the hydro corridor being deemed surplus by Ontario Hydro; the necessary Environmental Assessment studies being completed; the lands being acquired by the City; and, funding being made available to move forward with the project; and
- (e) protect for, and implement, the extension of Plummer Street east/west through the hydro corridor to a new City Centre south collector road to accommodate future growth subject to: permission being provided by Ontario Hydro to cross the hydro corridor, or the hydro corridor being deemed surplus by Ontario Hydro; the necessary Environmental Assessment studies being completed; and, funding being made available to move forward with the project.

### **City Policy**

City Centre Transit

#### **12.10G City Council shall:**

- (a) cooperate with Durham Region Transit and Metrolinx in order that the alignment and location of future transit routes considers access to the greatest concentration of people and jobs and minimizes the distance between transit connections within the City Centre;

- (b) select transit junctions and related pedestrian connections as priority areas for design excellence and capital improvements including landscaping, public seating, weather protection and public art; and
- (c) require new development adjacent to the transit junctions to be designed to frame the junctions with active uses at grade and entrances oriented towards them.

**Transit Junctions represent the connection of two or more transit facilities and are welcoming points to the City Centre and waiting areas for transit riders. The design of Transit Junctions will give special attention to matters such as weather protection, seating, landscaping and other pedestrian amenities.**

**City Policy**

City Centre Pedestrian  
and Cycling Network

**12.10H City Council shall:**

- (a) require the design of a pedestrian network to be a safe and visually interesting environment for pedestrians;
- (b) require the pedestrian network to be integrated with public space elements such as squares, parks and transit junctions;
- (c) where a development proposal is situated in an area where mid-block connections or pathways are required, these pedestrian connections are to be included and approved through the site plan control process, subject to the following provisions:
  - (i) the pedestrian connection(s) shall be designed to be publicly accessible; and
  - (ii) if a proposed development plan is unable to implement a pedestrian trail or mid-block connection, the applicant must demonstrate an alternative connection on their site to the satisfaction of the City;
- (d) accommodate safe and dedicated cycling routes as part of the future reconstruction of streets in the City Centre;
- (e) require the redevelopment of properties fronting Bayly Street to dedicate lands for future road widening that includes a minimum 3.0 metres wide multi-use path; and
- (f) explore educational and way-finding opportunities as part of the streetscape design.

**City Policy**

City Centre Parking

**12.10I City Council shall:**

- (a) consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles,
  - (i) that parking be situated either in parking areas located at the rear or side of the building or on-street, where the development fronts on a collector or local road;
  - (ii) that the parking format be structured or below grade parking;

- (iii) in phased development, that surface parking may be permitted if the proponent has demonstrated how parking will be accommodated in structures at full build out;
  - (iv) that where active uses at grade are required, parking structures feature active uses at grade to contribute to an animated street environment;
  - (v) that parking structures be treated architecturally as building fronts with no blank walls;
  - (vi) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;
  - (vii) that the implementing zoning by-law may permit a reduction of customer parking for ground floor commercial uses through the provision of on-street parking;
  - (viii) that surface parking areas be well landscaped and lit to provide a safe and comfortable pedestrian environment; and
  - (ix) that access driveways to side and rear parking areas be consolidated where practical, and be accessible by a public laneway or drive aisle;
- (b) through the implementing zoning by-law, consider the provision of secure bicycle parking facilities in suitable locations;
  - (c) consider a reduction in the number of required car parking spaces where bicycle parking facilities or transportation demand management measures are provided;
  - (d) consider shared on-site parking areas for two or more uses where the maximum demand of such parking areas by the individual uses occurs at different periods of the day; and
  - (e) consider underground parking beneath the City's municipal roads and parks provided the property owner enters into an agreement subject to the terms and conditions acceptable to the City, in consultation with the Region.

**Transportation Demand Management means a coordinated series of actions aimed at maximizing the people-moving capability of the transportation system, through means such as encouraging individuals to reduce the number of trips they make, travel more often by non-driving alternatives, travel outside peak periods, and shorten the length of their trips.**

**City Policy**

City Centre Stormwater Management

**12.10J City Council:**

- (a) recognizes the need to implement stringent stormwater management criteria to assist with downstream erosion control, water quality control and flooding; accordingly Council shall require stormwater management reports in support of new development to demonstrate achievement of the objectives of the City Centre Stormwater Management Strategy.

**The City Centre Stormwater Management Strategy establishes the following criteria for new development within the City Centre:**

- (i) minimum on-site retention of 5 mm;
- (ii) on-site water quantity targets of 2-100 year post to pre-control;
- (iii) pre-development flows to be based on a run-off coefficient of 0.5; and
- (iv) on-site water quality treatment to achieve the Ministry of Environment's enhanced level water quality control (80% removal of total suspended solids).



## City Policy

### City Centre Growth to 2031

#### 12.10K City Council supports:

- (a) a balance of opportunities to live, work and play in the City Centre by adopting a resident to job ratio of 1:1;
- (b) growth in all portions of the City Centre and restricts new residential development in City Centre South to 6,300 people or 3,400 units by 2031 until at least an additional 2,000 people or 1,100 new units have been developed on lands north of Highway 401 in the City Centre; and
- (c) the use of the Holding provisions in the *Planning Act* and require where necessary, proponents to enter into agreements with the City, Region and other agencies as appropriate, respecting various development related matters including but not limited to:
  - (i) requiring a multi-modal transportation study for proposed developments that are anticipated to generate 100 or more vehicle peak hour trips (two-way), or where site and design characteristics may result in traffic or transportation concerns, to assess the impact on the transportation system and the timing and need for future improvements;
  - (ii) entering into cost sharing agreements between each other;
  - (iii) ensuring that development shall not take place on lands within the defined Krosno Creek and Pine Creek corridors;
  - (iv) providing or exchanging easements over lands where necessary;
  - (v) providing contributions to the cost of rehabilitating Krosno Creek and Pine Creek, if necessary; and
  - (vi) requiring a comprehensive functional servicing and stormwater management plan that addresses stormwater management and replacement flood storage on the Pickering Town Centre lands.

# Neighbourhood 9: Village East

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## Description

- Is bounded by the hydro transmission corridor, the West Duffin Creek, the Ajax-Pickering boundary, and Highway 401.
- Has established residential areas fronting Guild Road, Royal Road and Southview Drive; recent subdivision activity at the western and eastern ends of the neighbourhood occurred since 1970s.
- Consists of a mix of detached, semi-detached, townhouse and apartment dwellings; also includes four neighbourhood parks plus part of the ‘Diana, Princess of Wales Park’, a cemetery and a police station.
- Has neighbourhood and community shopping around the intersection of Brock Road and Kingston Road, and the First Simcha Shopping Centre, located on the east side of Brock Road.
- Has environmentally sensitive areas associated with the West Duffins Creek.
- Has three Detailed Review Areas within its boundary: (i) lands along the Kingston Road frontage; (ii) lands containing and surrounding the First Simcha Shopping Centre and the Home and Leisure Centre; and (iii) lands along the west side of Notion Road.
- Council has adopted development guidelines as follows:
  - \* The “Specialty Retailing Node Development Guidelines” (for lands at the northeast corner of the Highway 401/Brock Road interchange).
  - \* The “Notion Road Area Development Guidelines” (for lands on the west side of Notion Road).

Neighbourhood Population Projection	
Village East	
1996 Population	4,900
Projected Growth	2,500
Percent Increase	51.0
2016 Population	7,400

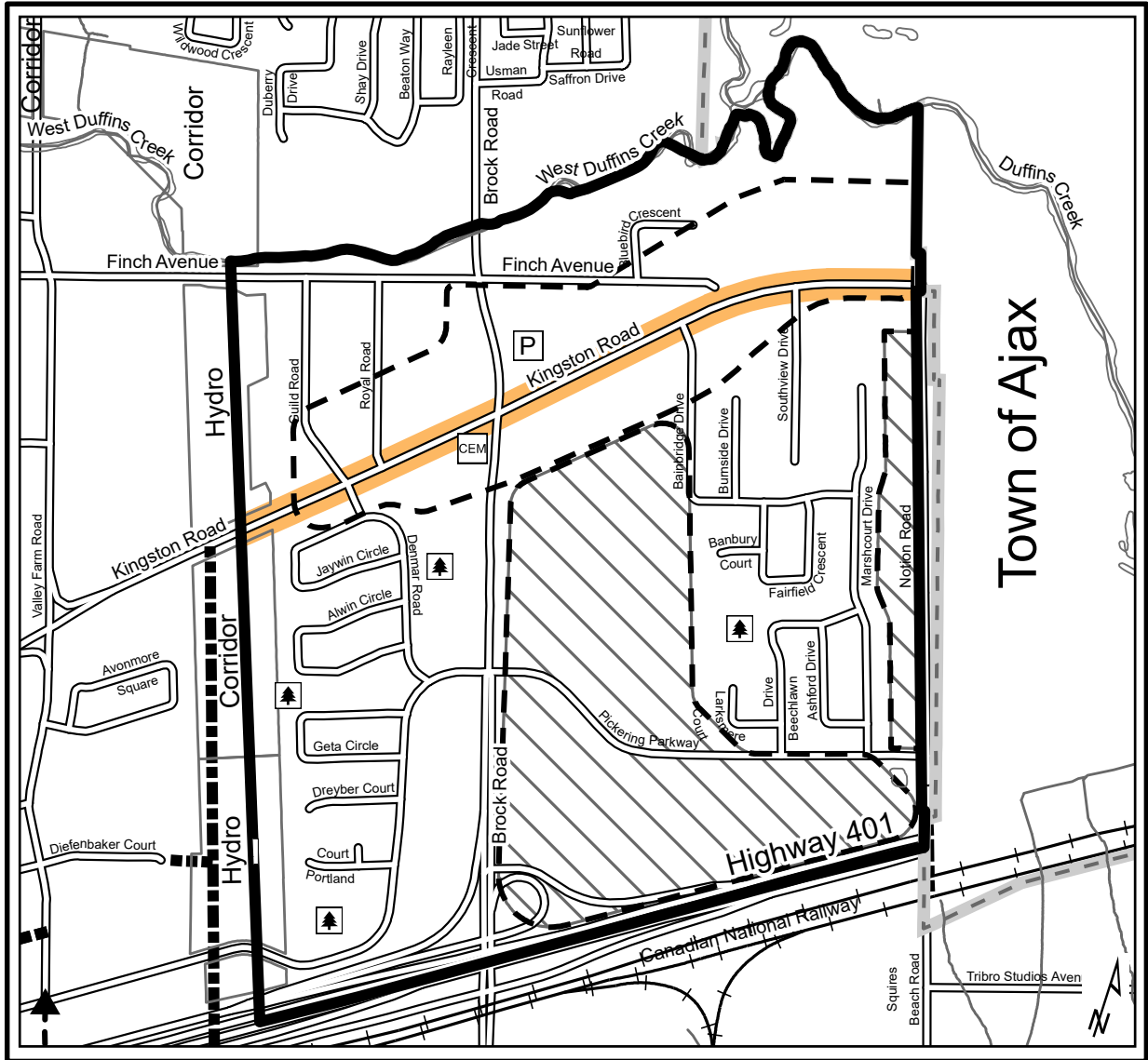
## City Policy

### Village East Neighbourhood Policies

#### 12.11 City Council shall:

- (a) consider allowing the redevelopment of properties fronting Southview Drive for business and professional offices, clinics and studios, and where such redevelopment occurs, Council shall require the design of redevelopments to respect the residential character of the area, the interests of neighbouring residents, and the transportation limitations of the area;
- (b) encourage schools that may be needed in the neighbourhood to accommodate future population growth, to be integrated with other uses, buildings and/or sites within the neighbourhood;
- (c) encourage new development on the north side of Kingston Road east of Finch Avenue to recognize the significant cultural heritage of these lands as a historic stopping point on Kingston Road and Duffins Creek, and now the eastern gateway to Pickering;

# Map 19: Neighbourhood 9: Village East



## Legend Symbols

- New Road Connections (Proposed)
- - - - Detailed Review Area
- Kingston Road Corridor Development Guidelines (Refer to Compendium Document)
- Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- ←- - - Pedestrian/Bicycle Connection (Proposed)
- Neighbourhood Boundary
- P Police Station
- Tree Park
- CEM Cemetery

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- (d) despite Section 12.2(a) of this Plan, shall require the completion of development guidelines for the Detailed Review Area east of Brock Road at Pickering Parkway prior to permitting residential development within these lands;
- (e) recognize the transitional location of the lands on the west side of Notion Road between low and medium density residential land uses to the west and existing heavy industry to the east in the Town of Ajax, and further recognize the efforts of the Town of Ajax to upgrade the industrial areas to the east. Accordingly, City Council shall endeavour to:
  - (i) improve the compatibility and design interface between existing residential, and existing and new employment uses established in Pickering adjacent to Notion Road;
  - (ii) provide more direct accessibility for pedestrians from the residential areas west of Notion Road to the Duffins Creek valley to the east; and
  - (iii) generally upgrade the quality of the area by:
    - supporting improved public infrastructure such as upgraded urban standard paving, sidewalks, street planting, boulevard treatments, gateway treatments, transit facilities and burying electrical wiring; and
    - supporting an improved stormwater treatment pond in Ajax;
- (f) despite Table 7 of Chapter 3, not permit the establishment of any new automotive and vehicle sales and repair uses within the lands designated Mixed Employment Area adjacent to Notion Road, after the date this amendment comes into force;
- (g) in order to ensure that development within the Mixed Employment Area on the west side of Notion Road is compatible with residential lands in Pickering and industrial lands in Ajax, require that the following design criteria be met in the development or redevelopment of properties:
  - (i) consider protection for pedestrian pathways to the satisfaction of the City, to connect Marshcourt Drive to Notion Road at Beechlawn Drive and Bainbridge Drive, as a condition of development for abutting properties on the west side of Notion Road;
  - (ii) provision of a continuous landscaped strip along the west property lines to contain fencing, plantings and/or berms in order to provide adequate visual screening for the existing residential dwellings;
  - (iii) provision of loading and service areas at the side of buildings, not in the rear yards, unless suitable acoustical buffering and/or screening is provided for the existing residential dwellings;
  - (iv) prohibition of outside operations or storage;
  - (v) provision of a landscaped treatment along Notion Road to screen parking areas, loading areas and service areas from Notion Road in order to establish an attractive Notion Road streetscape; and
  - (vi) provision of screening for rooftop mechanical equipment so that it is not visible from residential dwellings to the west or from Notion Road;

- (h) despite Table 6: Mixed Use Areas: Densities and Floor Area by Subcategory, permit a minimum residential density of 58 units per net hectare on the “Metropia” lands located on the south side of Pickering Parkway, west of Notion Road; and
- (i) despite Table 6 of Chapter 3, establish a maximum residential density of 350 units per net hectare and maximum floor space index of 2.53 for lands located on the northwest corner of Kingston Road and Guild Road, described as Lots 1, 2 and 43, Plan 316.

# Neighbourhood 10: Highbush

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## Description

- Is bounded by the Toronto-Pickering boundary, the Ontario Hydro transmission corridor, the Altona Forest, and the C.N. rail line.
- Is traversed by Petticoat Creek and contains most of the Altona Forest.
- Residences on Pine Grove Avenue and Woodview Avenue established between 1900 and 1940; more recent subdivision activity occurred in the 1980s and 1990s.
- Consists of primarily detached dwellings on large-lots; some townhouse and quattroplex dwellings; also includes three neighbourhood parks.
- Currently, does not contain any neighbourhood shopping facilities, although future shopping facilities are anticipated at Pine Grove Avenue and Altona Road.
- Has environmentally sensitive areas associated with the Rouge National Urban Park, the Altona Forest, and the Rouge-Duffins Wildlife Corridor to the north.
- Has one Detailed Review Area within its boundary: lands southwest of the Pine Grove Avenue and Altona Road intersection.
- City Council has adopted development guidelines as follows:
  - \* The “Highbush Local Node Development Guidelines” (for lands at the southwest corner of Pine Grove Avenue and Altona Road).

### Neighbourhood Population Projection

Highbush	
1996 Population	3,200
Projected Growth	2,700
Percent Increase	84.3
2016 Population	5,900

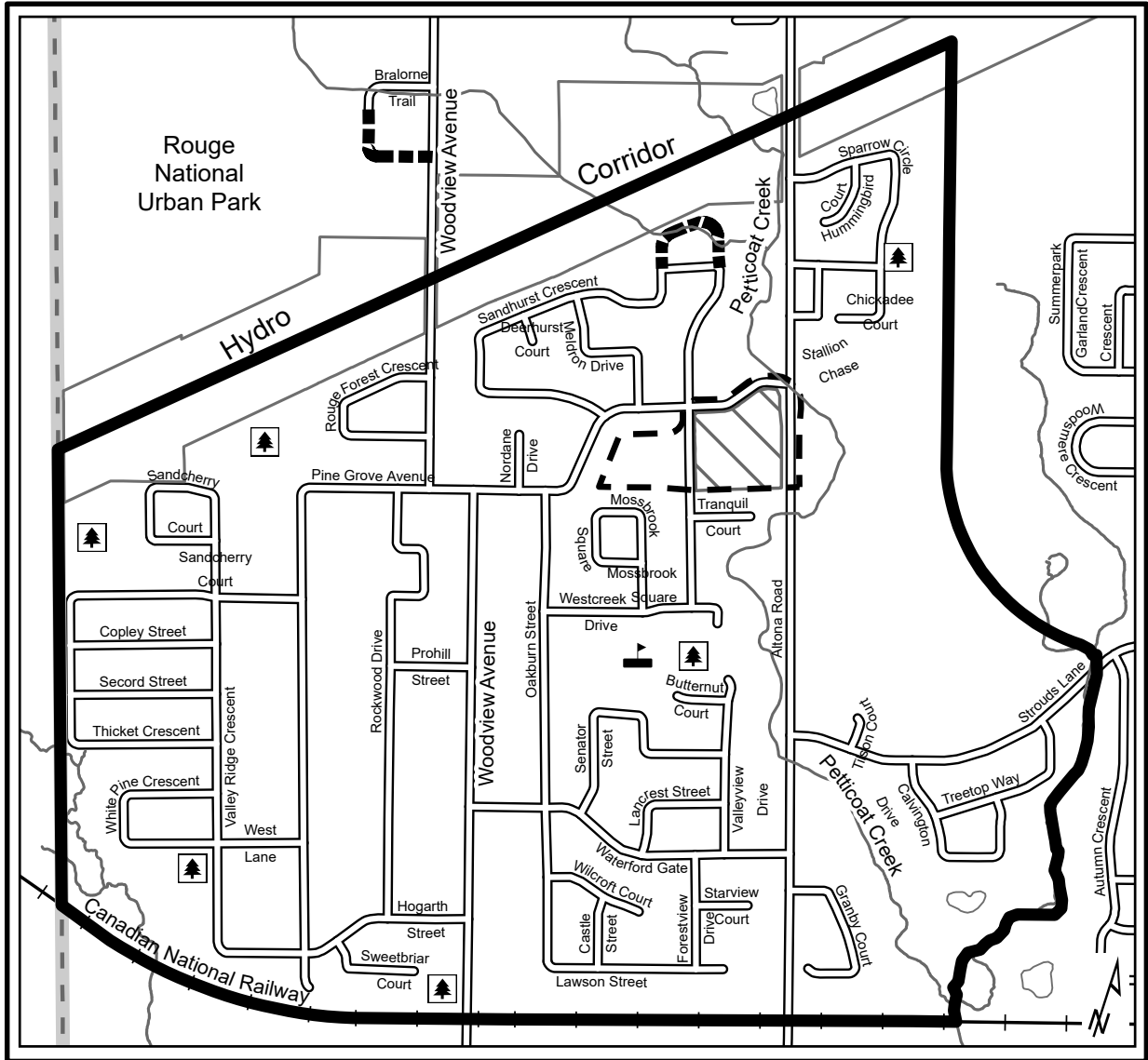
## City Policy

### Highbush Neighbourhood Policies







#### 12.12 City Council shall:

- (a) in the established residential areas along Pine Grove Avenue and Woodview Avenue, encourage and where possible require development to be compatible with the character of existing development and preserve to the greatest extent possible significant vegetation:
  - (i) which character is reflected by features including but not limited to: lots with low lot coverage; the existing lotting pattern; style and siting of dwellings; and the significant mature vegetation; and
  - (ii) to this end, City Council shall, in the introduction of new dwellings and creation of new lots, use strategies including but not limited to: lower lot coverages, wider lot frontages, deeper lot depths, wider side yards, deeper front yards, lower building heights and lower densities, along the existing older roads; density and lot frontage gradients between development fronting the existing older roads and development fronting new internal streets; buffering between new development and existing older development; careful establishment of lot lines, and siting of new dwellings to reflect existing building setbacks and yard depths, to assist in protection of significant vegetation; and tree preservation plans;

# Map 20: Neighbourhood 10: Highbush



## Legend Symbols

-  New Road Connections (Proposed)
-  Neighbourhood Boundary
-  Detailed Review Area
-  Public Elementary School
-  Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
-  Park

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- (b) through the review of development proposals and in consultation with landowners and surrounding residents, endeavour to provide a new local road connection between Woodview Avenue and Pine Grove Avenue;
- (c) despite Table 6 of Chapter 3, establish a maximum residential density of 63 units per net hectare for lands located at the southwest corner of Pine Grove Avenue and Altona Road that are designated Mixed Use Areas - Local Node and abut lands developed as low density development;
- (d) require new development to have regard for the Rouge National Urban Park Management Plan; and
- (e) ensure that the proposed new road intersection at Altona Road north of Sparrow Circle is provided to the satisfaction of the Region.



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# Neighbourhood 11: Amberlea

## Description

- Is bounded by the Altona Forest, the Ontario Hydro transmission corridor and C.P. rail line, the Pine Creek valley north of Finch Avenue and the rear lot lines of properties fronting Spruce Hill Road, and the C.N. rail line.
- Includes the easterly portion of the Altona Forest area.
- Most development in the area occurred since the 1970s.
- Consists of primarily detached and semi-detached housing with some townhouse and apartment dwellings; also includes one secondary school, four elementary schools, five neighbourhood parks, and one place of worship.
- Has neighbourhood and community shopping located on the west side of Whites Road north of Strouds Lane.
- Has environmentally sensitive areas associated with the Altona Forest, and the Rouge-Duffins Wildlife Corridor to the north.
- Has one Detailed Review Area within its boundary: (i) lands west of Whites Road, north of Strouds Lane.

### Neighbourhood Population Projection

Amberlea	
1996 Population	10,600
Projected Growth	2,800
Percent Increase	26.4
2016 Population	13,400

## City Policy

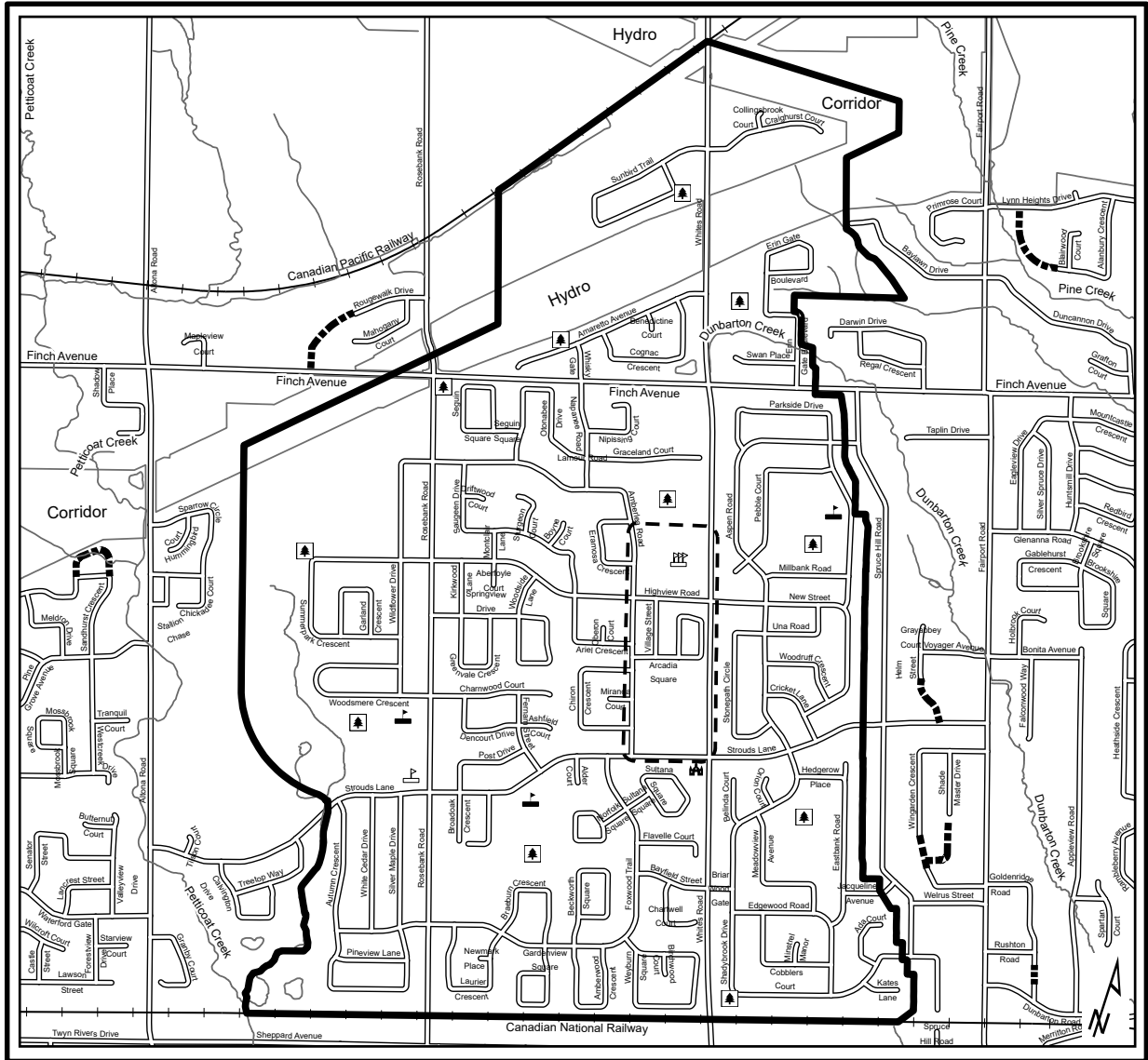
### Amberlea Neighbourhood Policies

#### 12.13 City Council shall:

- endeavour to ensure that lands on the west side of Whites Road between Strouds Lane and Highview Road are developed as a fully integrated mixed use area including a combination of retail facilities, personal and business services, multiple unit residential development, offices, community, cultural and recreational uses;
- in the event elementary schools are not required on the lands north and east of the intersection of Whites Road and Finch Avenue, consider in conjunction with the relevant school board, a high school in this area; (D19)
- ensure that the proposed new road intersections on Whites Road north of the Ontario Hydro corridor is provided to the satisfaction of the Region; and
- on lands designated Urban Residential Areas - Low Density Areas east and west of Whites Road, north of the Ontario Hydro Gatineau Corridor:
  - encourage a development form that takes advantage of the small, isolated pockets of land in close proximity to a Type 'A' arterial road, and minimizes the impact of development on the area's natural features and functions;

**(D19) Deferral 19:  
Policy 12.13(b)  
deferred for further  
review by Region**

# Map 21: Neighbourhood 11: Amberlea



## Legend Symbols

- New Road Connections (Proposed)
- - - - Detailed Review Area
- ▭ Neighbourhood Boundary
- ⛪ Place Of Worship
- 🏫 Public Elementary School
- 🏫 Separate Elementary School
- 🏫 Separate Secondary School
- 🌲 Park

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- (ii) further to Section 12.13(c) above, ensure that new roads connecting to Whites Road are designed in a manner that minimizes impacts on the area's natural features and functions, and intersect with Whites Road at locations that do not prejudice the future construction of a Whites Road/C.P. rail line overpass; and**
- (iii) despite the Low Density Residential Areas provision of Table 9 of Chapter 3, City Council may permit development at a residential density of up to 80 units per hectare on these lands if the resulting development form demonstrates that the size characteristics and constraints are better addressed.**

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# Neighbourhood 12: Liverpool

## Description

- Is bounded by the rear lot lines of properties fronting Fairport Road and Applevue Road and the Pine Creek valley north of Finch Avenue, the C.P. rail line, the West Duffins Creek, and the rear lot lines of properties fronting Kingston Road west of Dixie Road, and Highway 401 east of Dixie Road.
- Includes significant open space areas associated with the West Duffins Creek and Pine Creek.
- Most of the neighbourhood developed since the 1970s.
- The area north of Kingston Road consists of a mix of detached, semi-detached, and townhouse dwellings; also includes one secondary school, five elementary schools, seven neighbourhood parks, two places of worship and a fire hall.
- The area south of Kingston Road consists of a mix of large format retailers, specialty retailers, automotive uses, offices and services including restaurants.
- Has the Canadian Jesuits Manresa Retreat property (a place of spiritual retreat and worship known as the Manresa Centre) at the north end of Liverpool Road.
- Has the Ontario Hydro Cherrywood Transformer station located in the northern portion of the neighbourhood.
- Has neighbourhood shopping located at the intersection of Dixie Road and Finch Avenue, at Bushmill Street and Liverpool Road, and at Rosefield Road and Finch Avenue.
- Has environmentally sensitive areas associated with the West Duffins Creek and the Rouge-Duffins Wildlife Corridor to the north.
- Has one Detailed Review Area within its boundary: lands on the west side of Liverpool Road south of Glenanna Road.
- City Council has adopted development guidelines as follows:
  - \* The “Walnut Lane Area Development Guidelines” (for lands on the north side of Kingston Road, east of Walnut Lane).
  - \* The “Town Centre West Development Guidelines” (for lands generally west of Pine Creek, between Kingston Road and Highway 401).
- City Council has adopted “Kingston Road Corridor Development Guidelines”, which guidelines apply to the Kingston Road Corridor through this Neighbourhood.

**Neighbourhood  
Population Projection**

<b>Liverpool</b>	
<b>1996 Population</b>	<b>17,500</b>
<b>Projected Growth</b>	<b>700</b>
<b>Percent Increase</b>	<b>4.0</b>
<b>2016 Population</b>	<b>18,200</b>

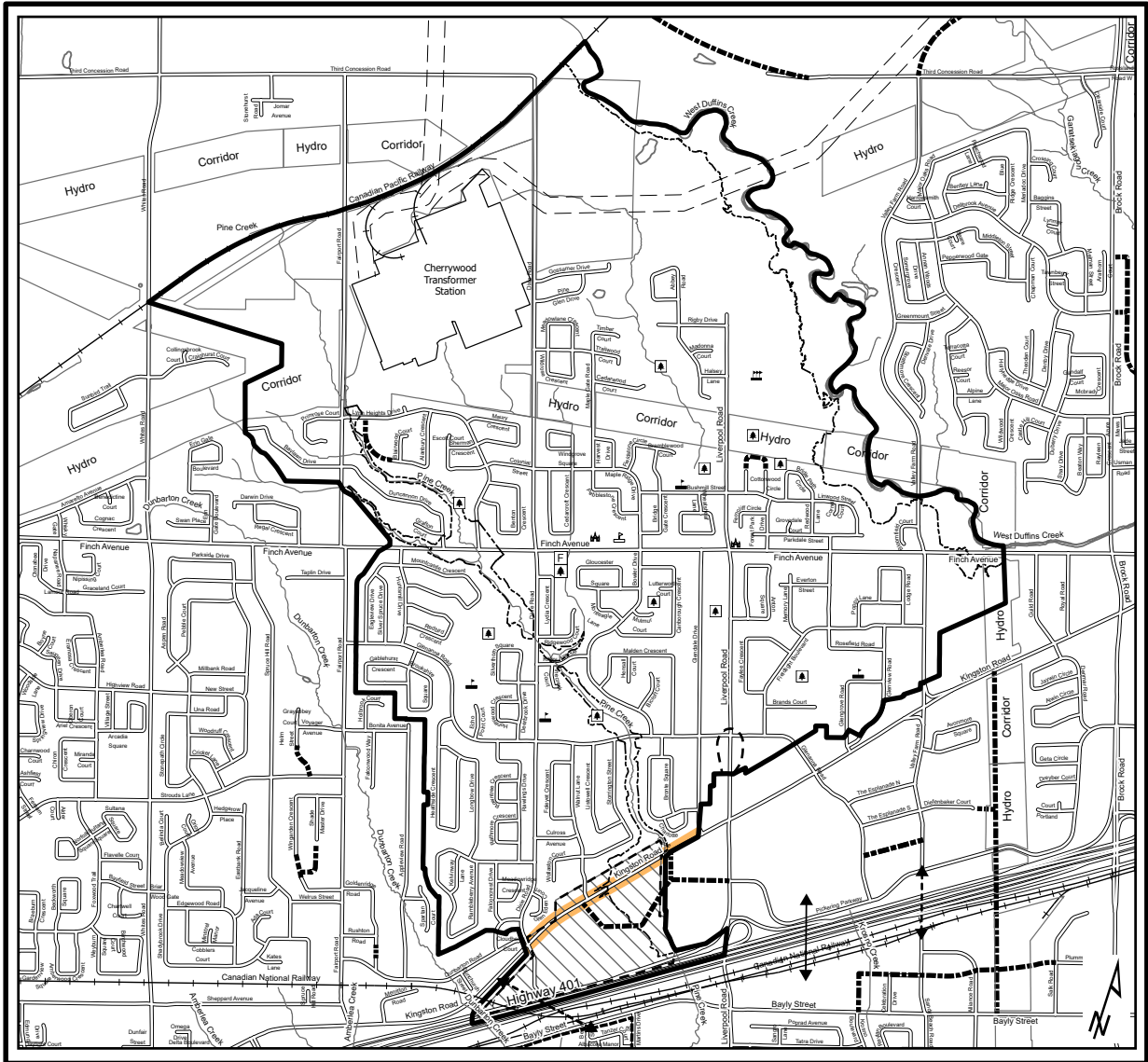
## City Policy

Liverpool Neighbourhood Policies












### 12.14 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 accordingly, shall consider the concerns of the nearby residents in Liverpool when preparing plans or development guidelines, and when considering development proposals, for lands in the Town Centre;**

# Map 22: Neighbourhood 12: Liverpool



## Legend Symbols

- |   |   |   |                            |
|---|---|---|----------------------------|
| -----   | New Road Connections (Proposed)   |  | Neighbourhood Boundary     |
| - - - - -   | Detailed Review Area  | -----   | Waterfront Trail           |
|  | Kingston Road Corridor Development Guidelines (Refer to Compendium Document)              | - - - - -   | Regional Flood Line        |
|  | Lands for which Council has adopted Development Guidelines (Refer to Compendium Document) |  | Place Of Worship           |
|  | Pedestrian/Bicycle Connection (Existing)  |  | Public Elementary School   |
|  | Pedestrian/Bicycle Connection (Proposed)  |  | Separate Elementary School |
|   |   |  | Public Secondary School    |
|   |   |  | Fire Station               |
|   |   |  | Park                       |

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- (b) promote the reduction of traffic speeds along Dixie Road and the improvement of pedestrian safety by considering where appropriate “traffic calming” techniques, pavement markings and signalization;
- (c) recognize and protect the Manresa Centre as a spiritual retreat and place of worship requiring a setting offering seclusion and isolation, and to this end:
  - (i) shall require abutting development or redevelopment to be compatible with the Manresa Centre; and
  - (ii) may permit residential and other supplementary uses which are an integral part of the Centre without amendment to this Plan;
- (d) consider the use in part, or reuse, of existing dwellings on the west side of Liverpool Road, south of Glenanna Road, for business and professional offices, studios, custom workshops, personal service uses and limited retail shops;
- (e) support improvements to the level crossings of the C.P. rail line at Fairport Road and Dixie Road, such as the installation of appropriate safety measures including automatic safety gates; and
- (f) despite Table 9 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located on the east side of Glendale Drive, south of Glenanna Road that are designated Urban Residential Areas - Medium Density Areas.



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# Neighbourhood 13: Brock Ridge

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## Description

- Is bounded by the West Duffins Creek, the Ontario Hydro transmission corridor, and the Ajax-Pickering boundary.
- Includes significant open space lands associated with the West Duffins Creek and the East Duffins Creek.
- Most of the area developed since the 1970s.
- Consists of primarily detached dwellings; also includes three elementary schools, two neighbourhood parks, and one place of worship.
- Has neighbourhood and community shopping located at the intersection of Brock Road and Dellbrook Avenue; future neighbourhood shopping facility anticipated at Valley Farm Road and Greenmount Street.
- Has environmentally sensitive areas associated with the West Duffins Creek, the Ganatsekiagon Creek and the East Duffins Creek.
- Has one Detailed Review Area within its boundary: lands east of Brock Road south of Ganatsekiagon Creek, and including the southwest corner of Brock Road and Dellbrook Avenue.
- Town Council has adopted development guidelines as follows:
  - \* The “Duffins Precinct Development Guidelines” (for lands generally east of Brock Road, and the southwest corner of Dellbrook Avenue and Brock Road).

### Neighbourhood Population Projection

Brock Ridge	
1996 Population	5,600
Projected Growth	3,700
Percent Increase	66.1
2016 Population	9,300

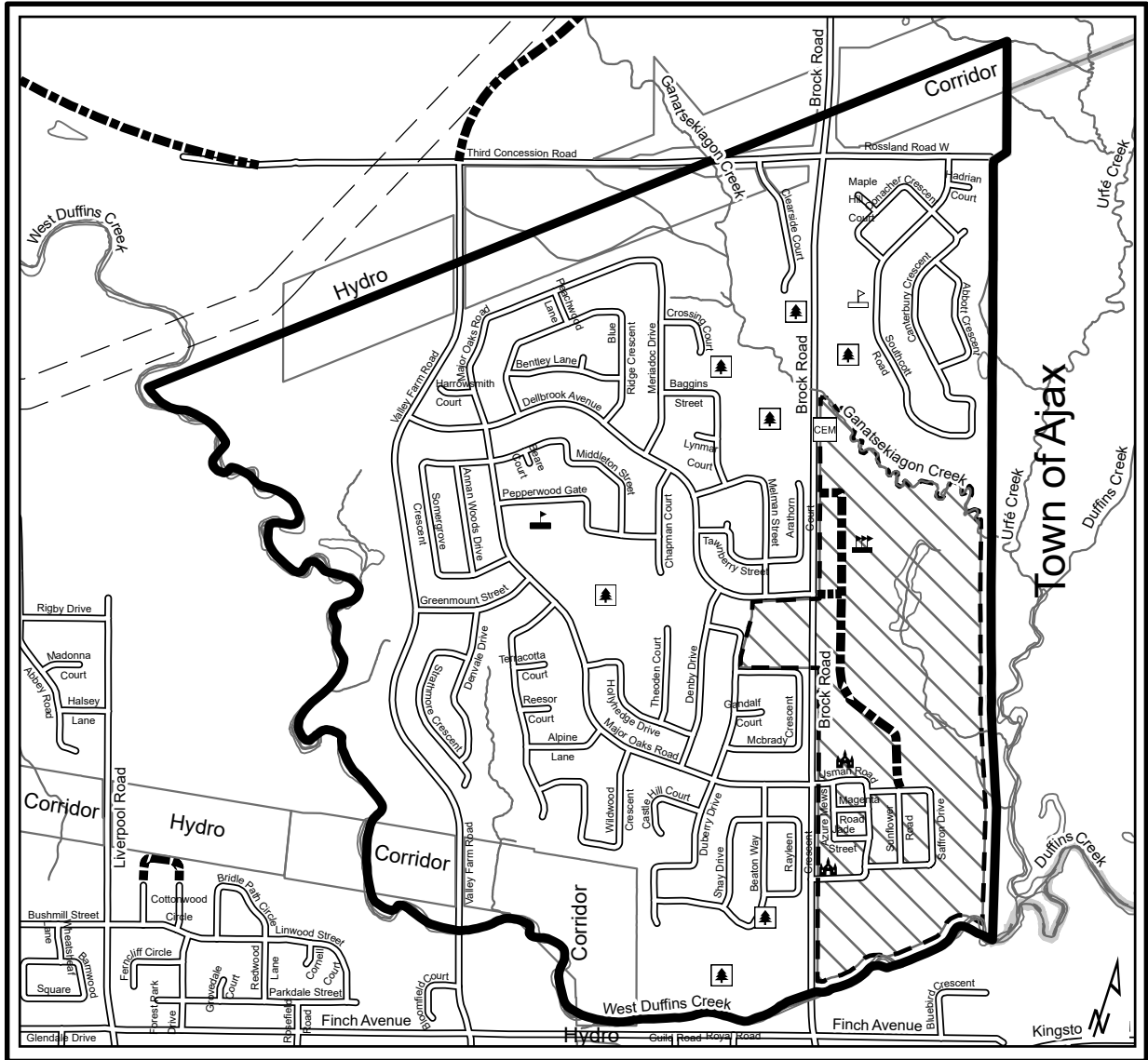
## City Policy

### Brock Ridge Neighbourhood Policies

#### 12.15 City Council shall:

- (a) encourage within the Detailed Review Area, the use of density transfers (in accordance with Section 16.18 of this Plan) to assist in achieving community design objectives, encourage a variety of housing forms, and within the lands designated Community Node on Schedule I, to encourage increased intensity of development;
- (b) despite Section 12.2(a) of this Plan, require the completion of development guidelines for the Detailed Review Area prior to permitting major development within the Area, and in undertaking the review, determine appropriate intersection and entrance ways on to Brock Road in conjunction with the Region; and
- (c) in the review of development applications for the property situated north of the West Duffins Creek, east of Brock Road:

# Map 23: Neighbourhood 13: Brock Ridge



## Legend Symbols

- New Road Connections (Proposed)
- Detailed Review Area
- Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
- Neighbourhood Boundary
- Place Of Worship
- Public Elementary School
- Separate Elementary School
- Public Secondary School
- Park
- Cemetery

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- (i) acknowledge the landowners' interest in maximizing the developable area of the property and to this end, recognizes that the precise limits of development shall be determined in field in consultation with the landowner, the City and the conservation authority; and
- (ii) acknowledge the landowners' interest in developing higher density development and to this end, shall consider the use of density bonuses to achieve community design and other municipal objectives (in accordance with Section 16.17 of this Plan), in addition to density transfers as set out in Section 12.15(a) above.

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# Neighbourhood 14: Rouge Park

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## Description

- Is bounded by the Pickering-Toronto boundary, the C.P. rail line, an open space area east of Rosebank Road, and the Ontario Hydro transmission corridor.
- Includes part of the Rouge National Urban Park, and has significant open space lands associated with the Rouge-Duffins Wildlife Corridor.
- Most of the neighbourhood developed prior to the 1970s.
- Consists of primarily detached dwellings; commercial building is located at the southeast corner of Altona Road and Finch Avenue.
- Has environmentally sensitive areas associated with the Rouge River and Park, Petticoat Creek, and various wooded areas within and adjacent to the neighbourhood.
- Has one Detailed Review Area within its boundary: lands central to the neighbourhood.
- Council has adopted development guidelines for this neighbourhood.

### Neighbourhood Population Projection

Rouge Park	
1996 Population	200
Projected Growth	1,400
Percent Increase	700
2016 Population	1,600

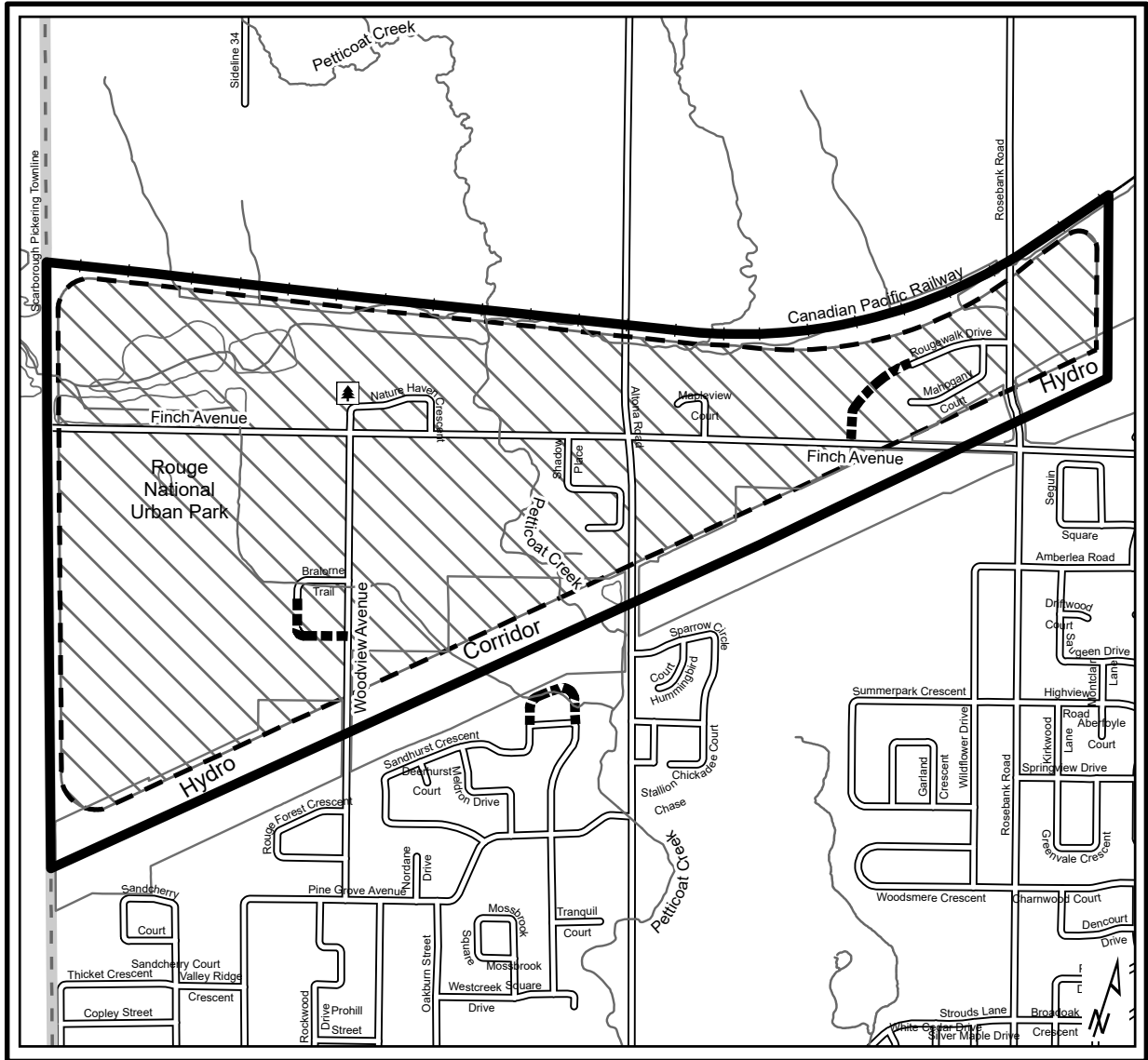
## City Policy

### Rouge Park Neighbourhood Policies






#### 12.16 City Council shall:

- (a) in the consideration of development proposed within the neighbourhood:
  - (i) discourage designs which require the use of reverse frontages, berms and significant noise attenuation fencing adjacent to Finch Avenue and Altona Road, unless justified for a limited proportion of street frontage within any proposed development by unique site configuration, road access or proximity considerations and mitigated by special design and/or landscaping features;
  - (ii) encourage a “neighbourhood focus” at the intersection of Finch Avenue and Altona Road through the utilization of structural massing, architectural elements, and landscaping that establishes a strong relationship with the intersection;
  - (iii) despite the permissible uses listed in Tables 5 and 9, not permit the establishment of automobile service stations and drive-through facilities such as restaurants, banks and convenience stores within the neighbourhood;
  - (iv) in accordance with Sections 16.17 and 16.18, permit the use of density transfers and bonuses, as further detailed in the Rouge Park Neighbourhood Development Guidelines;
  - (v) require a road connection running from the north side of Finch Avenue to the west side of Rosebank Road; and
  - (vi) require new development to have regard for the Rouge National Urban Park Management Plan;

# Map 24: Neighbourhood 14: Rouge Park



## Legend Symbols

-  New Road Connections (Proposed)
-  Detailed Review Area
-  Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)
-  Neighbourhood Boundary
-  Park

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- (b) encourage the retention of environmentally sensitive Provincially-owned lands within public ownership and the appropriate and timely disposition of Provincially-owned lands outside of the Rouge National Urban Park that are not environmentally sensitive;
- (c) endeavour to eliminate the “jog” at the Rosebank Road and Finch Avenue intersection;
- (d) support improvements to the level crossings of the C.P. rail line at the Scarborough Pickering Townline Road and Rosebank Road, such as the installation of appropriate safety measures including automatic safety gates; and
- (e) for the northeast corner of the Beare Estate/Map Realty lands, located on the north side of Finch Avenue, opposite Woodview Avenue, interpret the minimum extent of the “Open Space System – Natural Areas” designation to be the southerly drip line of the existing hedgerow plus 1.0 metre, with the maximum extent to be determined during the review of the related development applications.



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# Neighbourhood 15: Duffin Heights

## Description

- Is bounded by the West Duffins Creek, the C.P. rail line, the Ajax-Pickering boundary, and the Ontario Hydro transmission corridor.
- Includes significant open space lands associated with the various tributaries of the East Duffins Creek; and includes the Grand Valley Park, and the southerly limit of the Seaton Hiking Trail.
- Has various land extensive commercial, community and cultural uses (primarily along Brock Road), including a cemetery, a farmers market, a landscape supplier, a golf course, a driving range, an auction barn, a place of worship/cultural centre, a contractors yard, and a gas station.
- The Brock West Landfill is located in the west end of the neighbourhood; an electric power generating facility is adjacent to the landfill site.
- Has environmentally sensitive areas associated with the West Duffins Creek, Ganatsekiagon Creek and Urfe Creek.
- Has two Detailed Review Areas within its boundary: (i) lands on both sides of Brock Road; and (ii) the Brock West Landfill site.
- Council has adopted “Duffin Heights Neighbourhood Development Guidelines”, which apply to lands on both sides of Brock Road.

### Neighbourhood Population Projection

Duffin Heights	
1996 Population	100
Projected Growth	9,400
Percent Increase	9,400
2016 Population	9,500

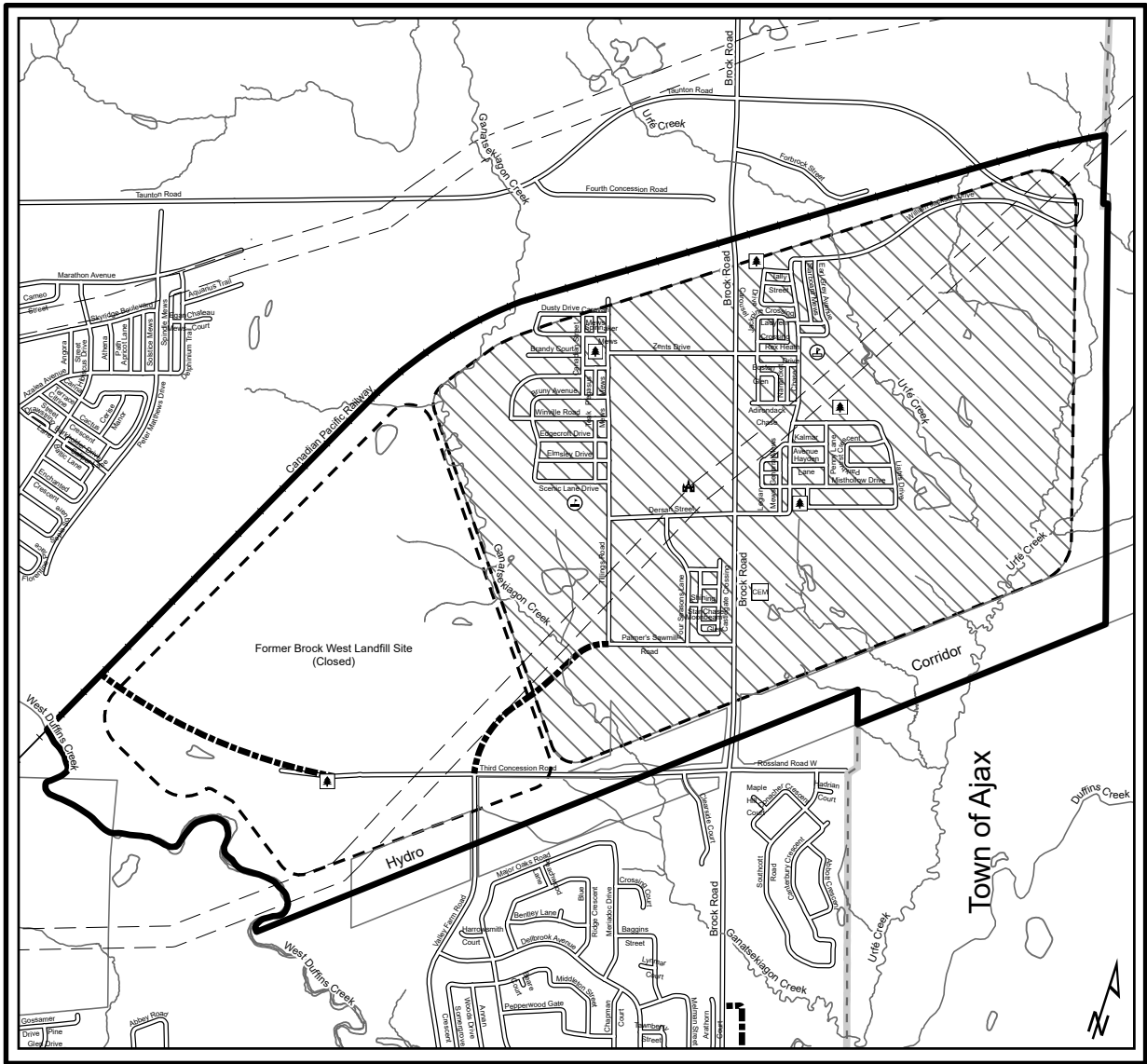
## City Policy

### Duffin Heights Neighbourhood Policies










#### 12.17 City Council shall:

- (a) encourage the appropriate and timely disposition of Provincially-owned lands that are not environmentally sensitive;
- (b) consider establishing, by amendment to this Plan, alternate land uses for tablelands in the vicinity of Valley Farm Road and the Third Concession Road, so long as these lands are not used for the receipt of disposal of waste, and providing an appropriate study is done to the satisfaction of the City, which shall include:
  - (i) a planning/design review that addresses the compatibility of the proposed alternate land uses with abutting land uses, both existing and proposed;
  - (ii) an environmental review that identifies significant natural features and functions, and defines developable limits;
  - (iii) an archaeological assessment that identifies whether any significant archaeological resources are present on the land, and recommends appropriate measures to protect, excavate, or otherwise deal with these resources; and
  - (iv) any other matters Council deems appropriate;

# Map 25: Neighbourhood 15: Duffin Heights



## Legend Symbols

- |   |   |
|---|---|
|  New Road Connections (Proposed)   |  Neighbourhood Boundary              |
|  Detailed Review Area  |  Place Of Worship                    |
|  Lands for which Council has adopted Development Guidelines (Refer to Compendium Document) |  Park                                |
|   |  Cemetery                            |
|   |  Proposed Public Elementary School   |
|   |  Proposed Separate Elementary School |

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- (c) despite Section 12.2 (a) of this Plan, require the completion of development guidelines for the westerly Detailed Review Area prior to permitting new uses within the Area;
- (d) require that an appropriate right-of-way be protected to accommodate a future continuous (free-flow) east-west traffic movement for Third Concession/ Rossland Extension west from Brock Road over the West Duffins Creek;
- (e) require a broad mix of housing by form, location, size, and affordability within the neighbourhood;
- (f) require road designs to be consistent with the road profiles identified in the Duffin Heights Neighbourhood Development Guidelines;
- (g) prohibit individual private driveway access from lands on either side of collector roads in the neighbourhood, and from local roads adjacent to the Mixed Corridor for grade-related dwelling units;
- (h) for lands designated Mixed Use Areas – Mixed Corridor:
  - (i) require new development to provide a strong and identifiable urban image by establishing buildings closer to the street, providing safe and convenient pedestrian access, and requiring all buildings to be multi-storey;
  - (ii) require commercial development to provide a second storey functional floor space with three storey massing;
  - (iii) require higher intensity multi-unit housing forms on lands adjacent to Brock Road and restrict grade related residential development to lands adjacent to collector or local roads;
  - (iv) support shared access points between properties along Brock Road in order to minimize access points along Brock Road, in consultation with the Region of Durham;
  - (v) may require a Trip Generation Study, an Internal Traffic Flow Plan and Access Management Plan subject to the satisfaction of the Region of Durham and City;
  - (vi) despite Section (h)(iii) above, provisions for higher intensity residential development do not apply to lands adjacent to the C.P. Railway underpass;
  - (vii) require applicants of new development to submit a Development Concept Report illustrating interim and final plans to accommodate intensification over time and ultimate build-out;
  - (viii) despite Section 3.6(a) and Table 5 of Chapter 3, not permit the establishment of:
    - single or semi detached dwelling units; and
    - drive-through facilities, either stand-alone or in combination with other uses;
  - (ix) despite Sections 3.6(b), 12.17(h)(ii) and 16.39, and Table 5 of Chapter 3, in addition to the existing zoned vacant Petro-Canada lands, being Plan 40R6962, Part 2, permit the establishment of only one retail gasoline outlet inclusive of gas bars and associated car washes for lands designated Mixed Use Area – Mixed Corridor;

- (x) require development within the Focal Points as identified on the Tertiary Plan contained within the Council-adopted Duffin Heights Neighbourhood Development Guidelines to contribute to the prominence of the intersection; in order to achieve this, Council shall require:
  - initial development on each property to occur at the corner of the intersection;
  - the inclusion of appropriate provisions in the implementing zoning by-laws to address such matters as the location and extent of build-to-zones, mix of permitted uses, and required building articulation;
  - the use of other site development features such as building design, building material, architectural features or structures, landscaping, public art and public realm enhancements such as squares or landscaped seating areas to help achieve focal point prominence; and
  - despite Section (h)(ii), all buildings to be minimum of three functional storeys with four storey massing;
- (xi) require the development of future roads adjacent to the Mixed Corridor designation on both sides of Brock Road to provide alternative access, potential transit routes, and boundaries for the land use designations and; on the east side of Brock Road this will consist of a Collector Road (William Jackson Drive) between Taunton Road and Brock Road; and on the west side of Brock Road, this will consist of a local road between the new northerly east/west Collector Road and the extension of Valley Farm Road; and
- (xii) despite Sections 12.17(h)(ii) and 12.17(h)(viii), the establishment of a single storey commercial building with a drive-through facility is permitted on lands located on the west side of Brock Road, being Part of Lot 19, Concession 3, Now Part 1, 40R-2548, and Part 1, 40R-26764;
- (i) require proponents of new development abutting or containing existing naturalized open space features designated Natural Areas, to submit an Edge Management Plan to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority, that:
  - (i) addresses the protection of the natural heritage features and functions from the impacts of any new development through such mechanisms as tree management, tree preservation, invasive species management, construction management, and stormwater management; and
  - (ii) identifies road and engineering designs that maintain the ecological integrity of the tableland coniferous and mixed forest;
- (j) in the design of stormwater management facilities include where feasible:
  - (i) walking and cycling facilities;
  - (ii) rest areas;
  - (iii) wildlife passages; and
  - (iv) innovative design features such as wetland forebays and outlets;

- (k) in the consideration of development proposals within the neighbourhood:
- (i) where development proposals about existing uses expected to remain in the long-term, the following matters shall be addressed:
    - mitigation measures such as grading, tree preservation and edge protection;
    - implementation of the above measures through conditions of draft plan approval, zoning by-law amendments, site plan approvals and other *Planning Act* tools; and
    - consultation with the adjacent landowner(s) prior to approval of the implementation measures set out above;
  - (ii) require conveyance to the City of lands for active transportation uses (e.g., sidewalks, walkways, bike lanes), and shall not consider such conveyance as parkland dedication;
  - (iii) encourage rear lanes for residential units at appropriate locations such as major streets to provide streetscapes uninterrupted by garages, driveways and improved safety for multi-use trail users;
  - (iv) require residential lots with frontages of 6.0 metres or less to be accessed from rear lanes;
  - (v) require a fine-grain mix of housing types, forms and tenures on a variety of lot frontages to prevent concentrations of lots with small frontages and private driveways in order to create opportunities for improved streetscapes, massing and on-street visitor parking;
  - (vi) may reduce local street right-of-way widths to less than 20 metres provided the following matters are addressed:
    - the proposed right-of-way and pavement width accommodates vehicular needs, services and utilities;
    - the street width is appropriate for the use and form of adjacent development; and
    - the street width accommodates the appropriate number of sidewalks (i.e., on either one side or both sides of the street) based upon the design of the plan, street function and abutting development;
  - (vii) require the submission of a Sustainability Report that demonstrates how the proposal is consistent with the City's Sustainable Development Guidelines;
  - (viii) design the local street pattern and walkway connections to enable residents to be within 400 metres walking distance of an existing transit stop/planned transit stop;
  - (ix) require the submission of a Functional Servicing and Stormwater Management Report that demonstrates how the proposal is consistent with the Duffin Heights Environmental Servicing Plan to the satisfaction of the Region, City and the Toronto and Region Conservation Authority;
  - (x) ensure that adequate utility networks are/will be established to serve the anticipated development and phased in a way that is cost-effective and efficient; and

- (xi) determine appropriate locations for larger, above-ground utility locations and require utilities to be clustered, grouped or imported within streetscape features where possible to minimize visual impact;
- (l) require applicants to submit a Compensation Report that demonstrates how compensation for areas identified in the Duffin Heights Environmental Servicing Plan has been addressed and how any environmental impacts can be mitigated through the use of best management practices and other appropriate sustainable measures to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority;
- (m) despite Section 3.5(a) and Table 3 of Chapter 3, permit only a golf course use or Natural Area use on lands identified as Active Recreational Areas;
- (n) require the preparation of a Golf Course Environmental Management Plan prior to changing the configuration of the existing golf course that describes the use of best management practices and other appropriate measures to enhance the natural environment to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority;
- (o) despite Section 3.5(a) and Table 3 of Chapter 3, permit the establishment of a cemetery, mausoleum, columbarium, visitation centre, chapel and reception facility, funeral establishment, crematorium, and related buildings and structures for the existing zoned Duffin Meadows Cemetery located east of Brock Road that is designated Open Space System – Natural Areas; and
- (p) require, as a condition of site plan, subdivision or any other development approval, that landowners:
  - (i) provide contributions calculated on a per hectare basis of the developable lands to a Fish Habitat Restoration Fund administered by the City for restoring fish habitat as identified in the Duffin Heights Environmental Servicing Plan, in consultation with the Toronto and Region Conservation Authority;
  - (ii) enter into an agreement with the City committing to undertake a monitoring program as outlined in the Duffin Heights Environmental Servicing Plan; and
  - (iii) become a party to the cost sharing agreement for Duffin Heights or receive an acknowledgement from the Trustee of the Duffin Heights Landowners Group Inc. that the benefitting landowner has made satisfactory arrangements to pay its proportion of the shared development cost
- (q) despite Table 9 of Chapter 3, establish a maximum net residential density of 161 units per net hectare on lands located on the southeast corner of William Jackson Drive and Earl Grey Avenue described as Part of Lot 18, Concession 3, Part 1, 40R-29457.

# Neighbourhood 16: Lamoreaux

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## Description

- Is bound by the Duffins Creek to the west, the Seaton Natural Heritage System to the north and east, and the C.P.R. railway to the south.
- Is the southern most neighbourhood in the Seaton Urban Area.
- Is surrounded by the Seaton Natural Heritage System on all four sides of the neighbourhood.
- Is planned to have a broad range of uses and land use densities, including commercial, and a variety of residential built-forms with densities ranging from low density to mixed use and high density.
- Taunton Road and Sideline 26/Whites Road will be the main spines running through the neighbourhood.
- The Community Node on Taunton Road is planned to be the heart of the neighbourhood. The Community Node is to be a compact, walkable area, with a mix of commercial and residential uses. This node shall serve the day-to-day commercial needs of nearby residents, and of travelers who pass through along Taunton Road, and along the north-south arterial roads.

### Neighbourhood Population Projection

Lamoreaux	
2031 Population	17,500

## City Policy

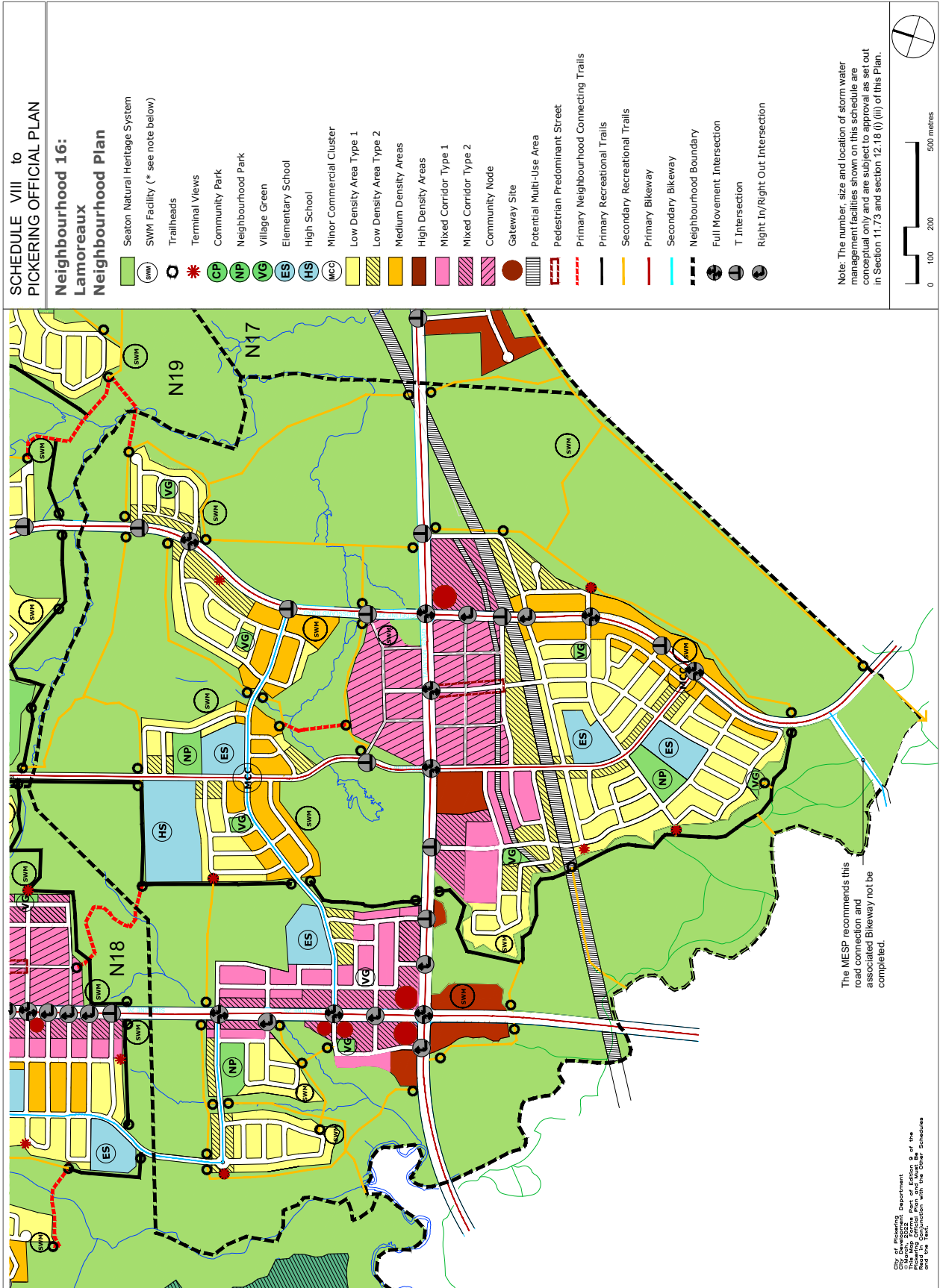
### Lamoreaux Neighbourhood Policies

#### 12.18 City Council:

- (a) shall, as per Section 11.2(b), provide greater direction on housing types and densities in the Low Density Area designation by applying two additional subcategories to those set out in Tables 2 and 9 in the Low Density Area subcategory as follows:
  - (i) Low Density Area Type 1 with:
    - (A) a full range of unit types within the permitted density range for Low Density Area as per Section 11.2, but consisting predominantly of single and semi-detached housing forms;
  - (ii) Low Density Area Type 2 with:
    - (A) a minimum density of 35 units per net hectare and a maximum density of up to and including 50 units per net hectare provided the overall density of lands within Low Density Area Type 1 and Type 2 designations combined, within each draft plan of subdivision, is no more than 40 units per net hectare; and
    - (B) single detached and semi-detached dwellings comprising no more than 50 percent of all unit types within the subcategory designation;
- (b) shall provide greater direction on housing types within Medium Density Area designation by permitting single detached and semi-detached dwellings to comprise no more than 25 percent of all unit types within the designation;



# Schedule VIII - Neighbourhood 16: Lamoreaux



- (c) shall, as per Section 11.5, establish two additional subcategories to those set out in Tables 2 and 6 in the Mixed Corridor subcategory as follows:
  - (i) Mixed Corridors Type 1 with a full range of unit types as established by Table 5 and Section 11.5 within the permitted density range for Mixed Corridors as per Section 11.5(c), but consisting predominantly of ground related multi-residential housing forms; and
  - (ii) Mixed Corridors Type 2 with a minimum density of 60 units per net hectare and a maximum density of 180 units per net hectare provided the overall density of lands within Mixed Corridors Type 1 and Type 2 designations, within each draft plan of subdivision, is no more than 140 units per net hectare;
- (d) shall, as per Section 11.6, identify Gateway Sites within the Mixed Corridor Type 2 subcategory which shall:
  - (i) be reserved for apartment buildings at or near the highest density and height permission;
  - (ii) have the maximum height and density determined at the site plan approval stage after submission of appropriate massing and sun-shadow drawings to demonstrate compatibility with adjacent housing;
  - (iii) permit interim uses as per Section 11.8;
  - (iv) require applicants to submit a development concept and intensification plan illustrating interim and final plans to accommodate intensification over time and ultimate build-out, in accordance to Section 11.8; and
  - (v) require the size of Gateway sites to be determined at the draft plan stage;
- (e) shall require applicants for draft plan of subdivision approval to identify and reserve a location for a future fire station to the satisfaction of the fire chief and which is located on Taunton Road at a future signalized intersection;
- (f) shall, along Type A and Type B Arterial Roads, as shown on Schedule II, not permit direct access to lots but will encourage the Region to allow for full movement intersections at the locations shown on Schedule VIII Neighbourhood 16: Lamoreaux and allow for right-in/right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity;
- (g) shall along Type C Arterial Roads and may along Collector Roads require direct access to be minimized, due to traffic volumes and built forms, through a range of alternatives including rear lanes, slip lanes, shared drives, hybrid local roads, connector lanes or other means to limit direct access to individual lots. Where direct access is proposed, Council shall require applicants to demonstrate through appropriate transportation studies that direct access can be supported;
- (h) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule VIII - Neighbourhood 16: Lamoreaux and consists of the road network, bikeways, trails and trailheads. Further detail on how pedestrians and cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines;

- (i) recognizes that the locations of:
  - (i) Type A and Type B arterial roads are currently the subject of an Environmental Assessment and the road alignments will be confirmed through that process which may require further refinements to Schedule VIII Neighbourhood 16: Lamoreaux;
  - (ii) local roads, school sites, parks and village greens may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are consistent with the design intent shown on Schedule VIII Neighbourhood 16: Lamoreaux and the policies of this Plan; and
  - (iii) the number, size and location of stormwater management facilities will be confirmed through the Neighbourhood Functional Servicing and Stormwater Report and may change without an amendment to this Plan;
- (j) shall, despite the permitted uses and densities in the Mixed Corridor Type 1 designation located west of Sideline 24 and south of the gas pipeline, permit single detached dwellings in this area without a unit mix cap subject to the density permissions of the Low Density Type 2 designation provided:
  - (i) there is no net loss in units required to achieve the 61,000 population set out in Section 2.13(a);
  - (ii) the difference in density between the Mixed Corridor Type 1 designation and the Low Density Type 2 designation for the Mixed Corridor Type 1 lands located south of the gas pipeline, west of Sideline 24 be transferred to the Mixed Corridor Type 1 and Mixed Corridor Type 2 designations located north of the pipeline, west of Sideline 24 and south of Taunton Road;
  - (iii) the minimum total number of units in the Mixed Corridor Type 1 and Mixed Corridor Type 2 designations located west of Sideline 24, north of the hydro corridor, and south of Taunton Road shall not be less than 385 units;
  - (iv) only townhouse units shall be constructed on the lots fronting and flanking onto Sideline 24 within the Mixed Corridor Type 1 designation; and
  - (v) the single detached dwellings in the Mixed Corridor Type 1 designation located south of the gas pipeline will not be constructed until related zoning for a detailed development proposal has been approved by the City which will establish a requirement for a minimum of 323 units within the Mixed Corridor Type 1 and Mixed Corridor Type 2 designations located north of the pipeline, west of Sideline 24 and south of Taunton Road; and
- (k) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:
  - (i) a Sustainability Brief that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Placemaking Guidelines; and
  - (ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Placemaking Guidelines.

# Neighbourhood 17: Brock-Taunton

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## Description

- Is bound by the Seaton Natural Heritage System to the north, west and east, and the C.P.R. railway to the south.
- Is in the southeast corner of the Seaton Urban Area.
- Is planned to have a range of uses and land use densities, including the potential for commercial, and a variety of residential built-forms with densities ranging from mixed use to high density.
- Taunton Road and Brock Road are the main spines running through the neighbourhood.
- A future GO Train Station, on the Belleville C.P. rail line, is proposed to be integrated into the Neighbourhood.
- The Mixed Corridor at Taunton Road and Brock Road is planned to be the heart of the neighbourhood. This intersection is to be designed as a compact, dense area comprised of gateway residential sites on three of the four corners of the intersection, with at grade commercial uses. This area shall serve the day-to-day commercial needs of nearby residents, and of travelers who pass along Taunton Road and Brock Road.

### Neighbourhood Population Projection

Brock-Taunton	
2031 Population	5,000

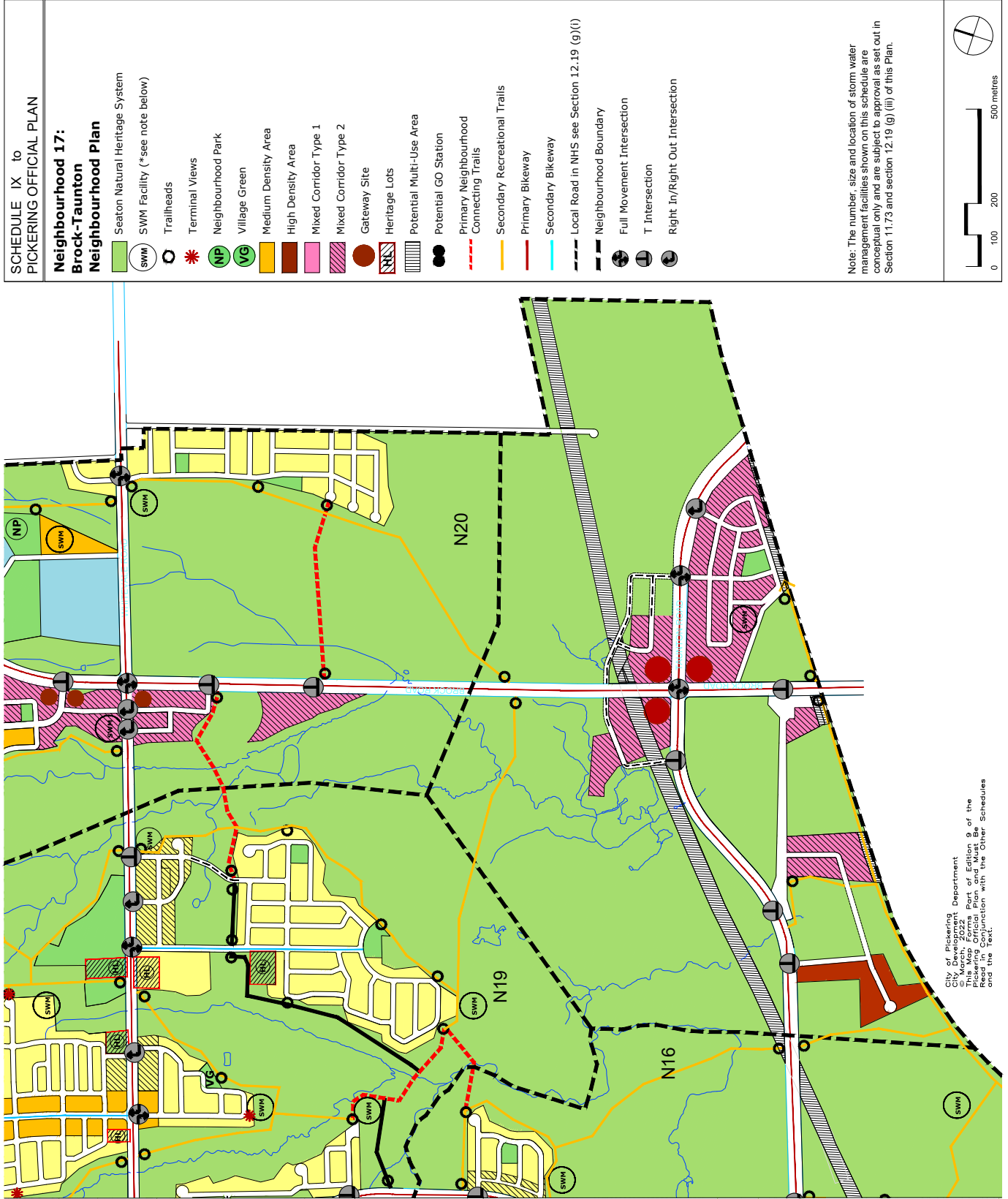
## City Policy

### Brock-Taunton Neighbourhood Policies

#### 12.19 City Council:

- (a) recognizes that the precise location of the GO Train Station has yet to be finalized through an Environmental Assessment. As such, City Council shall encourage development in the Mixed Corridor blocks south of Taunton Road to proceed in consultation with Metrolinx and be coordinated with the Environmental Assessment;
- (b) shall, as per Section 11.5, establish and apply one of two additional subcategories (Mixed Corridors Type 2) to those set out in Tables 2 and 6 in the Mixed Corridor subcategory as follows:
  - (i) Mixed Corridors Type 2 with a minimum density of 60 units per net hectare and a maximum density of 180 units per net hectare provided the overall density of lands within the Mixed Corridors Type 2, within each draft plan of subdivision, is no more than 140 units per net hectare;
- (c) shall, as per Section 11.6, identify Gateway Sites within the Mixed Corridors Type 2 subcategory, which shall:
  - (i) be reserved for apartment buildings at or near the highest density and height permission;
  - (ii) have the maximum height and density determined at the site plan approval stage after submission of appropriate massing and sun-shadow drawings to demonstrate compatibility with adjacent housing;
  - (iii) permit interim uses as per Section 11.8;

# Schedule IX - Neighbourhood 17: Brock-Taunton



- (iv) require applicants to submit a development concept and intensification plan illustrating interim and final plans to accommodate intensification over time and ultimate build-out, in accordance to Section 11.8; and
- (v) require the size of Gateway sites to be determined at the draft plan stage;
- (d) shall, along Taunton Road and Brock Roads which are both Type A Arterial roads, not permit direct access to lots but will encourage the Region to allow for full movement intersections at the locations shown on Schedule IX - Neighbourhood 17: Brock-Taunton and allow for right-in/ right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity;
- (e) shall require applicants for draft plan of subdivision approval to identify and integrate appropriate setbacks from buildings to utility and rail corridors;
- (f) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule IX - Neighbourhood 17: Brock-Taunton and consists of the road network, bikeways, trails and trailheads. Further detail on how cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines;
- (g) shall recognize that the locations of:
  - (i) local roads constructed through the Seaton Natural Heritage System will be subject to satisfying the Environmental Assessment process;
  - (ii) local roads and village greens may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are consistent with the design intent shown on Schedule IX - Neighbourhood 17: Brock-Taunton and the policies of this Plan; and
  - (iii) the number, size and location of stormwater management facilities will be confirmed through the Neighbourhood Functional Servicing and Stormwater Report and may change without an amendment to this Plan; and
- (h) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:
  - (i) a Sustainability Report that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Placemaking Guidelines; and
  - (ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Placemaking Guidelines.

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# Neighbourhood 18: Mount Pleasant

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## Description

- Is bound by the Duffins Creek to the west but excluding the Hamlet of Whitevale, the Seaton Natural Heritage System corridor separating Neighbourhoods 18 and 21 to the north, the Seaton Natural Heritage System corridor separating Neighbourhoods 16 and 18 to the south and a tributary of Ganatsekiagon Creek to the east.
- Is the western most neighbourhood in the Seaton Urban Area.
- Is generally surrounded by the Seaton Natural Heritage System on all four sides of the neighbourhood.
- Is planned to have a broad range of land uses and densities, including commercial and mixed use, and a variety of residential and mixed use built-forms.
- Sideline 26/Whites Road and the proposed Whitevale By-pass will be the main spines running through the neighbourhood.
- The Community Node on Sideline 26/Whites Road is planned to be the heart of the neighbourhood. The Community Node is to be a compact, walkable area, with a mix of commercial and residential uses. This node shall serve the day-to-day commercial needs of nearby residents.

### Neighbourhood Population Projection

Mount Pleasant	
2031 Population	18,000

## City Policy

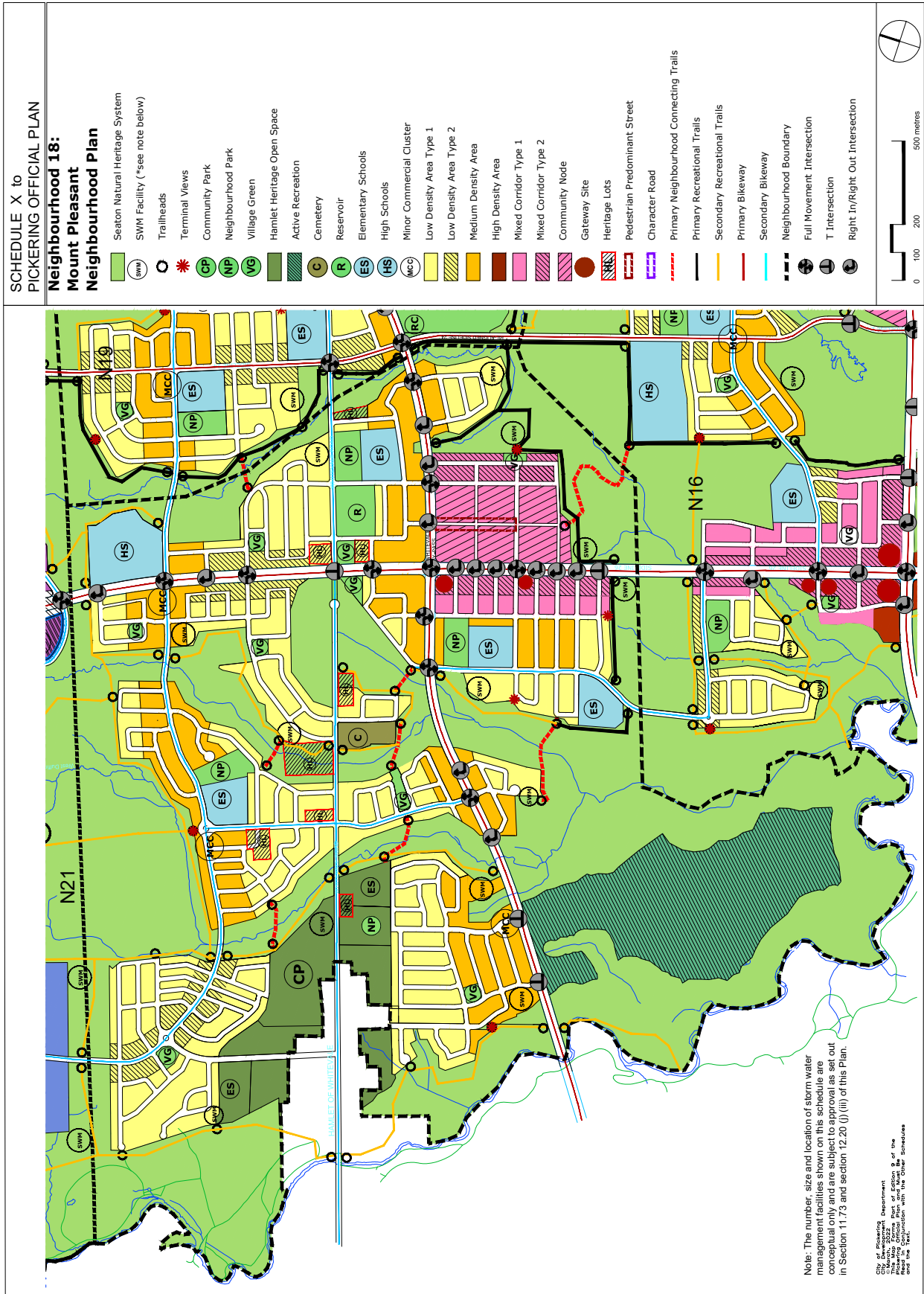
### Mount Pleasant Neighbourhood Policies

#### 12.20 City Council:

- (a) shall, as per Section 11.2(b), establish two additional subcategories to those set out in Tables 2 and 9 in the Low Density Area subcategory as follows:
  - (i) Low Density Area Type 1 with:
    - (A) a full range of unit types within the permitted density range for Low Density Area as per Section 11.2, but consisting predominantly of single and semi-detached housing forms;
  - (ii) Low Density Area Type 2 with:
    - (A) a minimum density of 35 units per net hectare and a maximum density of up to and including 50 units per net hectare provided the overall density of lands within Low Density Area Type 1 and Type 2 designations combined, within each draft plan of subdivision, is no more than 40 units per net hectare; and
    - (B) single detached and semi-detached dwellings comprising no more than 50 percent of all unit types within the subcategory designation;
- (b) shall provide greater direction on housing types within Medium Density Area designation by permitting single detached and semi-detached dwellings to comprise no more than 25 percent of all unit types within the designation;



# Schedule X - Neighbourhood 18: Mount Pleasant



- (c) shall, as per Section 11.5, establish two additional subcategories to those set out in Tables 2 and 6 in the Mixed Corridor subcategory as follows:
  - (i) Mixed Corridors Type 1 with a full range of unit types as established by Table 5 and Section 11.5 within the permitted density range for Mixed Corridors as per Section 11.5(c), but consisting predominantly of ground related multi-residential housing forms; and
  - (ii) Mixed Corridors Type 2 with a minimum density of 60 units per net hectare and a maximum density of 180 units per net hectare provided the overall density of lands within Mixed Corridors Type 1 and Type 2 designations, within each draft plan of subdivision, is no more than 140 units per net hectare;
- (d) shall, as per Section 11.6, identify Gateway Sites within the Mixed Corridor Type 2 subcategory which shall:
  - (i) be reserved for apartment buildings at or near the highest density and height permission;
  - (ii) have the maximum height and density determined at the site plan approval stage after submission of appropriate massing and sun-shadow drawings to demonstrate compatibility with adjacent housing;
  - (iii) permit interim uses as per Section 11.8;
  - (iv) require applicants to submit a development concept and intensification plan illustrating interim and final plans to accommodate intensification over time and ultimate build-out, in accordance to Section 11.8; and
  - (v) require the size of Gateway sites to be determined at the draft plan stage;
- (e) shall along existing Whitevale Road:
  - (i) consider closing Whitevale Road where it approaches Sideline 26/Whites Road. Access to the portion west of Sideline 26/Whites Road shall be via a local road connection;
  - (ii) require the eastern portion to be connected in a "T" intersection with Sideline 26/Whites Road;
  - (iii) institute a differing character for the portions east and west of the realigned Sideline 26/Whites Road with:
    - (A) the western portion maintaining a rural cross-section, as per Section 11.66(c), with a multi-use trail on one side as set out in the Sustainable Placemaking Guidelines; and
    - (B) the eastern portion having an urban cross-section, but existing mature trees shall be maintained and protected where feasible;
  - (iv) require houses along the western portion to face directly onto Whitevale Road with individual access provided directly to the street or where not possible due to grades from rear lanes or abutting rear local roads;
  - (v) permit and encourage houses along the eastern portion to have direct access to the road;
  - (vi) require, along the western portion, identification of appropriate traffic calming measures in draft plans of subdivision; and
  - (vii) ensure other design matters in Section 11.66 are considered in the draft plans of subdivision;

- (f) shall, along Type A and Type B Arterial Roads, as shown on Schedule II, not permit direct access to lots but will encourage the Region to allow for full movement intersections at the locations shown on Schedule X - Neighbourhood 18: Mount Pleasant and allow for right-in/right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity;
- (g) shall along Type C Arterial Roads and may along Collector Roads require direct access to be minimized, due to traffic volumes and built forms, through a range of alternatives including rear lanes, slip lanes, shared drives, hybrid local roads, connector lanes or other means to limit direct access to individual lots. Where direct access is proposed, Council shall require applicants to demonstrate through appropriate transportation studies that direct access can be supported;
- (h) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule X - Neighbourhood 18: Mount Pleasant and consists of the road network, bikeways, trails and trailheads. Further detail on how pedestrians and cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines;
- (i) shall identify the location of significant built heritage resources on Schedule X - Neighbourhood 18: Mount Pleasant with the notation "Heritage Lots" and shall require development adjacent to such Heritage Lots to address the policies of Sections 11.62, 11.63, and 11.64;
- (j) recognizes that the locations of:
  - (i) Type A and Type B Arterial Roads are currently the subject of an Environmental Assessment and the road alignments will be confirmed through that process which may require further refinements to Schedule X - Neighbourhood 18: Mount Pleasant;
  - (ii) local roads, school sites, parks and village greens may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are consistent with the design intent shown on Schedule X - Neighbourhood 18: Mount Pleasant and the policies of this Plan; and
  - (iii) the number, size and location of stormwater management facilities will be confirmed through the Neighbourhood Functional Servicing and Stormwater Report and may change without an amendment to this Plan; and
- (k) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:
  - (i) a Sustainability Brief that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Placemaking Guidelines; and
  - (ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Placemaking Guidelines.

# Neighbourhood 19: Wilson Meadows

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## Description

- Is bound by a tributary of the Ganatsekiagon Creek to the west, the Seaton Natural Heritage System corridor separating Neighbourhoods 19 and 21 to the north, the Seaton Natural Heritage System corridor separating Neighbourhoods 16 and 19 to the south and a tributary of Urfe Creek to the east.
- Is the central most neighbourhood in the Seaton Urban Area.
- Is generally surrounded by the Seaton Natural Heritage System on all four sides of the neighbourhood.
- Is planned to have a broad range of land uses and densities, including commercial and mixed use, and a variety of residential and mixed use built-forms.
- Two new roads, Sideline 22 and the Whitevale By-pass will be the main spines running through the neighbourhood.
- The proposed Community Node on the Whitevale By-pass at Sideline 22 is planned to be the heart of the neighbourhood. The Community Node is to be a compact, walkable area, with a mix of commercial and residential uses. This node shall serve the day-to-day commercial needs of nearby residents.

### Neighbourhood Population Projection

Wilson Meadows	
2031 Population	15,000

## City Policy

### Wilson Meadows Neighbourhood Policies

#### 12.21 City Council:

- (a) shall, as per Section 11.2(b), establish two additional subcategories to those set out in Tables 2 and 9 in the Low Density Area subcategory as follows:
  - (i) Low Density Area Type 1 with:
    - (A) a full range of unit types within the permitted density range for Low Density Area as per Section 11.2, but consisting predominantly of single and semi-detached housing forms;
  - (ii) Low Density Area Type 2 with:
    - (A) a minimum density of 35 units per net hectare and a maximum density of up to and including 50 units per net hectare provided the overall density of lands within Low Density Area Type 1 and Type 2 designations combined, within each draft plan of subdivision, is no more than 40 units per net hectare; and
    - (B) single detached and semi-detached dwellings comprising no more than 50 percent of all unit types within the subcategory designation;
- (b) shall provide greater direction on housing types within Medium Density Area designation by permitting single detached and semi-detached dwellings to comprise no more than 25 percent of all unit types within the designation;

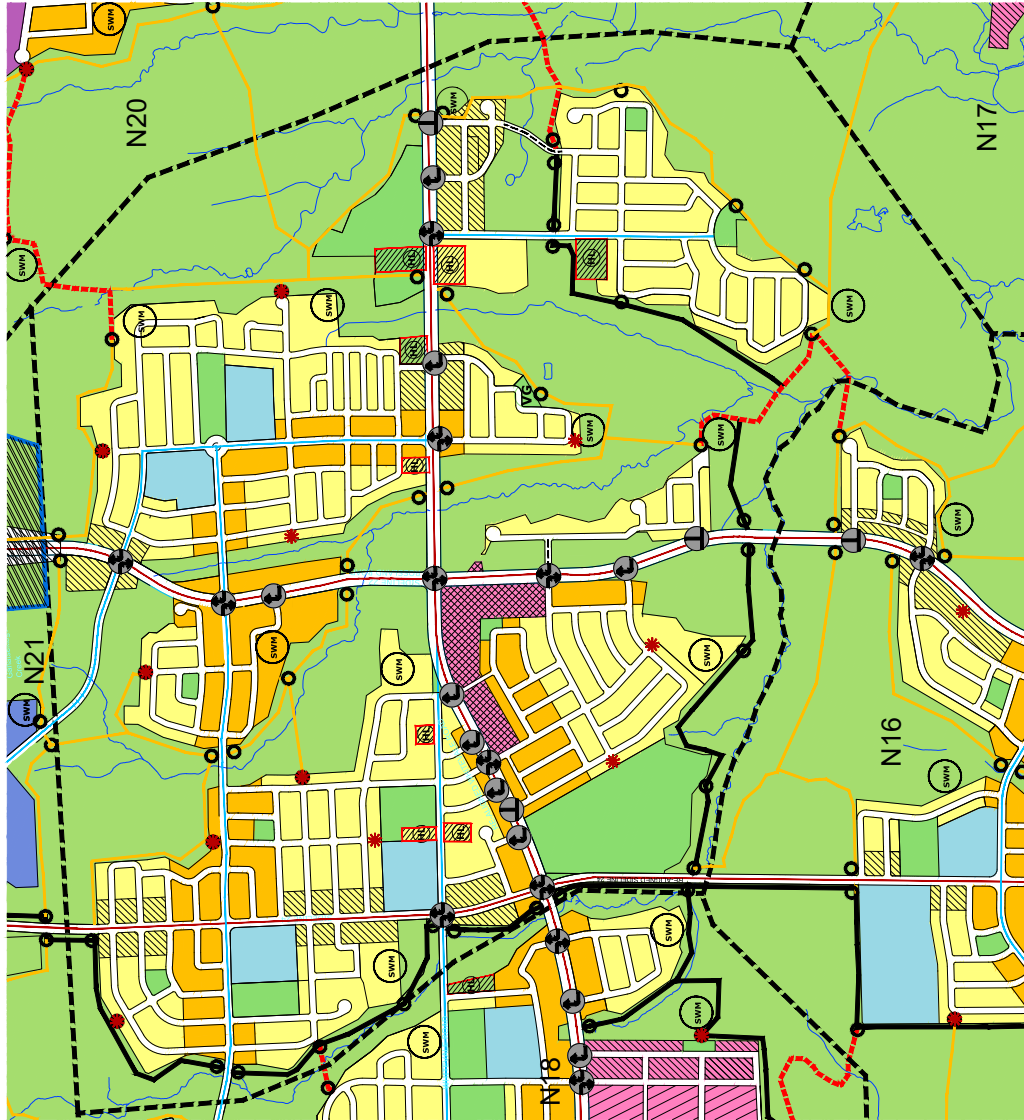
# Schedule XI - Neighbourhood 19: Wilson Meadows

**SCHEDULE XI to PICKERING OFFICIAL PLAN**

**Neighbourhood 19: Wilson Meadows Neighbourhood Plan**

- Seton Natural Heritage System
- SWM Facility (\* see note below)
- Trailheads
- Terminal Views
- Community Parks
- Neighbourhood Parks
- Village Greens
- Elementary Schools
- High Schools
- Minor Commercial Cluster
- Low Density Type 1 Areas
- Low Density Type 2 Areas
- Medium Density Areas
- Local Node
- Heritage Lots
- Character Road
- Primary Neighbourhood Connecting Trails
- Primary Recreational Trails
- Secondary Recreational Trails
- Primary Bikeway
- Secondary Bikeway
- Local Road in NHS see Section 12.21 (h)(ii)
- Neighbourhood Boundary
- Full Movement Intersection
- T Intersection
- Right In/Right Out Intersection

Note: The number, size and location of storm water management facilities shown on this schedule are conceptual only and are subject to approval as set out in Section 11.73 and section 12.21 (h) (iv) of this Plan.



City of Pickering Department of Planning  
 2022  
 This is a conceptual plan and is not intended to be used for any other purpose.  
 The City of Pickering is not responsible for any errors or omissions in this plan.

- (c) shall along existing Whitevale Road west of Sideline 22:
  - (i) require access to the eastern end of the road to be via a local road which connects south to the Whitevale By-pass;
  - (ii) permit an urban cross-section, but existing mature trees shall be maintained and protected where feasible;
  - (iii) permit and encourage houses to have direct access to the road; and
  - (iv) ensure other design matters in Section 11.66 are considered in the draft plans of subdivision;
- (d) shall, along Type B Arterial Roads, as shown on Schedule II, not permit direct access to lots but will encourage the Region to allow for full movement intersections at the locations shown on Schedule XI - Neighbourhood 19: Wilson Meadows and allow for right-in/right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity;
- (e) shall along Type C Arterial Roads and may along Collector Roads require direct access to be minimized, due to traffic volumes and built forms, through a range of alternatives including rear lanes, slip lanes, shared drives, hybrid local roads, connector lanes or other means to limit direct access to individual lots. Where direct access is proposed, Council shall require applicants to demonstrate through appropriate transportation studies that direct access can be supported;
- (f) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule XI - Neighbourhood 19: Wilson Meadows and consists of the road network, bikeways, trails and trailheads. Further detail on how pedestrians and cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines;
- (g) shall identify the location of significant built heritage resources on Schedule XI - Neighbourhood 19: Wilson Meadows with the notation "Heritage Lots" and shall require development adjacent to such Heritage Lots to address the policies of Sections 11.62, 11.63, and 11.64;
- (h) recognizes that the locations of:
  - (i) local roads constructed through the Seaton Natural Heritage System will be subject to satisfying the Environmental Assessment process;
  - (ii) Type B Arterial Roads are currently the subject of an Environmental Assessment and the road alignments will be confirmed through that process which may require further refinements to Schedule XI - Neighbourhood 19: Wilson Meadows;
  - (iii) local roads, school sites, parks and village greens may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are consistent with the design intent shown on Schedule XI - Neighbourhood 19: Wilson Meadows and the policies of this Plan; and
  - (iv) the number, size and location of stormwater management facilities will be confirmed through the Neighbourhood Functional Servicing and Stormwater Report and may change without an amendment to this Plan;

- (i) shall consider the provision of an urban square in the Community Node in Neighbourhood 19: Wilson Meadows in lieu of the provision of the village green shown on Schedule XI west of Sideline 22 and south of the Whitevale Road By-pass provided that the functions of a village green can be provided in the urban square including appropriate play structures. The precise location of the urban square, facility requirements and the timing of its provision shall be addressed in draft plan of subdivision conditions and agreements; and
- (j) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:
  - (i) a Sustainability Brief that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Placemaking Guidelines; and
  - (ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Placemaking Guidelines.

# Neighbourhood 20: Thompson's Corners

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## Description

- Is bound by the Seaton Natural Heritage System to the west, including Urfe Creek, Sideline 16 and the Town of Ajax to the east, Highway 7, Hamlet of Brougham and Federal lands to the north and the Seaton Natural Heritage system to the south.
- Is the eastern most neighbourhood in the Seaton Urban Area.
- Is adjacent to the existing Hamlet of Brougham including the Brougham Pioneer Christian Cemetery.
- Is planned to have a broad range of uses and land use densities, including commercial, and a variety of residential built-forms with densities ranging from low density to mixed use.
- Brock Road, Whitevale Road and Highway 7 are the main spines running through the neighbourhood.
- Highway 407 ETR/Transitway bisects the prestige employment lands portion of the neighbourhood.
- The Community Node on Brock Road is planned to be the heart of the neighbourhood. The neighbourhood centre is a compact, walkable area, with a mix of commercial and residential uses. This central area shall serve the day-to-day commercial needs of nearby residents, and of travelers who pass through along Brock Road. The Community Node shall also connect the residential areas on the east and west sides of Brock Road and shall provide a transition from the prestige employment designation to the north.

### Neighbourhood Population and Employment Projection

Thompson's Corners	
2031 Population	5,500
2031 Employment Lands	5,400

## City Policy

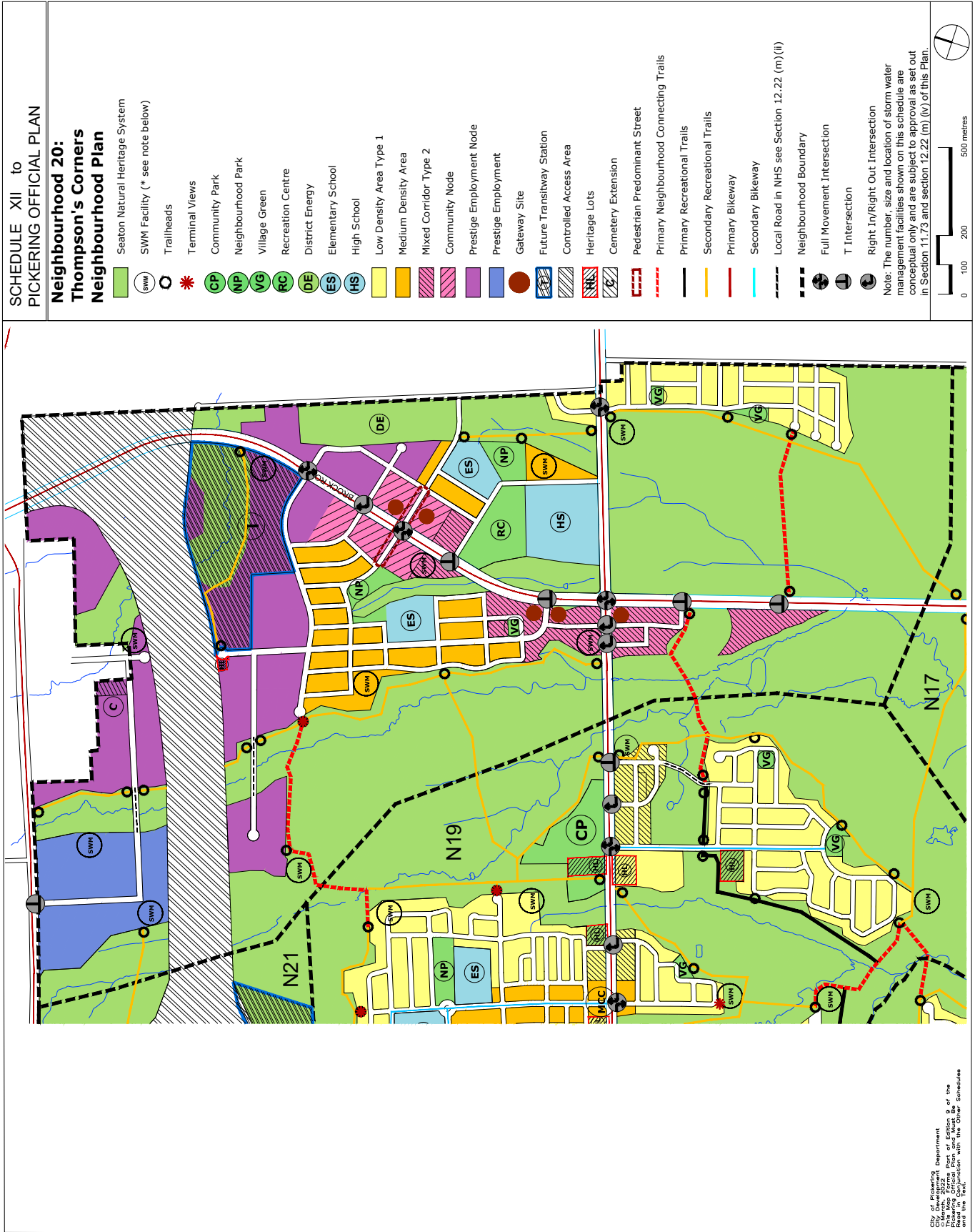
### Thompson's Corners Neighbourhood Policies

#### 12.22 City Council:

- (a) shall, as per Section 11.2(b), establish and apply one of two additional subcategories (Low Density Area Type 1) to those set out in Tables 2 and 9 in the Low Density Area subcategory as follows:
  - (i) Low Density Area Type 1 with:
    - (A) a full range of unit types within the permitted density range for Low Density Area as per Section 11.2, but consisting predominantly of single, semi-detached, and townhouse housing forms;
- (b) shall provide greater direction on housing types within Medium Density Area designation by permitting single detached and semi-detached dwellings to comprise no more than 25 percent of all unit types within the designation;
- (c) shall, as per Section 11.5, establish and apply one of two additional subcategories (Mixed Corridors Type 2) to those set out in Tables 2 and 6 in the Mixed Corridor subcategory as follows:



# Schedule XII - Neighbourhood 20: Thompson's Corners



- (i) **Mixed Corridors Type 2 with a minimum density of 60 units per net hectare and a maximum density of 180 units per hectare provided that the overall density of the lands within Mixed Corridors Type 2, within each draft plan of subdivision, is no more than 140 units per net hectare;**
- (d) **shall, as per Section 11.6, identify Gateway Sites within the Mixed Corridors Type 2 and Community Node, which shall:**
  - (i) **despite the underlying densities in Mixed Corridor Type 2 and Community Node, the minimum density of 170 units per hectare and maximum density of 250 units per hectare;**
  - (ii) **have the maximum height and density determined at the site plan approval stage after submission of appropriate massing and sun-shadow drawings to demonstrate compatibility with adjacent housing;**
  - (iii) **permit interim uses as per Section 11.8;**
  - (iv) **require applicants to submit a development concept and intensification plan illustrating interim and final plans to accommodate intensification over time and ultimate build-out, in accordance to Section 11.8; and**
  - (v) **require the size of Gateway sites to be determined at the draft plan stage;**
- (e) **shall provide greater direction on employment uses and densities in the Prestige Employment designation by applying two subcategories to the Prestige Employment land use category set out in Tables 2 and 7 as follows:**
  - (i) **Prestige Employment General:**
    - (A) **in addition to the prohibited uses in Section 11.32, warehousing shall be prohibited except for warehousing accessory to a permitted use;**
  - (ii) **Prestige Employment Node:**
    - (A) **in addition to the prohibited uses in Section 11.32, warehousing, and light manufacturing, assembly and processing of goods shall be prohibited except in combination with a permitted use in the same building; and**
    - (B) **a minimum density of 2.0 FSI shall be required for freestanding office buildings which shall be directed to locations close to the interchanges within the Prestige Employment Node. However interim development of no less than 0.5 FSI may be permitted provided a development concept and intensification plan is submitted demonstrating how the property can be intensified including:**
      - (1) **the siting and orientation of buildings which do not preclude future intensification;**
      - (2) **the location of parking for the initial development and changes to parking to accommodate the intensification process; and**
      - (3) **the phasing of the intensification of the site to realize the ultimate built form;**

- (f) shall require appropriate transitional design, compatibility and buffering from the Prestige Employment designation to the Hamlet of Brougham and its existing character through the implementing draft plan of subdivision, zoning by-law and site plan approval. The implementing draft plan of subdivision shall also provide for adequate road and pedestrian connections between Brougham and the surrounding Prestige Employment lands;
- (g) shall facilitate the long-term intensification of Highway 407 ETR/Transitway station located at Brock Road and Highway 407 ETR/Transitway based on the underlying land use of Prestige Employment Node;
- (h) shall require the proponent prior to submission of draft plans of subdivision for development adjacent to the Brougham Pioneer Christian Cemetery to seek confirmation from the Brougham United Church to acquire additional lands in the area of the current cemetery, or not, as described in the CPDP;
- (i) shall, along Type A and Type B Arterial Roads, as shown on Schedule II, not permit direct access to lots but will encourage the Region to allow for full movement intersections at the locations shown on Schedule XII Neighbourhood 20: Thompson's Corners and allow for right-in/right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity;
- (j) shall along Collector Roads require direct access to be minimized, due to traffic volumes and built forms, through a range of alternatives including rear lanes, slip lanes, shared drives, hybrid local roads, connector lanes or other means to limit direct access to individual lots. Where direct access is proposed, Council shall require applicants to demonstrate through appropriate transportation studies that direct access can be supported;
- (k) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule XII - Neighbourhood 20: Thompson's Corners and consists of the road network, bikeways, trails and trailheads. Further detail on how cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines;
- (l) shall identify the location of existing Heritage Lots on Schedule XII - Neighbourhood 20: Thompson's Corners and require Heritage Lots to be integrated into the design of the surrounding employment area through appropriate landscaping and built form transition as per the policies set out in Sections 11.62, 11.63 and 11.64 where applicable;
- (m) shall recognize that the locations of:
  - (i) local roads constructed through the Seaton Natural Heritage System will be subject to satisfying the Environmental Assessment process;
  - (ii) Type A and Type B Arterial Roads are currently the subject of an Environmental Assessment and the road alignments will be confirmed through that process which may require further refinements to Schedule XII - Neighbourhood 20: Thompson's Corners;
  - (iii) local roads, school sites, parks and village greens may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are consistent with the design intent shown on Schedule XII - Neighbourhood 20: Thompson's Corners and the policies of this Plan;

- (iv) the number, size and location of stormwater management facilities will be confirmed through the Neighbourhood Functional Servicing and Stormwater Report and may change without an amendment to this Plan; and
- (v) a district energy facility on Schedule XII - Neighbourhood 20: Thompson's Corners is conceptually shown and its location is to be determined by a feasibility study that demonstrates such a facility can be successfully operated and integrated into the community in consultation with the landowners and utility providers; and
- (n) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:
  - (i) a Sustainability Report that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Placemaking Guidelines; and
  - (ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Placemaking Guidelines.

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# Neighbourhood 21: Pickering Innovation Corridor

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## Description

- Is bound by Duffins Creek to the west, the Federal lands (generally Highway 7) to the north, the Seaton Natural Heritage System east of Sideline 22 to the east, and the Seaton Natural Heritage System to the south.
- Is planned to contain a broad range of employment uses as well as Hamlet Heritage Open Space, adjacent to Green River.
- Highway 407 ETR/Transitway runs through the middle of the neighbourhood with two interchanges planned at Sideline 22 and Sideline 26.
- The two proposed transitway stations at Sideline 22 and Sideline 26 will be located south of Highway 407.

### Neighbourhood Employment Projection

Pickering Innovation Corridor	
2031 Employment Lands	13,400

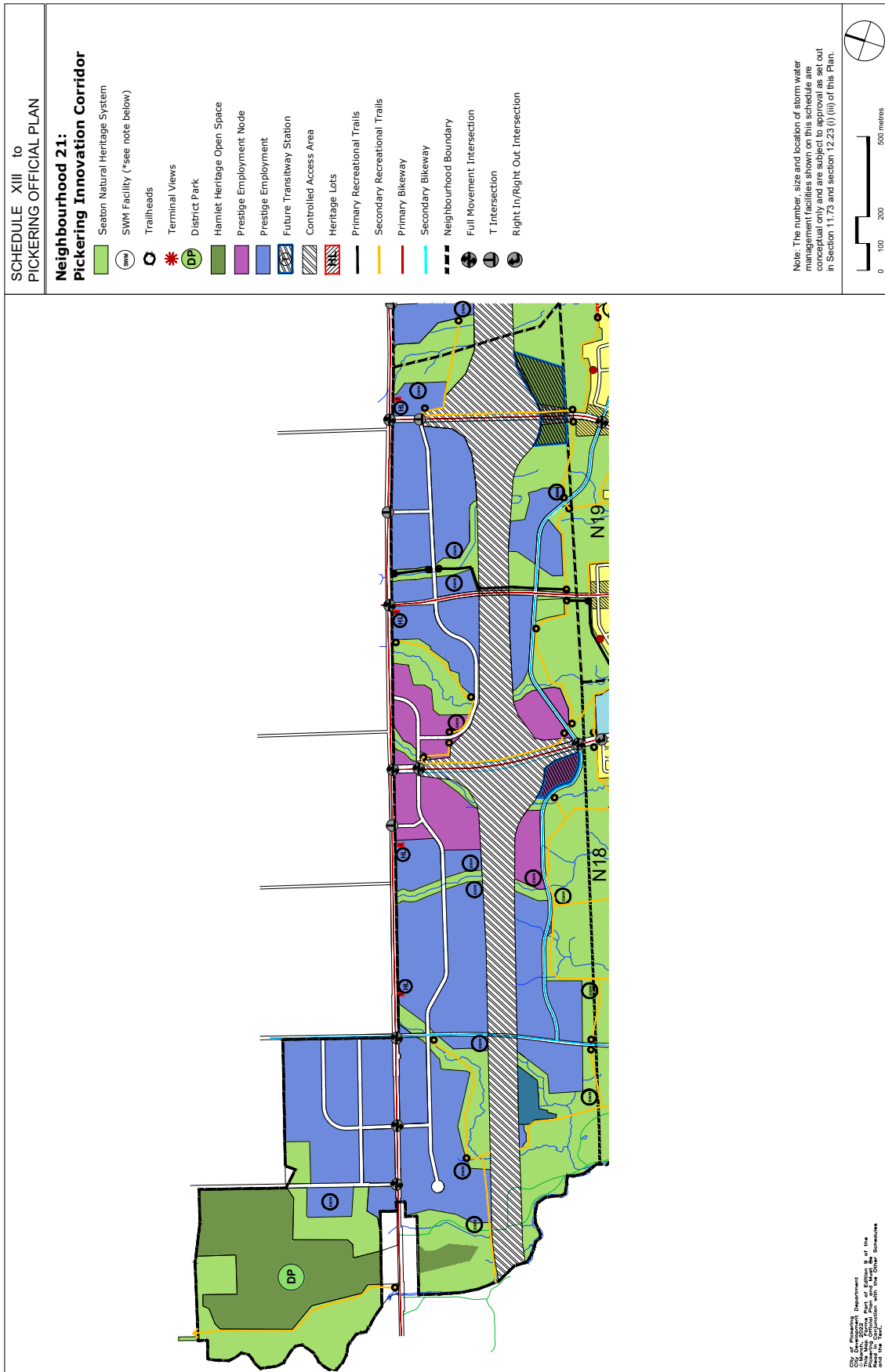
## City Policy

Pickering Innovation Corridor  
Neighbourhood Policies

### 12.23 City Council:

- (a) shall provide greater direction on employment uses and densities in the Prestige Employment designation by applying two subcategories to the Prestige Employment land use category set out in Tables 2 and 7 as follows:
  - (i) Prestige Employment General:
    - (A) in addition to the prohibited uses in Section 11.32, warehousing shall be prohibited except for warehousing accessory to a permitted use; and
    - (B) despite the prohibition of outdoor storage in Section 11.32(b), controlled outdoor storage may be permitted as an exception, on lands being as Part of Lots 23 and 24, Concession 5, now Part 1, 40R-29998 and Part of Part 7, 40R-25010, providing the outdoor storage is accessory and incidental to the principal permitted use being Kubota Canada Ltd.'s manufacturing/assembly plant; and further that limited outdoor display of finished equipment may be permitted;
  - (ii) Prestige Employment Node:
    - (A) in addition to the prohibited uses in Section 11.32, warehousing, light manufacturing, assembly and processing of goods shall be prohibited except in combination with a permitted use in the same building;

# Schedule XIII - Neighbourhood 21: Pickering Innovation Corridor



- (B) a minimum density of 2.0 FSI shall be required for freestanding office buildings which shall be directed to locations close to the interchanges within the Prestige Employment Node. However interim development of no less than 0.5 FSI may be permitted provided a development concept and intensification plan is submitted demonstrating how the property can be intensified including:
  - (1) the siting and orientation of buildings which do not preclude future intensification;
  - (2) the location of parking for the initial development and changes to parking to accommodate the intensification process; and
  - (3) the phasing of the intensification of the site to realize the ultimate built form;
- (b) in addition to the uses as set out in Table 13, shall identify a District Park within the Hamlet Heritage Open Space designation north of Green River, and allow the use of the buffer within the adjacent Seaton Natural Heritage System for associated passive recreational uses. As per Section 11.17, adequate buffering and transition shall be incorporated into the design of the park adjacent to the existing residential homes along Highway 7 including directing lighting downwards and away from residential properties;
- (c) shall facilitate the long-term intensification of future transitway stations located at Sideline 26 and Sideline 22 based on the underlying land use of Prestige Employment Node;
- (d) shall require applicants for draft plan of subdivision approval to identify and reserve a location for a future fire station to the satisfaction of the fire chief generally along Highway 7 in the vicinity of the District Park;
- (e) shall identify the location of existing Heritage Lots on Schedule XIII - Neighbourhood 21: Pickering Innovation Corridor and require Heritage Lots to be integrated into the design of the surrounding employment area through appropriate landscaping and built form transition as per the polices set out in Sections 11.62, 11.63 and 11.64 where applicable;
- (f) shall cooperate with the Province and the Region of Durham to identify appropriate sites for a future regional works depot and transit depot outside of the Phase 1 Prestige Employment lands as identified in the Stage Servicing and Implementation Strategy;
- (g) shall, along Type A and Type B Arterial Roads, as shown on Schedule II, generally discourage direct access to parcels but will encourage the Region to allow for full turning movement intersections at the locations shown on Schedule XIII - Neighbourhood 21: Pickering Innovation Corridor and allow for right-in/right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity;
- (h) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule XIII - Neighbourhood 21: Pickering Innovation Corridor and consists of the road network, bikeways, trails and trailheads. Further detail on how cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines;



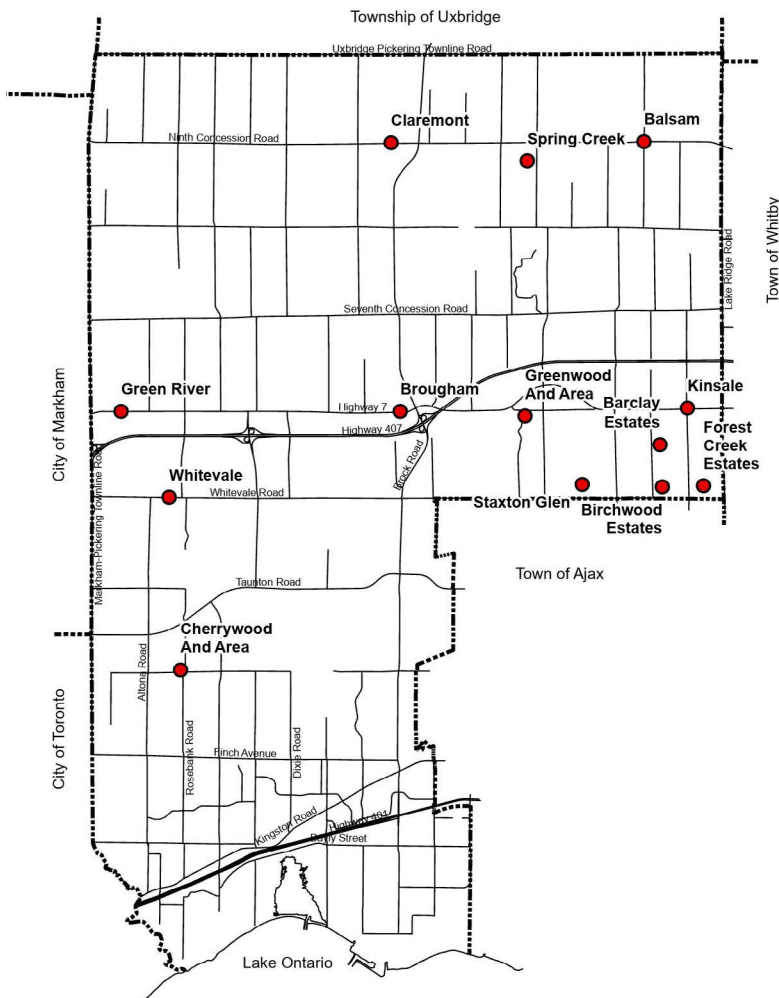
- (i) recognizes that the locations of:
  - (i) Type A and Type B Arterial Roads are currently the subject of an Environmental Assessment and the road alignments will be confirmed through that process which may require further refinements to Schedule XIII - Neighbourhood 21: Pickering Innovation Corridor;
  - (ii) local roads may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are consistent with the design intent shown on Schedule XIII - Neighbourhood 21: Pickering Innovation Corridor and the policies of this Plan; and
  - (iii) the number, size and location of stormwater management facilities will be confirmed through the Neighbourhood Functional Servicing and Stormwater Report and may change without an amendment to this Plan; and
- (j) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:
  - (i) a Sustainability Report that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Placemaking Guidelines; and
  - (ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Placemaking Guidelines.

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# Chapter 13 - Rural Settlements

Thirteen rural settlement areas have been identified in Pickering. Rural Settlement Plans for each settlement are included in this Chapter. Settlement population forecasts (to the year 2031) and supplementary policies for each of the rural settlements are provided. Schedules IV-1 to IV-13 contained in this Chapter designate the settlement boundaries and land uses. The Schedules also indicate the following:

- the location of existing roads, as well as the general location of existing community, cultural and recreational facilities, such as schools, parks, libraries, community centres, cemeteries and places of worship
- lot lines for reference
- possible new community facility locations, as well as proposed new road connections



- | Rural Settlements |                      |
|-------------------|----------------------|
| 1.                | Cherrywood and Area  |
| 2.                | Whitevale            |
| 3.                | Green River          |
| 4.                | Brougham             |
| 5.                | Greenwood and Area   |
| 6.                | Staxton Glen         |
| 7.                | Birchwood Estates    |
| 8.                | Barclay Estates      |
| 9.                | Kinsale              |
| 10.               | Claremont            |
| 11.               | Spring Creek         |
| 12.               | Balsam               |
| 13.               | Forest Creek Estates |

## General Information

### City Policy

#### Updating or Amending Rural Settlement Plans

- 13.1 In updating or amending rural settlement plans, City Council shall:
- (a) involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals;
  - (b) amend the settlement boundary only where the necessary permissions have been granted by the Province of Ontario and the Region of Durham, and consider land uses changes within that boundary shown on Schedules IV-1 to IV-13 in accordance with the description and permissible uses set out in Table 16, and the provisions of the Durham Regional Official Plan;
  - (c) indicate the location of new public road connections, where known, and endeavour to ensure the construction of such road connections through development proposals and government initiatives;
  - (d) indicate the general location of existing and new community facilities, where known, and endeavour to ensure the construction of such facilities through development proposals and government initiatives; and
  - (e) in addition to subsection (b), only consider amendments to rural settlement area boundaries that would result in an expansion into the York-Durham WHPA Q1/Q2 as part of a Regional municipal comprehensive review, where it has been demonstrated that recharge functions will be maintained on lands identified as Significant Groundwater Recharge Areas on Schedule IIID – Resource Management: Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas.

### City Policy

#### Rural Settlements

- 13.2 For development in Rural Settlements, City Council shall:
- (a) require development to occur along existing roads, and along new roads introduced in locations identified either on the rural settlement maps or through the review of development proposals;
  - (b) in order to guide the preservation, cultural attributes and historic heritage of the community, encourage and where possible require, the scale, character and relationships of new development (including lots, buildings, structures, roads, services and utilities) to be compatible with scale, character and relationships of existing development, considering features such as the size and shape of lots, lot coverage, building heights, building setbacks, building floor area, building material and design, road widths, street patterns and vegetation, and views and vistas of the countryside;
  - (c) encourage new development to enhance the range of housing choice in the settlement and to be innovative in relation to compact form, water usage and sewage disposal;

- (d) require all new development, whether on individual or communal water and sanitary services, to be based on appropriate technical review to ensure the adequate provision of services, protection of the natural environment, the protection of nearby property owners, and compliance with Provincial and Regional standards;
- (e) protect for road connections to adjacent lands; and
- (f) require that the provisions of the Durham Regional Official Plan with regard to matters to be considered in term of the delineation of the hamlet boundary and the details of the permitted land uses, be complied with."

**City Policy**

Table 16: Rural Settlement Plans:  
Permissible Uses by Land Use Categories

<b>Table 16</b>	
<b>Category</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
Hamlet Residential	Residential uses, home occupations; Community, cultural and recreational uses including community gardens and farmers’ markets; Limited retail, office, business, personal service and employment uses.
Cluster Residential	Residential uses, home occupations; Community, cultural and recreational uses including community gardens.
Country Residential	Residential uses, home occupations; Community gardens.
Hamlet Commercial	Retail, office, business, personal service and employment uses; Residential uses, home occupations; Community, cultural and recreational uses including community gardens and farmers’ markets.
Hamlet Employment	Manufacturing, assembly, processing of goods, service industries, research and development facilities, warehousing, storage of goods and materials; Offices, limited retailing associated with an industrial operation; Automotive uses; Existing residential uses, home occupations.
Open Space System - Natural Areas	Conservation, environmental protection, restoration, education, passive recreation and similar uses, subject to the provisions of Durham Regional Official Plan related to non-agricultural uses, and provided that development or site alteration is only permitted in key natural heritage and/or key hydrologic features for the following purposes:  (i) forest, fish and wildlife management;  (ii) conservation and flood and erosion control and other similar environmental protection and restoration projects demonstrated to be necessary in the public interest and after all alternatives have been considered; and,  (iii) minor recreational and education uses such as non-motorized trails, footbridges and picnic facilities;

**Table 16**

<b>Category</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
	<p>Existing lawful agricultural uses, agriculture-related uses, and on-farm diversified uses and new agricultural uses, agriculture-related uses and on-farm diversified uses outside key natural heritage and/or key hydrologic features;</p> <p>Existing lawful residential dwellings; a new residential dwelling on a vacant lot;</p> <p>Community gardens outside key natural heritage and/or key hydrologic features and their associated minimum vegetation protection zones;</p> <p>Existing, expanded or new infrastructure subject to and approved under the <i>Canadian Environmental Assessment Act</i>, the <i>Environmental Assessment Act</i>, the <i>Planning Act</i>, the <i>Aggregate Resources Act</i>, the <i>Telecommunications Act</i> or by the National or Ontario Energy Boards, or which receives similar environmental approval and provided where such infrastructure is proposed to be located in the:</p> <ul style="list-style-type: none"> <li>• the Open Space System – Natural Areas designation within the Greenbelt Plan Area, it meets the requirements of the Greenbelt Plan and the provisions of Durham Regional Official Plan related to non-agricultural uses; and</li> <li>• the Open Space System – Natural Areas designation within the Duffins-Rouge Agricultural Preserve Area, it meets the requirements of the Central Pickering Development Plan;</li> </ul> <p>Stormwater management facilities and related works outside key natural heritage and/or key hydrologic features and their associated minimum vegetation protection zones, except for outfalls and related Low Impact Development works which are permitted in key natural heritage and/or key hydrologic features, subject to the provisions of Durham Regional Official Plan related to non-agricultural uses.</p>
<p><b>Open Space - Active Recreational Areas</b></p>	<p>All uses permissible in Open Space System - Natural Area;</p> <p>Active recreational, community and cultural uses, and other related uses including community gardens and farmers' markets.</p>

# Settlement 1: Cherrywood and Area

## Description

- Comprises three distinct areas along the Third Concession Road: the Hamlet of Cherrywood at Rosebank Road, a larger Cherrywood West Cluster on the west side of Altona Road, and a small Cherrywood East Cluster east of Whites Road; all within the Duffins-Rouge Agricultural Preserve
- Small tributaries of Petticoat Creek run through Cherrywood and Cherrywood West; a locally important marshy area is located in Cherrywood
- Cherrywood was settled in the early 1800s; evidence of the blacksmith's shop still remains at the southwest corner of the Third Concession Road and Rosebank Road, and is a designated heritage property; the former place of worship, on the north side of the Third Concession Road west of Rosebank Road, is made of bricks from the original brick yard; Cherrywood West and East are newer subdivisions developed in the 1950s and 1960s
- In Cherrywood, the former place of worship is now used as a residential dwelling; a school building has been converted to a place of worship; a tot lot exists in Cherrywood West

### Settlement Population Projection

Cherrywood*	
2015 Population	55
2031 Population	60

Cherrywood West*	
2015 Population	225
2031 Population	210

Cherrywood East*	
2015 Population	70
2031 Population	65

\*Note: population projection reflects aging population and reduced persons per unit count

## City Policy

### Cherrywood and Area Settlement Policies

#### 13.3 City Council shall:

- encourage opportunities for enhancing the historic village of Cherrywood through general or site specific zoning that allows the introduction of arts and craft studios, custom workshops and small-scale commercial enterprises on suitable sites, providing the historic character of the village and the interests of neighbouring residents are respected;
- endeavour to ensure that development on lands containing or adjacent to the locally important marshy area, where possible, enhances the wetland functions, and to this end, shall require any zoning amendment application on such lands to be accompanied by an Environmental Report as outlined in Section 16.10 of this Plan;

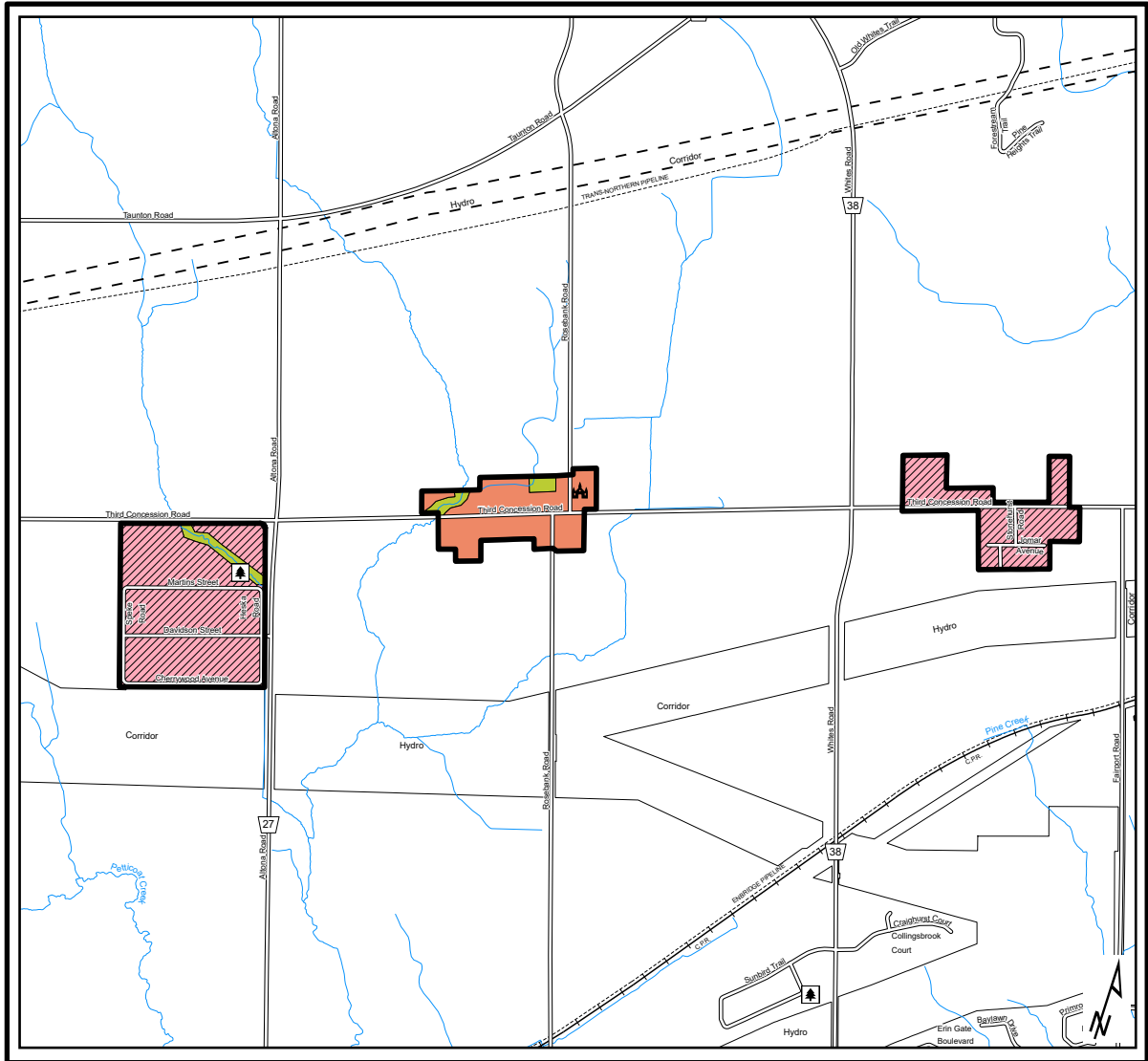
### Settlement Population Projection

Cherrywood and Area*	
2015 Population	350
2031 Population	335






\*Note: population projection reflects aging population and reduced persons per unit count



# Schedule IV - 1: Settlement 1: Cherrywood and Area



## Legend Symbols

- |   |                                   |   |                           |   |                  |
|---|-----------------------------------|---|---------------------------|---|------------------|
|  | Hamlet Residential                |  | Rural Settlement Boundary |  | Park             |
|  | Cluster Residential               |   |                           |  | Place Of Worship |
|  | Open Space System - Natural Areas |   |                           |   |                  |

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- (c) as a high priority, prepare a traffic-calming implementation plan for Cherrywood in consultation with the village residents, and the Region of Durham where necessary, and undertake a staged program of traffic calming measures in keeping with the intended function of the roads; and
- (d) require development within the Hamlet of Cherrywood and the Cherrywood West and East Clusters to be consistent with the goals, objectives and policies of the Central Pickering Development Plan.

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# Settlement 2: Whitevale

## Description

- Located in the valley of the West Duffins Creek along Whitevale Road; lands to the west of the creek are adjacent to the Duffins-Rouge Agricultural Preserve; lands to the east of the creek are adjacent to the Seaton Urban Area
- Includes open space and environmentally significant areas associated with the valley of the West Duffins Creek
- Originally planned in the 1820s as “Majorville”; development flourished as an industrial mill village during 1850s to 1870s; exhibits 19th century village characteristics including small scale streets in a rectilinear pattern and modest wood frame houses; a Heritage Conservation District has been designated including most lands within the settlement boundary and surrounding rural lands to the east along Whitevale Road
- Existing businesses include a craft shop, an interior design centre, and offices; existing community facilities include a community centre, a park, a place of worship, and an arts and culture centre; the Seaton Hiking Trail follows the creek valley to both the north and the south
- The old mill pond, located north of the Hamlet, is now a regionally-significant wetland; former mill buildings remain along Whitevale Road

### Settlement Population Projection

Whitevale*	
2015 Population	225
2031 Population	220

\*Note: population projection reflects aging population and reduced persons per unit count

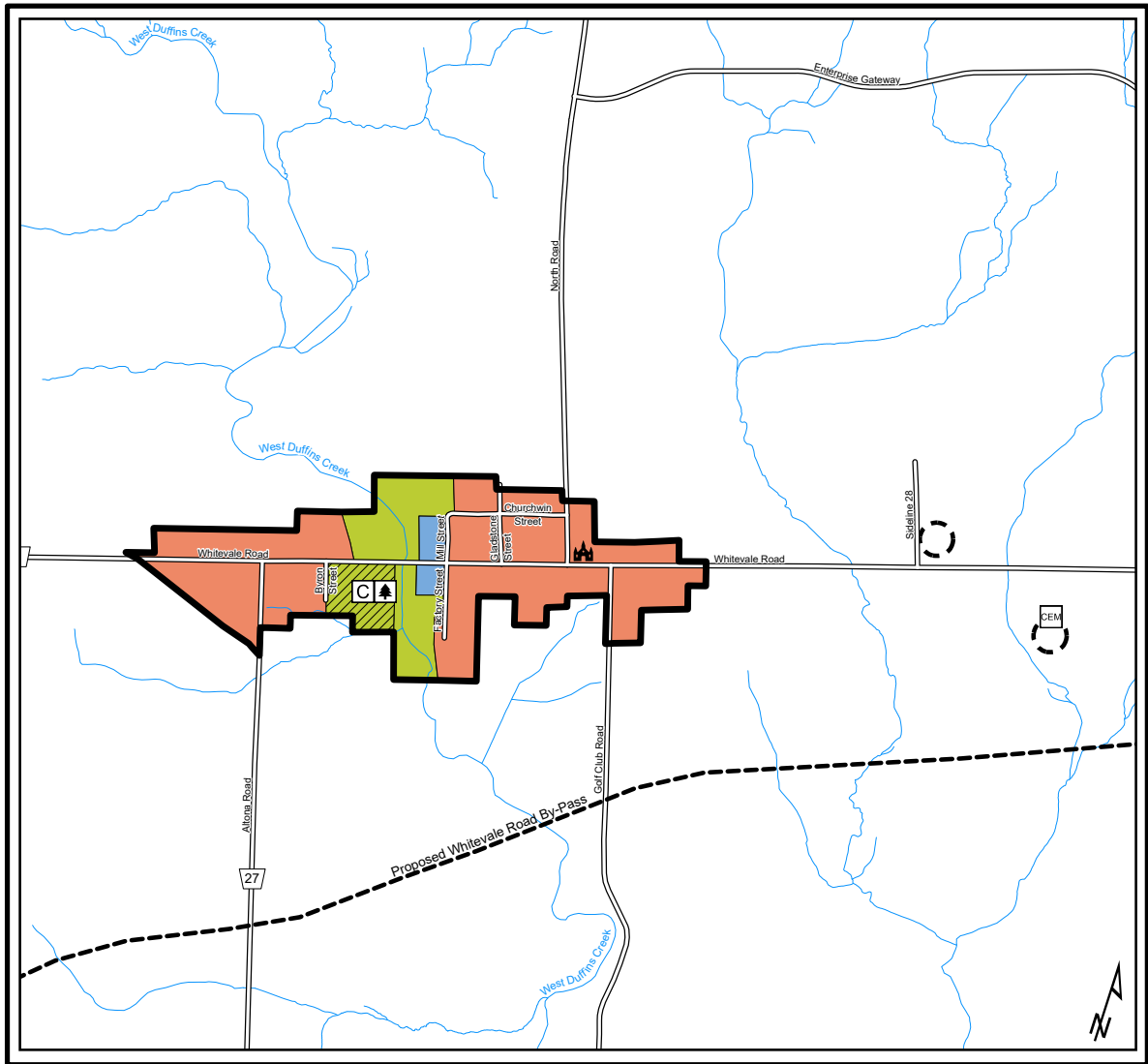
## City Policy

### Whitevale Settlement Policies











#### 13.4 City Council shall:

- encourage opportunities for enhancing the historic village of Whitevale through general or site-specific zoning that allows the introduction of arts and craft studios, custom workshops and small-scale commercial enterprises on suitable sites, providing the historic character of the village and the interests of neighbouring residents are respected;
- endeavour to ensure that development within the Whitevale Heritage Conservation District complies with the adopted heritage district guidelines and heritage district permit process;
- recognize the former school house and cemetery as two locally significant properties east of the village by identifying them as Special Interest Sites on Schedule IV-2;
- as a high priority, prepare a traffic-calming implementation plan for Whitevale in consultation with the village residents, and the Region of Durham where necessary, and undertake a staged program of traffic calming measures in keeping with the intended function of the roads;

# Schedule IV - 2: Settlement 2: Whitevale



## Legend Symbols

	Hamlet Residential		Rural Settlement Boundary		Community Centre
	Hamlet Commercial		Special Interest Sites		Park
	Open Space System - Recreational Areas				Place Of Worship
	Open Space System - Natural Areas				Cemetery

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- (e) request the Region of Durham to construct an arterial by-pass to the south of Whitevale, and to realign the road to connect to 14th Avenue in the City of Markham;
- (f) consider the sale of the unopened Centre Street road allowance for uses in accordance with the designation on Schedule IV-2; and
- (g) require development within the Hamlet of Whitevale to be consistent with the goals, objectives and policies of the Central Pickering Development Plan.

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# Settlement 3: Green River

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## Description

- Located along Highway 7 at the West Duffins Creek; lands to the west of the creek are adjacent to the Duffins-Rouge Agricultural Preserve; lands generally to the north and east of the creek are adjacent to Seaton Urban Area; further north and east are Federally-owned lands acquired in the 1970s as a site for a proposed airport
- Includes significant open space lands associated with the West Duffins Creek and a tributary of this Creek
- Settled in 1840s and known then as “Smithville” after the owner of the mill; by the late 1880s, it was a busy village with community facilities
- Existing businesses in the Hamlet include a book and hobby shop, and a contractor/heavy equipment storage yard; the former place of worship is now a community centre
- The Seaton Hiking Trail follows the West Duffins Creek tributary from the south side of Highway 7

### Settlement Population Projection

Green River*	
2015 Population	110
2031 Population	110

\*Note: population projection reflects aging population and reduced persons per unit count

## City Policy

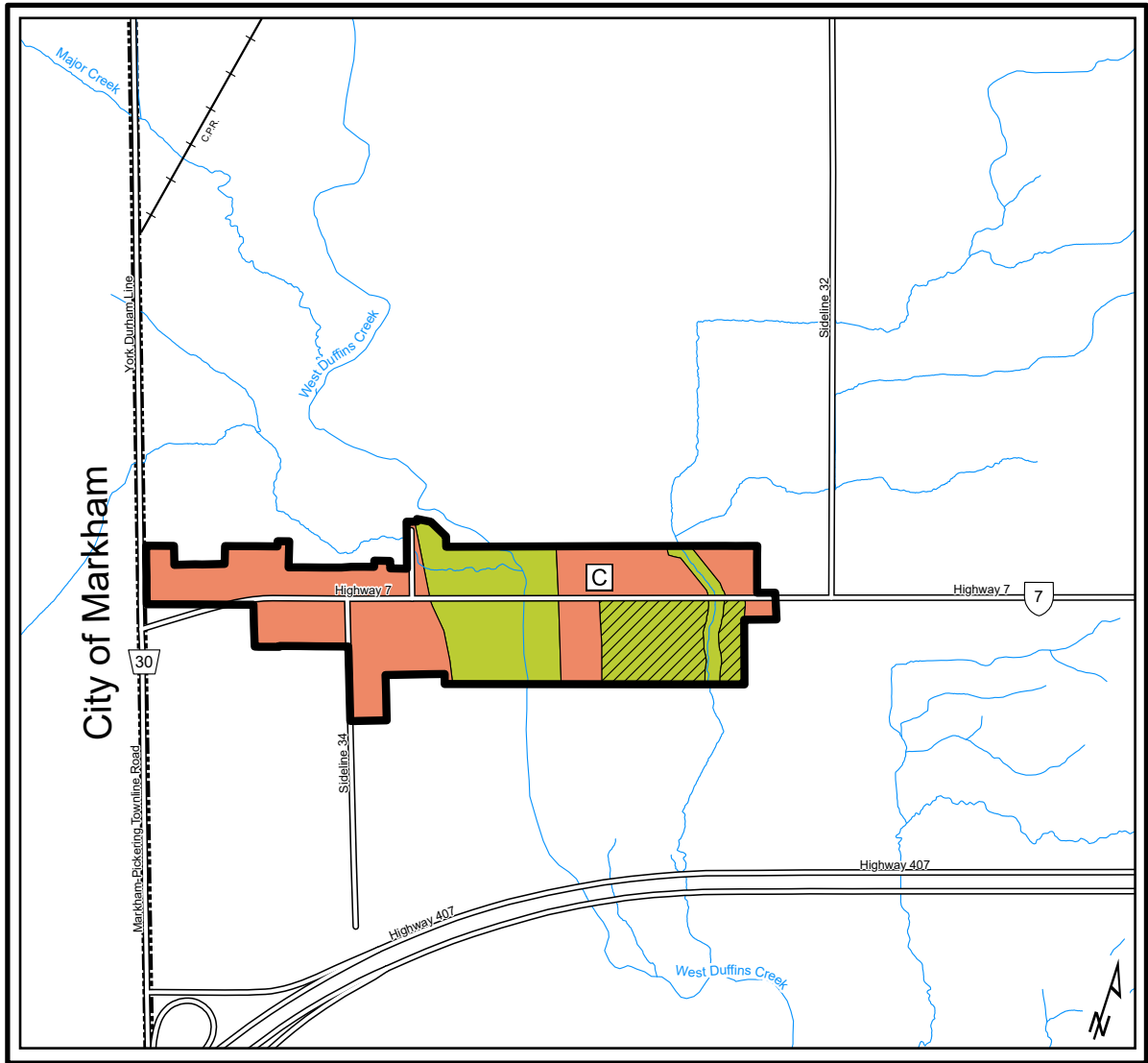
### Green River Settlement Policies

#### 13.5 City Council shall:







- (a) encourage opportunities for enhancing the historic village of Green River through general or site-specific zoning that allows the introduction of arts and craft studios, custom workshops and small-scale commercial enterprises on suitable sites, providing the historic character of the village and the interests of neighbouring residents are respected;
- (b) encourage the Province, in cooperation with the City and the conservation authority, to develop the lands designated Open Space System - Active Recreational Areas as a recreational node, providing recreational uses and facilities that are compatible with and complement the Seaton Hiking Trail;
- (c) in establishing the recreational node, encourage a site design and architectural treatment that provides a prominent focal point readily visible from Highway 7 to help signify the arrival into Green River;
- (d) request the authority having jurisdiction over Highway 7 to examine measures to reduce impacts through Green River; and
- (e) require development within the Hamlet of Green River to be consistent with the goals, objectives and policies of the Central Pickering Development Plan.



# Schedule IV - 3: Settlement 3: Green River



## Legend Symbols

- |   |   |   |                              |   |                  |
|---|---|---|------------------------------|---|------------------|
|  | Hamlet Residential                        |  | Municipal Boundary           |  | Community Centre |
|  | Open Space System<br>- Recreational Areas |  | Rural Settlement<br>Boundary |   |                  |
|  | Open Space System<br>- Natural Areas      |   |                              |   |                  |

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# Settlement 4: Brougham

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## Description

- Located around the intersection of Brock Road and Highway 7; most lands within and north of Brougham are part of the Federally-owned lands acquired in the 1970s as a site for a proposed airport
- Urfe Creek, Brougham Creek and Spring Creek traverse Brougham
- Settled in the early 1800s as “Bentleys Corners”; later renamed Brougham; the “Bentley House” at the southwest corner of Brock Road and Highway 7 was designated as a Recognized Federal Heritage Building in 1992
- Brougham exhibits a rectilinear street pattern, clustered development around the intersection, and predominantly brick construction
- Past development includes a fairground, hotels, and the Township offices; today, it continues to maintain a small commercial core and businesses along Highway 7 including a hardware store, furniture finishing and antique store, and business offices
- Existing community services and facilities include an animal shelter, a park, a community centre, a place of worship and a cemetery
- Many of the original dwellings have been demolished

### Settlement Population Projection

Brougham*	
2015 Population	105
2031 Population	95

\*Note: population projection reflects aging population and reduced persons per unit count

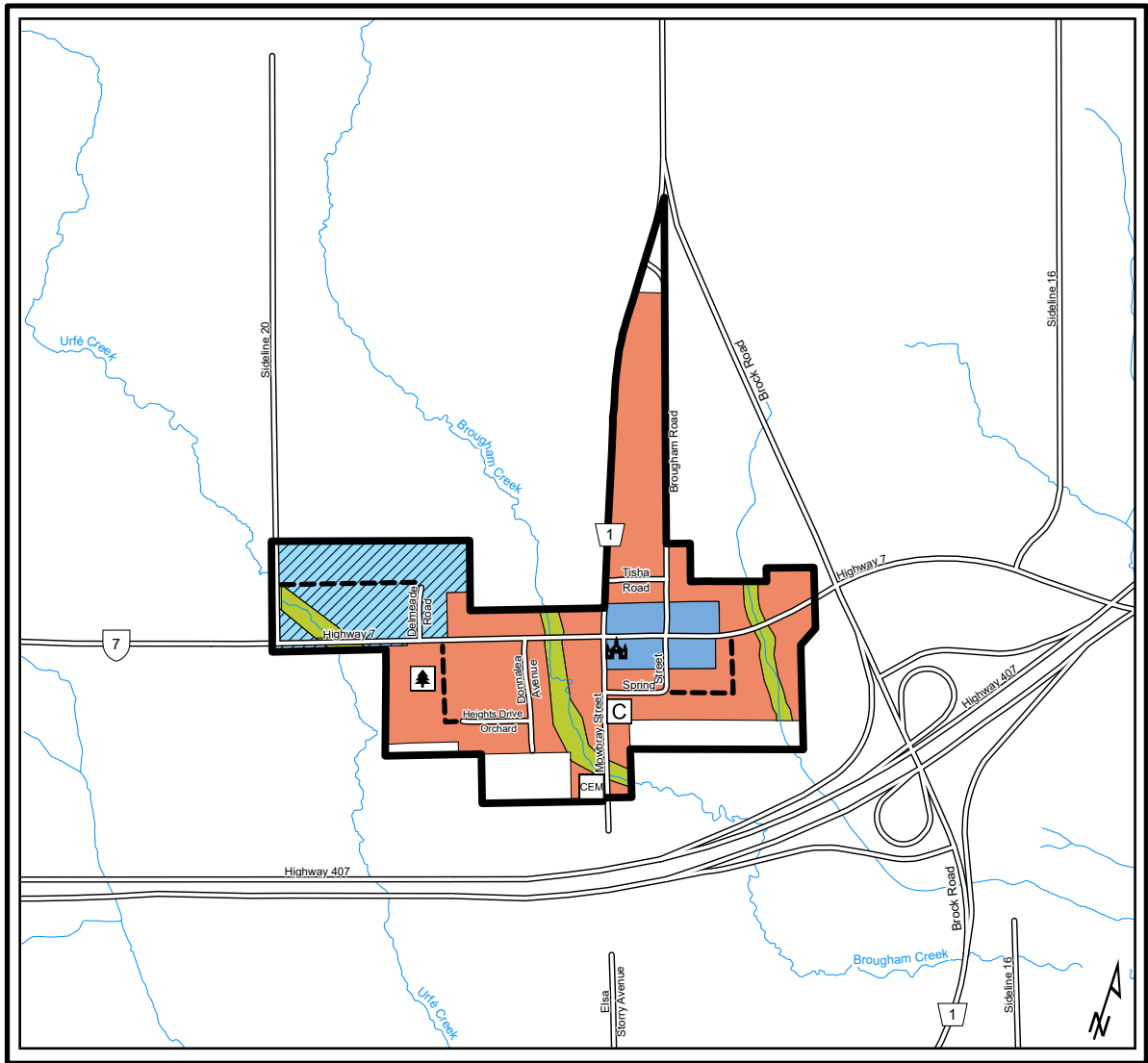
## City Policy

### Brougham Settlement Policies











#### 13.6 City Council shall:

- (a) encourage opportunities for enhancing the historic village of Brougham through general or site specific zoning that allows the introduction of arts and craft studios, custom workshops and small-scale commercial enterprises on suitable sites, providing the historic character of the village and the interests of neighbouring residents are respected;
- (b) encourage retail, shopping, office and other business uses, with the exception of automobile sales and service, to continue to locate in the commercial core;
- (c) in accordance with Section 16.38 of this Plan, permit the expansion of the existing cemetery on the west side of Brock Road;
- (d) request the Region of Durham and the authority having jurisdiction over Highway 7 to examine measures to reduce impacts through Brougham; and
- (e) encourage the appropriate and timely disposition of Federally and Provincially-owned lands within the rural settlement boundary.

# Schedule IV - 4: Settlement 4: Brougham



## Legend Symbols

	Hamlet Residential		Rural Settlement Boundary		Community Centre
	Hamlet Commercial		New Road Connections (Proposed)		Park
	Hamlet Employment				Place Of Worship
	Open Space System - Natural Areas				Cemetery

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# Settlement 5: Greenwood and Area

## Description

- Comprises two adjoining areas of settlement on a drumlin: the Hamlet of Greenwood located along the Sixth Concession Road generally between the East Duffins Creek and Westney Road; and the Greenwood Cluster, located along Greenwood Road
- Originally known as “Norwood”, the settlement developed around mills operating from the early 1840s; the last remaining saw mill closed in the 1930s; just east of the settlement boundary lies a designated heritage property (the “Phillips” residence)
- Development of the cluster along Greenwood Road occurred primarily in the 1960s and 1970s; during the 1980s, new residential development on large lots occurred in the village on Trimble’s Lane and on the east side of Westney Road
- Businesses in the Hamlet today include an antique shop, a pottery studio, and the office of a chiropractor
- Community services and facilities in the settlement include an elementary school, a community centre, a park, a library, a place of worship and the Pickering Museum Village
- A by-pass for Westney Road is proposed east of the settlement

### Settlement Population Projection

Greenwood*	
2015 Population	225
2031 Population	210

Greenwood Cluster*	
2015 Population	95
2031 Population	90

Greenwood and Area*	
2015 Population	320
2031 Population	300

\*Note: population projection reflects aging population and reduced persons per unit count

## City Policy

Greenwood and Area Settlement Policies

### 13.7 City Council:

- shall encourage opportunities for enhancing the historic village of Greenwood through general or site specific zoning that allows the introduction of arts and craft studios, custom workshops and small-scale commercial enterprises on suitable sites, providing the historic character of the village and the interests of neighbouring residents are respected;
- shall encourage the establishment of uses and activities in Greenwood which complement the recreational, cultural and educational opportunities offered by the Pickering Museum Village;
- shall, as a high priority, prepare a traffic-calming implementation plan for Greenwood in consultation with the village residents, and the Region of Durham where necessary, and continue to implement appropriate traffic calming measures in keeping with the intended function of the roads;



- (d) in accordance with Section 2.27, may consider a minor expansion of the settlement boundaries of the Hamlet of Greenwood after completion of a Rural Study in accordance with Sections 2.27 and 3.19, and the provisions of the Durham Regional Official Plan, and having consideration of the following,**
  - (i) the unique opportunities and constraints created by the drumlin upon which Greenwood sits;**
  - (ii) the Westney Road By-pass as the maximum possible eastern limit to the Hamlet; and**
  - (iii) the Highway 7 By-pass as the maximum possible northern limit to the Hamlet; and**
- (e) encourage any design for the Westney Road By-pass to have particular regard for the unique topographic qualities created by the drumlin upon which Greenwood sits and the potential visual intrusion of the proposed road.**

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# Settlement 6: Staxton Glen

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## Description

- Located on the north side of the Fifth Concession Road, between Salem Road and Sideline 8
- Original phase, consisting of 30 residential lots, is located on Greenburn Place, and was established as a “country residential” subdivision in the mid-1980s
- Development rehabilitated a former gravel pit, and included an open space associated with a tributary of Carruther’s Creek and a pond retained as a private recreational feature
- Second phase, east of Carruther’s Creek, received subdivision and zoning approval in 2008 for 8 residential lots
- Only residential uses within the settlement; no stores, community or cultural facilities

### Settlement Population Projection

Staxton Glen*	
2015 Population	95
2031 Population	120

\*Note: population projection reflects aging population and reduced persons per unit count

## City Policy

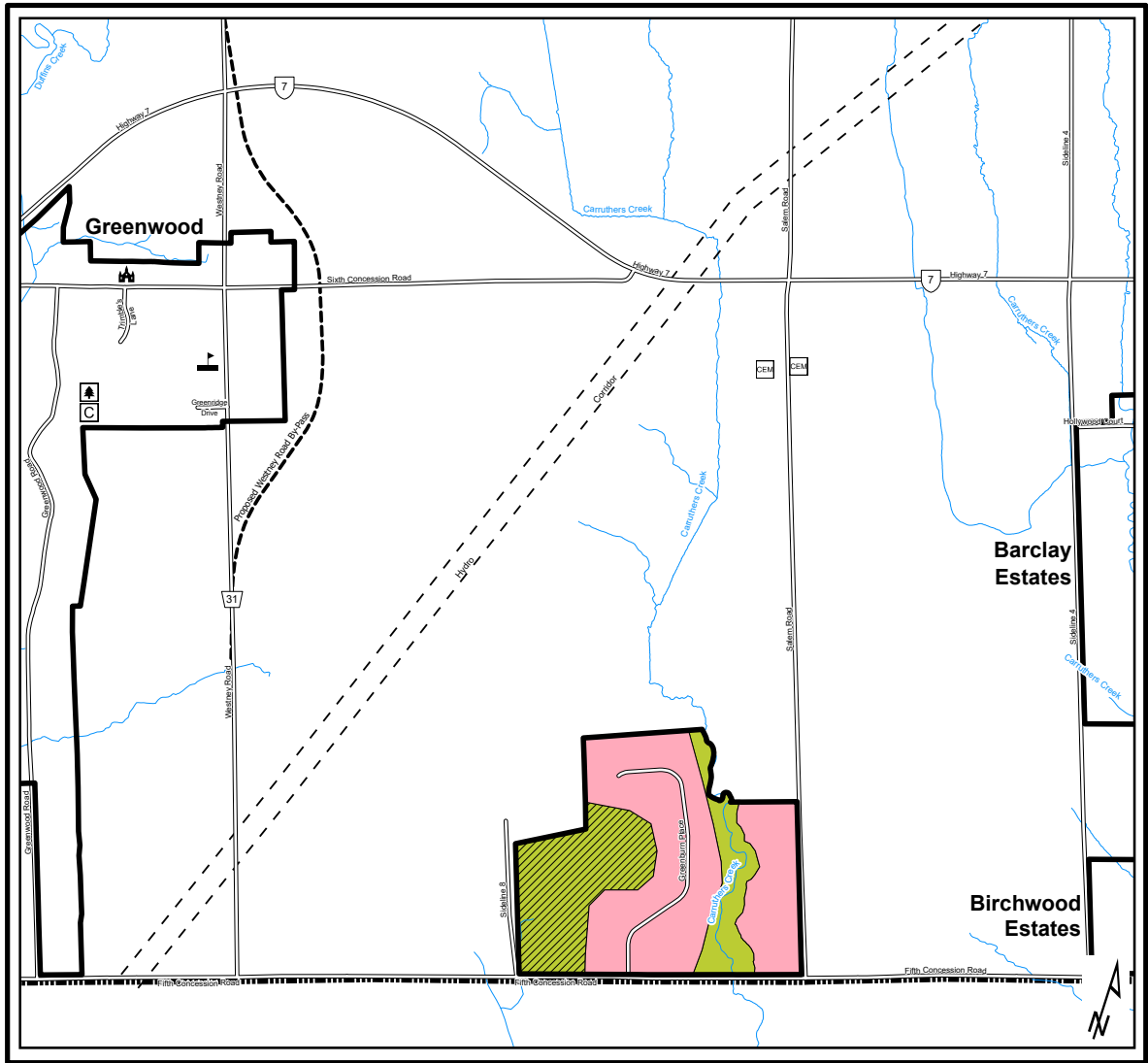
Staxton Glen Settlement Policies

### 13.8 City Council shall:












- (a) recognize the existing dwelling on the east side of Carruther’s Creek;
- (b) ensure that the development of phase two, located on the east side of Carruther’s Creek, is undertaken in a manner that respects the environmental features of the Carruther’s Creek to the satisfaction of the City and the conservation authority;
- (c) recognize, as an exception, the creation of the lots associated with phase two directly fronting on the existing roads (Salem Road and Fifth Concession Road); and
- (d) endeavour to ensure the country residential environment of the settlement is maintained.



# Schedule IV - 6: Settlement 6: Staxton Glen



## Legend Symbols

- |   |  |   |                                 |   |                          |
|---|--|---|---------------------------------|---|--------------------------|
|  | Country Residential                    |  | Municipal Boundary              |  | Public Elementary School |
|  | Open Space System - Recreational Areas |  | Rural Settlement Boundary       |  | Community Centre         |
|  | Open Space System - Natural Areas      |  | New Road Connections (Proposed) |  | Park                     |
|   |  |  |                                 |  | Place Of Worship         |
|   |  |   |                                 |   | Cemetery                 |

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# Settlement 7: Birchwood Estates

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## Description

- Located on the east side of Sideline 4, at the Fifth Concession Road road allowance
- Includes open space lands associated with a tributary of Carruther's Creek
- Lands identified as Birchwood Estates were approved for a "country residential" development in 1998 for a maximum of 23 residential lots; the detailed development concept is still awaiting subdivision approval and zoning
- Development proposes that siting and layout of development is to avoid environmental features such as the valleys of Carruther's Creek and its tributaries
- Country residential developments typically comprise large modern homes on large lots on a public street with private individual water supply and sewage disposal services
- Country residential subdivisions typically build out over a relatively long period of time
- Only residential uses are anticipated within the settlement; no stores, community or cultural facilities

### Settlement Population Projection

Birchwood Estates*	
2015 Population	5
2031 Population	75

\*Note: population projection reflects aging population and reduced persons per unit count

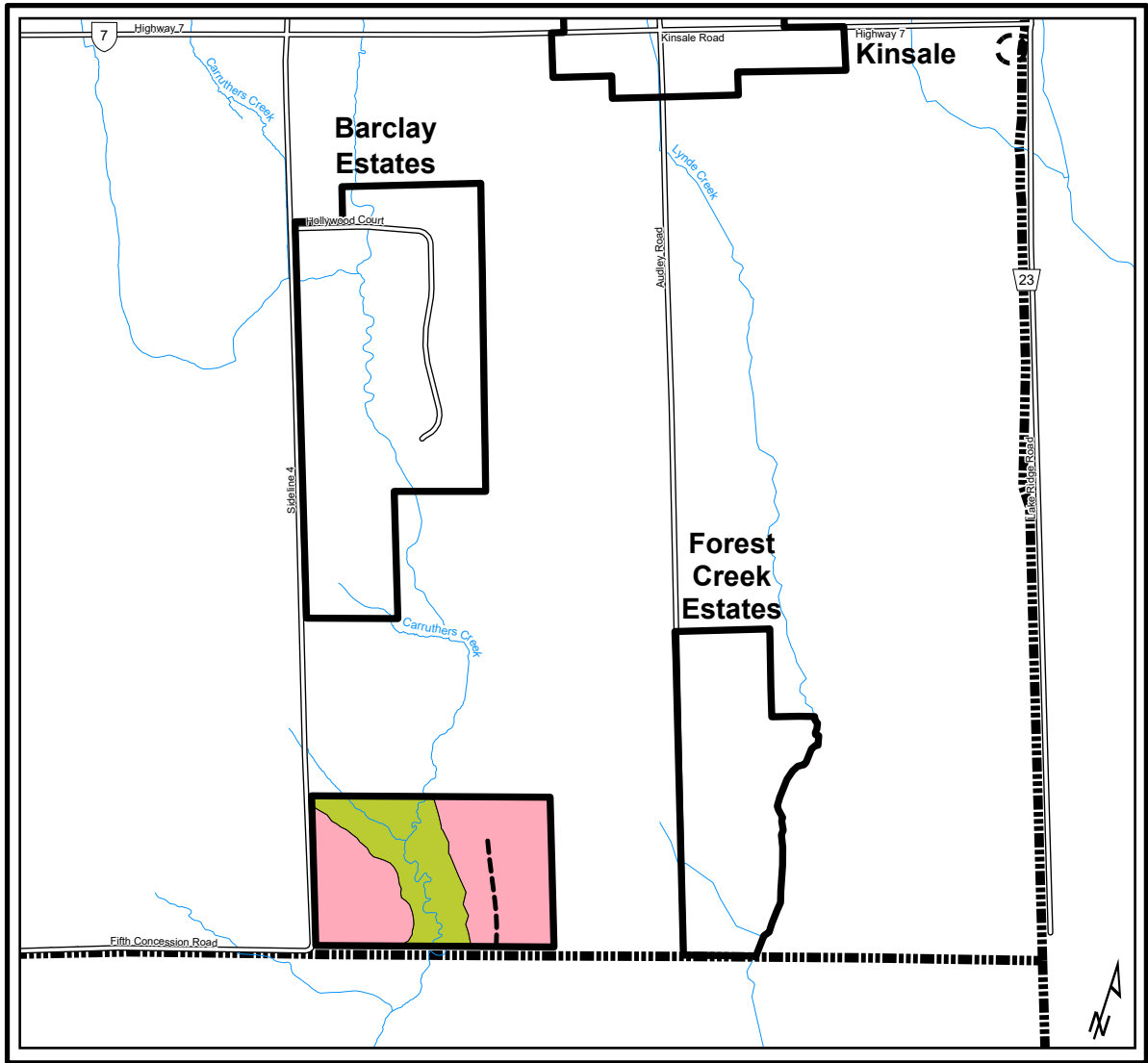
## City Policy

### Birchwood Estates Settlement Policies






#### 13.9 City Council shall:

- (a) recognize the existing dwelling on the Birchwood Estates lands;
- (b) ensure that development is undertaken in a manner that respects environmental features such as Carruther's Creek and its tributaries to the satisfaction of the City and the conservation authority; and
- (c) endeavour to ensure the country residential environment of the settlement is maintained once developed.

# Schedule IV - 7: Settlement 7: Birchwood Estates



## Legend Symbols

- |   |                                   |   |                                 |
|---|-----------------------------------|---|---------------------------------|
|  | Country Residential               |  | Rural Settlement Boundary       |
|  | Open Space System - Natural Areas |  | New Road Connections (Proposed) |
|  | Municipal Boundary                |   |                                 |

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# Settlement 8: Barclay Estates

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## Description

- Located on the east side of Sideline 4, north of the Fifth Concession Road road allowance
- Includes open space lands associated with a tributary of Carruther's Creek
- Lands identified as Barclay Estates were approved for a "country residential" development in 1995 for 35 residential lots; subdivision approval and zoning were granted in 2006
- Development included rehabilitation of a sand/gravel pit; and the restoration of the creek channel
- Country residential developments typically comprise large modern homes on large lots on a public street with private individual water supply and sewage disposal services
- Country residential subdivisions typically build out over a relatively long period of time
- Only residential uses are anticipated within the settlement; no stores, community or cultural facilities

### Settlement Population Projection

Barclay Estates*	
2015 Population	80
2031 Population	100

\*Note: population projection reflects aging population and reduced persons per unit count

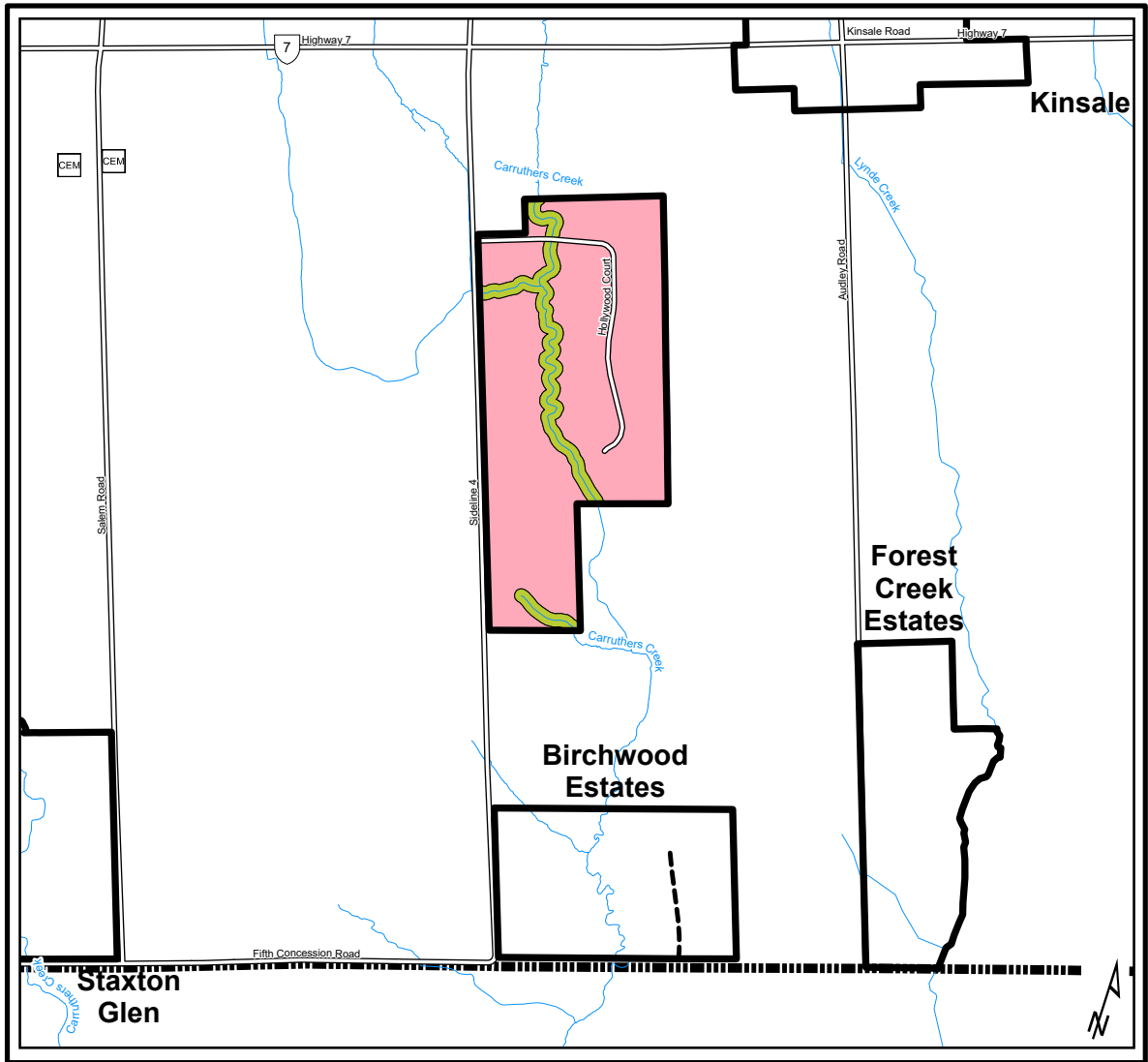
## City Policy

Barclay Estates Settlement Policies







### 13.10 City Council shall:

- (a) endeavour to ensure the country residential character of the settlement is maintained.

# Schedule IV - 8: Settlement 8: Barclay Estates



## Legend Symbols

- |   |   |  |
|---|---|--|
|  Country Residential               |  Rural Settlement Boundary       |  Cemetery |
|  Open Space System - Natural Areas |  New Road Connections (Proposed) |  |
|  Municipal Boundary                |   |  |

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# Settlement 9: Kinsale

---

## Description

- Located on Highway 7 at Sideline 2 (known as Audley Road south of the highway and Kinsale Road north of the highway)
- A tributary of Lynde Creek diagonally bisects the Hamlet from northwest to southeast; valley is wide and open northwest of the village, and has been relocated and channeled through much of the village
- Settled originally as a mill town, through the late 1800s it provided community facilities for the surrounding area including a school, and a place of worship/community centre
- Original development was in a linear arrangement primarily along Highway 7; during the 1960s, homes were built in a strip on the east side of Kinsale Road; since the late 1980s and up to 2015, a few new homes have been built on the west side of Kinsale Road
- Existing businesses include an automobile repair shop, a motorbike shop, an antique shop, a dog daycare and boarding, a retail warehouse; no community facilities remain

### Settlement Population Projection

Kinsale*	
2015 Population	90
2031 Population	125

\*Note: population projection reflects aging population and reduced persons per unit count

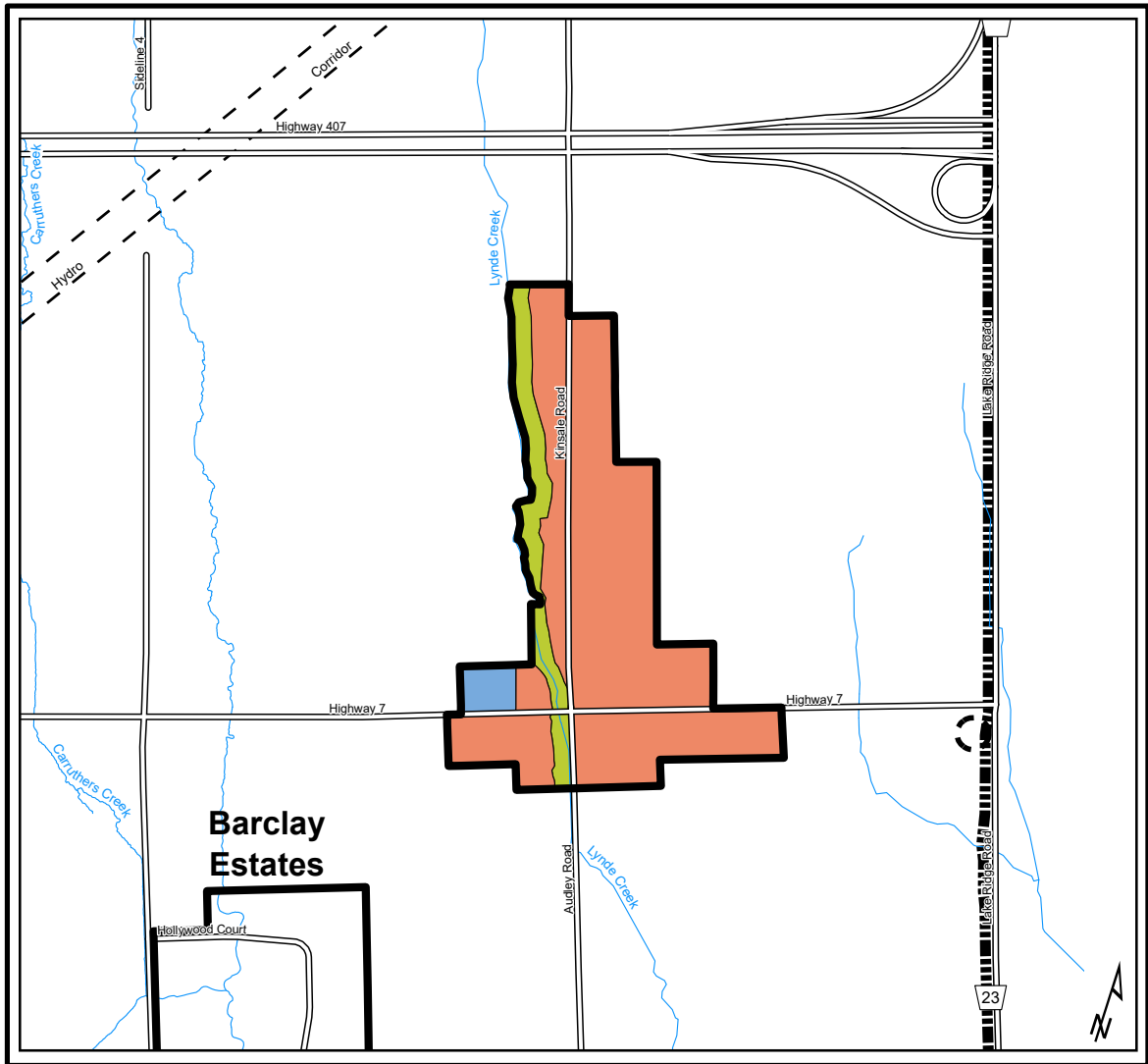
## City Policy

### Kinsale Settlement Policies







#### 13.11 City Council shall:

- (a) encourage opportunities for enhancing the historic village of Kinsale through general or site specific zoning that allows the introduction of arts and craft studios, custom workshops and small-scale commercial enterprises on suitable sites, providing the historic character of the village and the interests of neighbouring residents are respected;
- (b) recognize a locally significant property located at the southwest corner of Highway 7 and Lake Ridge Road (the former school house) by identifying it as a Special Interest Site on Schedule IV-9 and encourage its continued use for a purpose consistent with its local significance and the objectives of this Plan; and
- (c) encourage appropriate farm practices to occur on the surrounding agricultural lands to avoid adverse impacts on residents in the village and the quality of the Lynde Creek tributary;

# Schedule IV - 9: Settlement 9: Kinsale



## Legend Symbols

- |   |   |
|---|---|
|  Hamlet Residential                |  Municipal Boundary        |
|  Hamlet Commercial                 |  Rural Settlement Boundary |
|  Open Space System - Natural Areas |  Special Interest Sites    |

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# Settlement 10: Claremont

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## Description

- The Hamlet of Claremont is located around the intersection of Brock Road and Central Street (also known as Regional Road 5 or the Ninth Concession Road)
- Lands in the southwest portion of the Hamlet, and beyond, are part of the Federally-owned lands acquired in the 1970s as a site for a possible future airport
- The Hamlet includes open space lands associated with Mitchell Creek (a tributary to the East Duffins Creek); most of the Hamlet and the Cluster are located on south edge of the Oak Ridges Moraine
- Is the largest and most diverse rural settlement in the City; first settled in the 1820s as “Nobles Corners”; in 1851, a post office opened and the village became known as “Claremont”; it prospered with a hotel, mills and a “continuation” or secondary school; a designated heritage property is located at the south end of the village on the west side of Regional Road 1; another designated site lies southeast of Claremont
- Grid street pattern, narrow road allowances and small lots from the 1800s have been encircled by 1980s subdivision development on large lots with modern paved roads
- Existing businesses include a general store, a bank, business and professional offices, collectibles and craft shops, a restaurant, the Co-op, a gas station, a liquor store, an auto body repair shop and a heavy machinery storage yard
- Claremont continues to be a focal point for the rural area with its many community facilities including a school, a Masonic hall, a legion hall, a park, two churches, and the Claremont Centre (a combined facility containing a firehall, library, community centre and seniors centre) which opened in 1997
- A C.P. rail line runs across the north end of the Hamlet; the TransCanada Pipeline runs across the south end of the Hamlet

### Settlement Population Projection

Hamlet of Claremont*	
2015 Population	1,125
2031 Population	1,050

\*Note: population projection reflects aging population and reduced persons per unit count

## City Policy

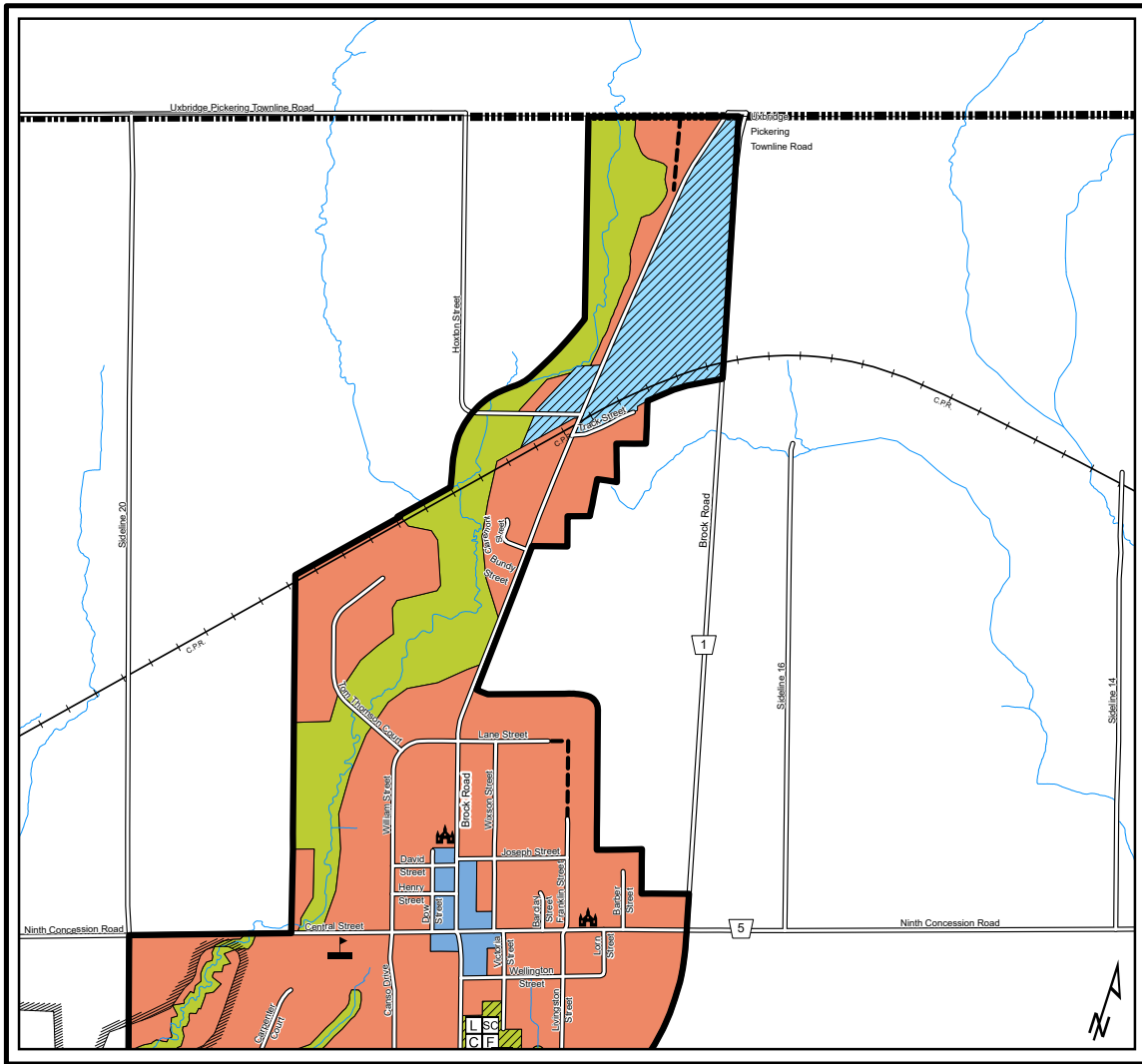
### Claremont Settlement Policies

#### 13.12 City Council shall:



















- (a) encourage opportunities for enhancing the historic village of Claremont through general or site specific zoning that allows the introduction of arts and craft studios, custom workshops and small-scale commercial enterprises on suitable sites, providing the historic character of the village and the interests of neighbouring residents are respected;
- (b) encourage retail, shopping, office and other business uses to locate in the hamlet commercial area surrounding Central Street and Brock Road;
- (c) encourage the provision of a wider variety of housing forms within the Hamlet, particularly to meet the needs of young people and senior citizens;



# Schedule IV - 10: Settlement 10: Claremont - North Section



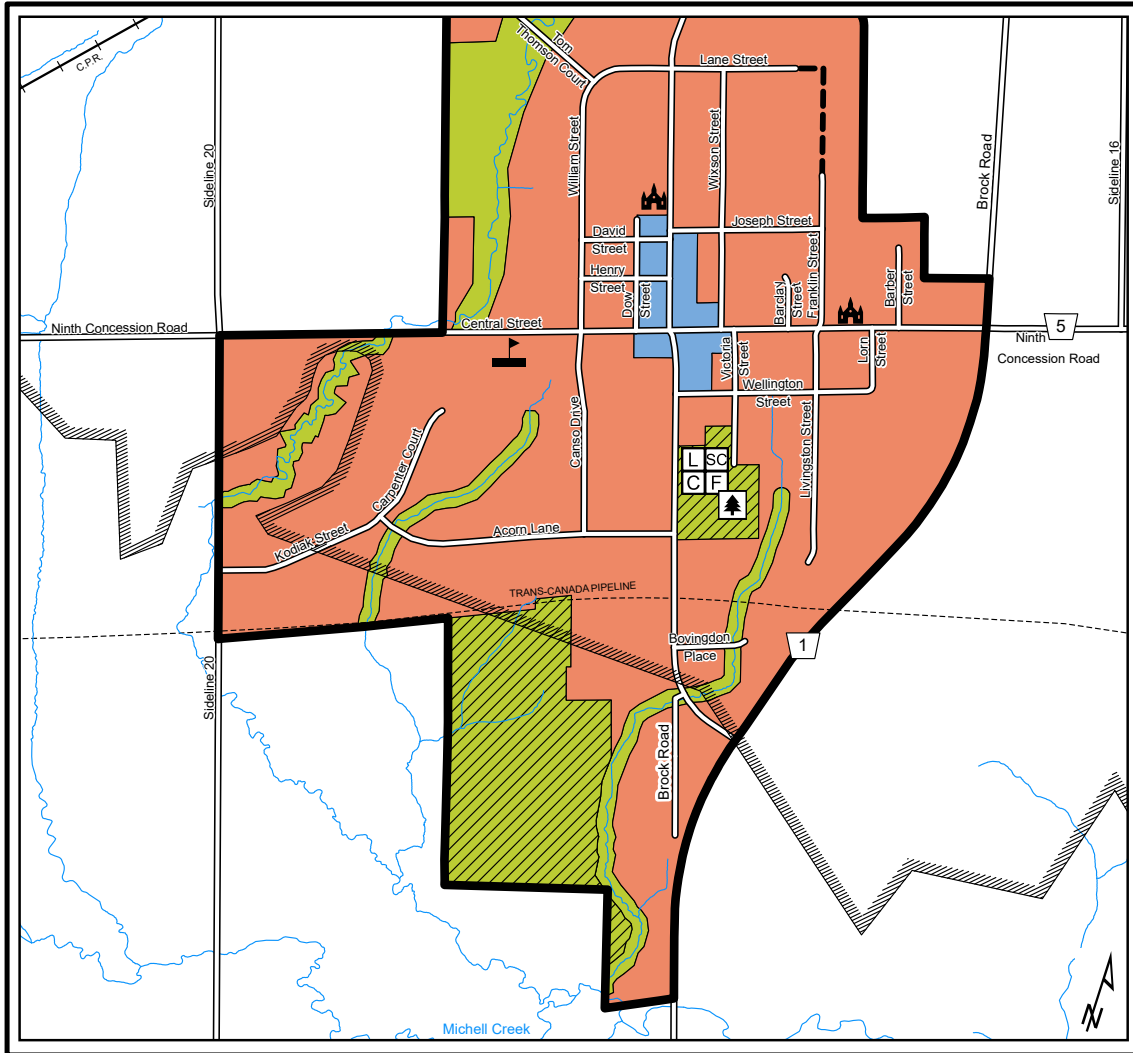
## Legend Symbols

 Hamlet Residential	 Municipal Boundary	 Public Elementary School	 Senior's Centre
 Hamlet Commercial	 Rural Settlement Boundary	 Community Centre	 Park
 Hamlet Employment	 Oak Ridges Moraine Boundary	 Fire Station	 Place Of Worship
 Open Space System - Recreational Areas	 New Road	 Library	 Cemetery
 Open Space System - Natural Areas	 Connections (Proposed)		

















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- (d) recognize that most of Claremont is designated as Oak Ridges Moraine Rural Hamlet on Schedule I, in accordance with the Oak Ridges Moraine Conservation Plan, and accordingly, City Council shall:
  - (i) restrict applications for lot creation to limited infilling;**
  - (ii) prohibit the boundary of the hamlet to be expanded unless the hamlet boundaries for Claremont established by the Oak Ridges Moraine Conservation Plan are modified by the Province; and**
  - (iii) require development or site alteration to be subject to the Oak Ridges Moraine policies as set out in Chapter 16 in addition to the policies of the Oak Ridges Moraine Conservation Plan;****
- (e) despite the Open Space System - Natural Areas designation on the lands bounded on the north by the Uxbridge-Pickering Townline, on the east by Brock Road, and on the west by the line between Lot 17 and Lot 18, permit the existing house and the development of a newly created lot for residential purposes; and**
- (f) monitor and assess traffic conditions through Claremont over time, and determine, in consultation with the village residents and the Region of Durham where necessary, whether to prepare a traffic calming implementation plan and undertake traffic calming measures in keeping with the intended function of the roads.**

# Schedule IV - 10: Settlement 10: Claremont - South Section



## Legend Symbols

 Hamlet Residential	 Rural Settlement Boundary	 Public Elementary School	 Senior's Centre
 Hamlet Commercial	 Oak Ridges Moraine Boundary	 Community Centre	 Park
 Open Space System - Recreational Areas	 New Road	 Fire Station	 Place Of Worship
 Open Space System - Natural Areas	 Connections (Proposed)	 Library	 Cemetery

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# Settlement 11: Spring Creek

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## Description

- Located on the west side of Westney Road, south of the Regional Road 5, on the south side of Spring Creek Golf Course
- Adjacent to open space lands associated with a tributary of Duffins Creek
- Lands identified as Spring Creek were approved for a “country residential” development in 1998 for 8 residential lots
- This country residential development comprises large modern homes on large lots with private individual water supply and sewage disposal systems

### Settlement Population Projection

Spring Creek*	
2015 Population	25
2031 Population	25

\*Note: population projection reflects aging population and reduced persons per unit count

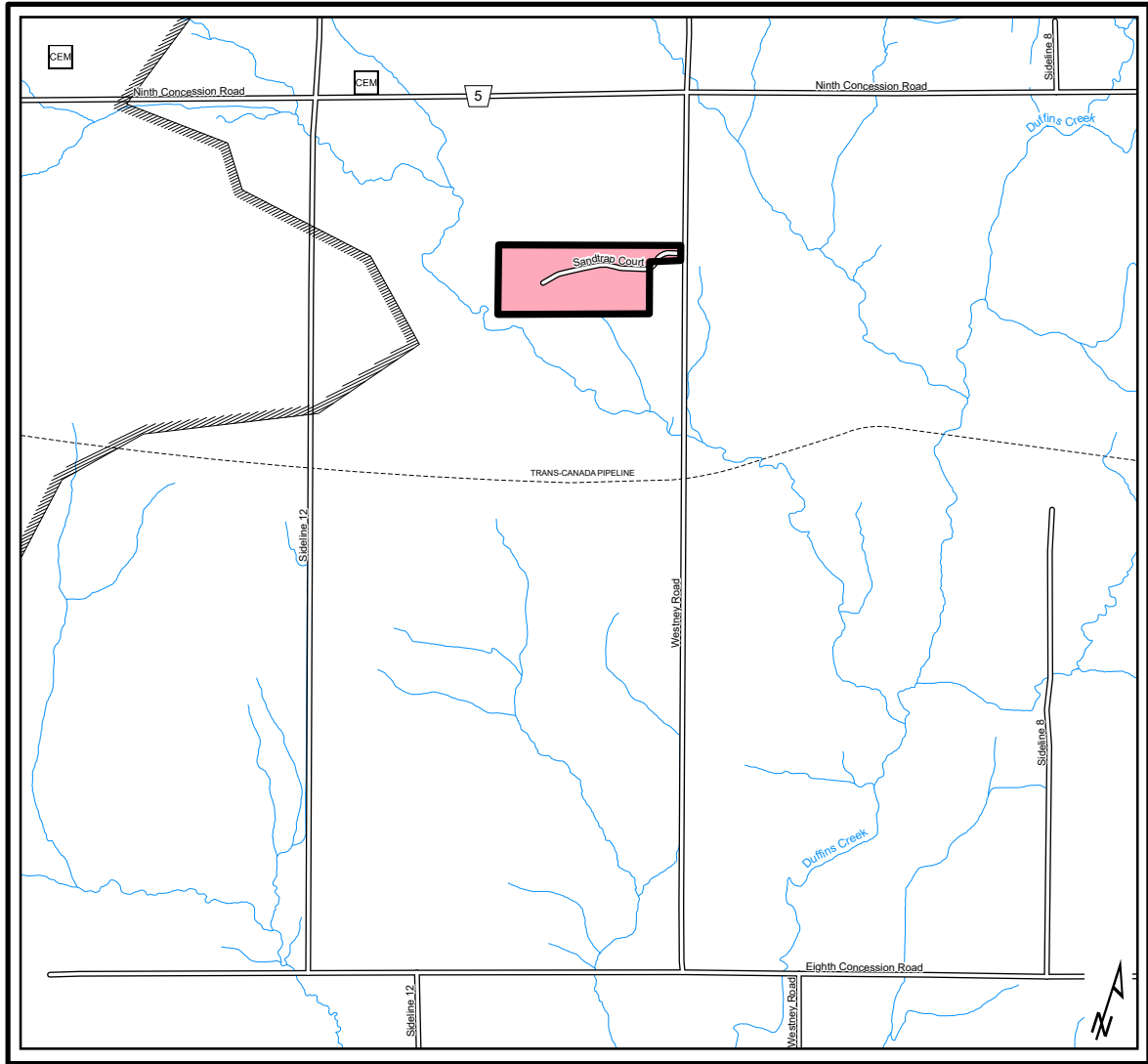
## City Policy

Spring Creek Settlement Policies

### 13.13 City Council shall:

- (a) ensure that development is undertaken in a manner that respects the rural character of surrounding lands; and
- (b) endeavour to ensure the country residential environment of the settlement is maintained once developed.

# Schedule IV - 11: Settlement 11: Spring Creek



## Legend Symbols

- Country Residential
- Oak Ridges Moraine Boundary
- CEM Cemetery
- Rural Settlement Boundary

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# Settlement 12: Balsam

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## Description

- Located at Regional Road 5 (the Ninth Concession Road) and Balsam Road (Sideline 4)
- Located near the south edge of the Oak Ridges Moraine between the upper tributaries of East Duffins Creek and Lynde Creek; located south of the Glen Major Environmentally Sensitive Area
- A post office was opened in the settlement in the late 1850s; by the early 1900s, Balsam had a number of businesses including a general store, a flour mill and a harness shop
- Remains as a very small settlement clustered at the crossroads of Sideline 4 and Regional Road 5; over the last 40 years, 4 new homes have been constructed, and a construction business opened

### Settlement Population Projection

Balsam*	
2015 Population	40
2031 Population	45

\*Note: population projection reflects aging population and reduced persons per unit count

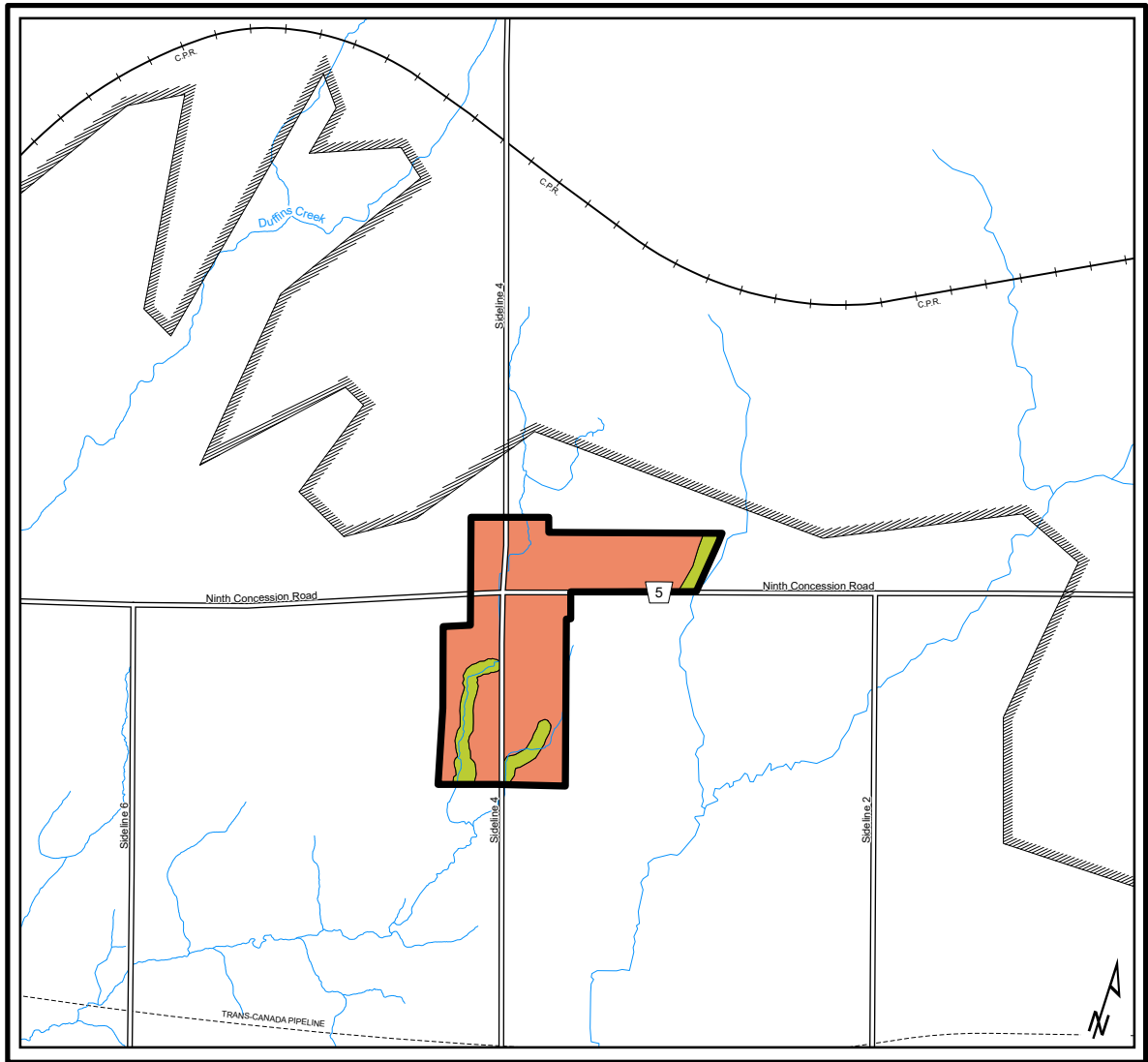
## City Policy

### Balsam Settlement Policies





#### 13.14 City Council shall:

- (a) encourage opportunities for enhancing the historic village of Balsam through general or site specific zoning that allows the introduction of arts and craft studios, custom workshops and small-scale commercial enterprises on suitable sites, providing the historic character of the village and the interests of neighbouring residents are respected; and
- (b) request the Region of Durham to examine measures to reduce traffic speeds and volumes along Regional Road 5 through Balsam.

# Schedule IV - 12: Settlement 12: Balsam



## Legend Symbols

- |   |                                   |   |                             |
|---|-----------------------------------|---|-----------------------------|
|  | Hamlet Residential                |  | Rural Settlement Boundary   |
|  | Open Space System - Natural Areas |  | Oak Ridges Moraine Boundary |

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# Settlement 13: Forest Creek Estates

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## Description

- Located on the east side of Audley Road, at the Fifth Concession Road road allowance
- Adjacent to environmentally sensitive and open space lands associated with a tributary of Lynde Creek, the former Lake Iroquois Shoreline and Audley woods
- Lands identified as Forest Creek Estates were approved for a “country residential” development in 1998 for 14 residential lots; the subdivision plan has been draft approved and the lands zoned
- Country residential developments typically comprise large modern homes on large lots with private individual water supply and sewage disposal systems
- Country residential subdivisions typically build out over a relatively long period of time
- Only residential uses are anticipated within the settlement; no stores, community or cultural facilities

### Settlement Population Projection

Forest Creek Estates*	
2015 Population	0
2031 Population	40

\*Note: population projection reflects aging population and reduced persons per unit count

## City Policy

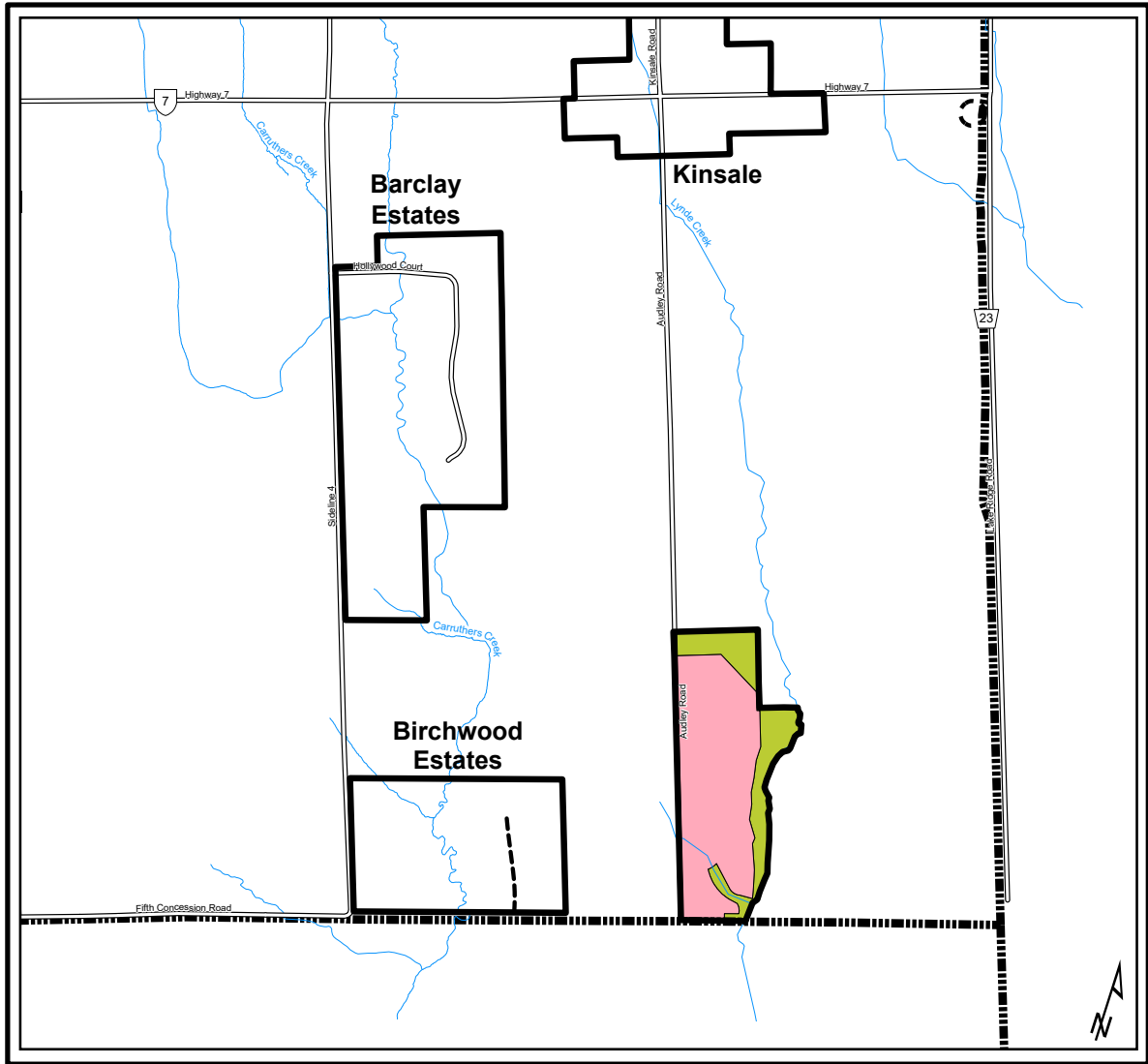
Forest Creek Estate Settlement Policies

### 13.15 City Council shall:








- (a) ensure that development is undertaken in a manner that respects the rural character of surrounding lands;
- (b) ensure that development is undertaken in a manner that respects natural features within and nearby the settlement including the habitat, linkage, and corridor functions the natural features perform; and
- (c) endeavour to ensure the country residential environment of the settlement is maintained once developed.



# Schedule IV - 13: Settlement 13: Forest Creek Estates



## Legend Symbols

- |   |                                   |   |                                 |   |          |
|---|-----------------------------------|---|---------------------------------|---|----------|
|  | Country Residential               |  | Special Interest Sites          |  | Cemetery |
|  | Open Space System - Natural Areas |  | New Road Connections (Proposed) |   |          |
|  | Municipal Boundary                |   |                                 |   |          |
|  | Rural Settlement Boundary         |   |                                 |   |          |

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# Part 4: Detailed Design Considerations

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# Chapter 14 - Detailed Design Considerations

This chapter complements and expands upon the goals and policies of Chapter 9 - Community Design. It establishes the City's position on a variety of municipal concerns revolving around attractive and effective community design.

## Detailed Design Considerations

The community design framework described in Chapter 9 establishes a strategy that is grounded in ten community design concerns: human scale, mixed uses, context, places versus buildings, legibility, pedestrian comfort, permeability, building adaptability, attractive public spaces and natural heritage.

Detailed design considerations derived from these concerns identify the range of specific design matters for which policies are formulated. Although not exhaustive (e.g., other design considerations and associated policies could be added later, if warranted, by amendment to this Plan), appropriate design policies under these considerations establish a solid approach to community design for Pickering, at this point in its development.

### Detailed Design Considerations

1. Community Image
2. Corporate Initiatives
3. Design with Nature
4. Development and Subdivision Design
5. Views and Vistas
6. Design of Public Open Spaces
7. Streetscapes
8. Human Scale
9. Design of Buildings
10. Personal Security
11. Barrier-Free Access
12. Public Art
13. Lighting
14. Signage
15. Pedestrian and Cycling Safety

### City Policy

Detailed Community Design Goal

- 14.1 City Council shall identify and establish appropriate community design policies for a range of specific design matters that warrant detailed consideration.

## Community Image

Community image is an important design matter warranting detailed policy consideration. Through effective community design, the City can foster an image of Pickering that recognizes the collective perceptions residents hold of the City and of their respective neighbourhoods.

### City Policy

Community Image

- 14.2 City Council shall:
- (a) require that development at all scales creates, reinforces, and enhances distinctive neighbourhoods, nodes and corridors, and enhances the specific character of existing developments and neighbourhoods;
  - (b) consider identifying at certain locations in the City, gateways and landmarks and require that these locations be maintained and enhanced through community design measures;

- (c) encourage the retention and enhancement of distinctive built and natural features within the rural area, such as historic buildings, settlement areas, ridges, valley and stream corridors, and woodlots that contribute to the image of the rural area;
- (d) encourage the siting of buildings of significant form and use (such as churches, fire halls and schools) at important locations within the City to enhance their visual status and to contribute to Pickering's image;
- (e) provide an appropriate image for Pickering's City Centre through the distinctive form of the Civic Complex, the Esplanade Park and other key municipal symbols; and
- (f) require all new public and private sector development at the Highway 401 and 407 interchanges to exhibit a high standard of architecture and urban design, in order to provide attractive gateways into and exits from the City and to take advantage of these locations with high visibility.

## Corporate Initiatives

The Corporation of the City of Pickering is an important role model to those building in the community. To this end, the City can demonstrate its commitment to excellence in community design, and thus image, by constructing and promoting City initiatives that exemplify good community design principles and practices.

### City Policy

#### Corporate Initiatives

#### 14.3 City Council shall:

- (a) endeavour to ensure that all City-owned properties, buildings, infrastructure and facilities meet the community design objectives and policies of this Plan;
- (b) consider conducting design competitions in relation to the development of highly visible City-owned or controlled properties that are intended to be used for important community uses such as community centres, fire halls, theatres and libraries;
- (c) consider establishing corporate identification design objectives for use on City-owned buildings;
- (d) endeavour to ensure that development projects of other levels of government and agencies (the Region, Province, Federal government, police and school boards) comply with the community design objectives and policies of this Plan;
- (e) in the design of city owned properties and facilities, achieve a minimum of LEED<sup>®</sup> silver certified, or alternative equivalent through the implementation of sustainable design measures such as: the selection of energy conserving and energy efficient products for facilities; the salvaging and reuse of construction, demolition, and land clearing debris; and use of permeable surfaces and pervious pavement in areas such as parking lots and sidewalks; and
- (f) collaborate with other levels of government, other municipalities, institutions, community groups, and local businesses to develop programs to improve air quality, to reduce greenhouse gas emissions and use energy more efficiently.

## Design with Nature

Good community design should encourage development that where possible, is properly integrated and connected to Pickering's natural features and resources, while preserving and enhancing their integrity.

### City Policy

#### Design With Nature

#### 14.4 City Council shall:

- (a) through the review of development proposals, endeavour to ensure that significant natural features, such as watercourses, wetlands, woodlands and escarpments are protected as visual landmarks to maintain links with Pickering's cultural and historic heritage;
- (b) where possible, require the maximum retention of natural features on properties proposed to be developed, and ensure that such features are permitted to regenerate with minimal intervention;
- (c) encourage the protection of mature trees of aesthetic and heritage value;
- (d) evaluate existing vegetation to be preserved on properties subject to development against the following criteria:
  - (i) its ability to survive construction conditions;
  - (ii) its contribution to a larger vegetated area extending over abutting properties;
  - (iii) its ability to provide shading, screening or noise attenuation, both on-site and for surrounding properties;
  - (iv) its contribution to the diversity of the broader plant community;
  - (v) its value due to species, age or ornamental qualities; and
  - (vi) its intrinsic relation with adjacent designated heritage buildings or districts;
- (e) encourage the use of plant materials in a design capacity to define open spaces, frame desired views or focal points, direct pedestrian movement, and reinforce particular locations;
- (f) encourage the use of plant materials to create visual variety on the basis of their form, colour and texture, and to satisfy functional requirements, such as providing shade, providing screening in all seasons, providing sound attenuation, buffering wind, controlling snow deposition, and stabilizing slopes;

Integrating existing natural features and landscapes within new development, or enhancing such features through substantial landscaping not only retains the features, it adds value to the development.

In other words, rather than creating sterile landscapes on which to build, incorporating features of natural significance and beauty can result in a more desirable development form - more desirable to home buyers, business tenants and other "clients" of the development industry.

- (g) in certain areas of the City, encourage the use of low maintenance plant and landscape materials which enhance ecological stability; and
- (h) encourage the use of native plant species which are tolerant to disease and pollutants as the dominant plant material when creating new plant communities or when adding to existing plant communities.

## Development and Subdivision Design

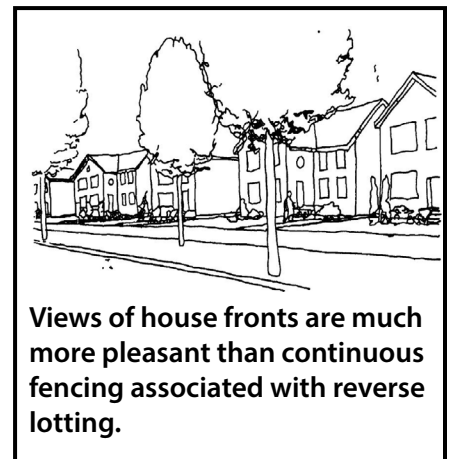
An objective of development and subdivision design is to ensure new developments are sufficiently compact in form, and appropriately integrated with Pickering's existing built form, heritage and natural features. Appropriate development and subdivision design should also establish attractive physical settings that support a wide range of activities, have well developed pedestrian environments, and can be well served by public transit.

### City Policy

#### Development and Subdivision Design

##### 14.5 City Council shall:

- (a) encourage designs and patterns for streets and major aisles that provide appropriate access for vehicles, public transit, pedestrians and cyclists; create view corridors and vistas where appropriate; and allow adequate space for utilities and services;
- (b) encourage designs of streets, major aisles, blocks and lots that create a public realm supporting comfortable and safe pedestrian activity and movement both within and beyond the development;
- (c) encourage street patterns and major aisle arrangements that respect the integrity of the City's continuous landform features such as ridges, and valley and stream corridors, in both urban and rural areas;
- (d) encourage new subdivision streets and major aisles that generally align on a grid or modified grid pattern in order to create development blocks appropriately sized for their intended use and possible future uses;
- (e) where necessary and appropriate, encourage the use of existing landform and vegetative features to visually hide or screen those land uses and activities that detract from the physical and visual character of an area;
- (f) encourage the design of local road patterns that provide direct pedestrian access to transit stops and transfer nodes;
- (g) introduce public roads into large blocks of developable land;
- (h) discourage designs such as reverse lotting that require long stretches of noise attenuation or privacy fencing adjacent to major roads; and
- (i) require the implementation of green development standards in development and subdivision design, in keeping with applicable City policies and guidelines, including but not limited to the following:
  - (i) incorporating Low Impact Development (LID) techniques such as bio-swales, rain barrels, and perforated pipe systems;





- (ii) orienting lots and homes to maximize energy efficiency and conservation; and
- (iii) increasing the tree canopy through tree planting programs to promote biodiversity, improve air quality, and reduce the urban heat island effect.

## Views and Vistas

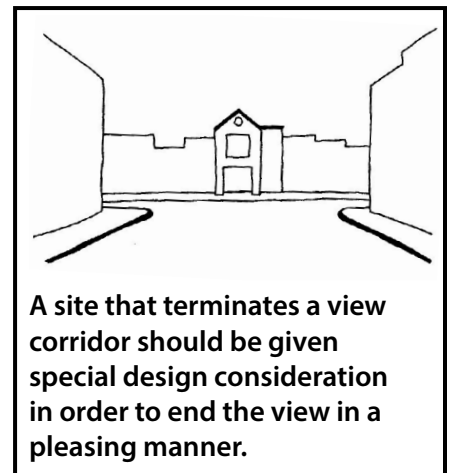
Another important objective of community design is to preserve and enhance existing views and vistas of Pickering’s built and natural features, and identify and develop opportunities to establish new views and vistas, including intimate views that create a relationship between indoor and outdoor activities.

### City Policy

#### Views and Vistas

#### 14.6 City Council shall:

- (a) recognize significant views of prominent buildings and open spaces at the scales of neighbourhoods, streets, small public spaces and individual development sites;
- (b) preserve “landmark” views of unique features, including the Pickering Civic Complex and Frenchman’s Bay, to provide visual reference points within Pickering’s urban area, and to enhance the significance of those features;
- (c) evaluate new development proposals for their opportunity to maximize, create or enhance views and vistas;
- (d) endeavour to maintain and enhance views of natural features, including woodlots, topographic features, bodies of water and across open spaces;
- (e) endeavour to ensure that the design and layout of streets and pedestrian routes provide vantage points for significant views and vistas along their lengths; and
- (f) endeavour to ensure that the design of sidewalks and other portions of buildings adjacent to public spaces provides views from exterior to interior activity areas, including stairwells, corridors, and entrance and elevator lobbies.



## Design of Public Open Spaces

A network of public open spaces should be planned and designed. These open spaces should be fully integrated with, and supported by, the developments around them, and the streets and walkways that link them.

### City Policy

#### Design of Public Open Spaces

#### 14.7 City Council shall:

- (a) promote the design, preservation, enhancement and creation of significant public open spaces in both the urban and rural areas that contribute to the City’s image;

- (b) encourage public open spaces that complement and support the uses and activities generated by surrounding buildings and uses;
- (c) promote the provision of public open spaces for community uses and activities such as festivals and other public gatherings in areas that are readily accessible to people, or where demand warrants;
- (d) encourage in urban areas the creation of smaller outdoor spaces such as small parks, gardens and courtyards, where appropriate, and endeavour to ensure these spaces are defined and complemented by the architectural and design features and the scale of the buildings that surround them;
- (e) encourage within publicly-accessible open spaces, a high quality environment with adequate amenities such as appropriate paving, benches, bicycle racks, refuse containers, lighting and other elements that accommodate the intended users of the space;
- (f) consider elevated public open spaces, both natural and built (including rooftops, bridges, hilltops and embankments) as possible vantage points that provide panoramic views of the surrounding landscape from which people may better appreciate and understand Pickering's image;
- (g) encourage the design of open spaces to consider the user's sensory experiences of light, sound, smell, colour, water and temperature;
- (h) encourage the design of private space adjacent to public streets and open space areas (e.g., outdoor patios) to support the function and enhance the appearance of the adjacent public streets or areas; and
- (i) encourage the inclusion of water features, such as fountains, reflecting pools and spray features in the design of public and publicly-accessible open spaces.

## Streetscapes

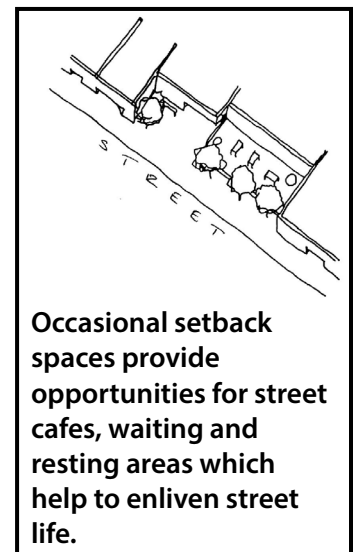
Streets in Pickering should be designed to contribute to the character of the immediate area and provide a high level of amenities for their users.

### City Policy

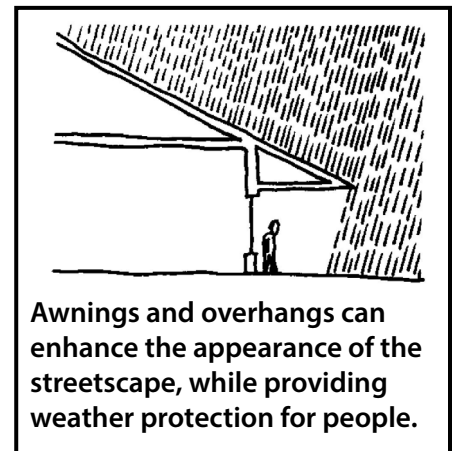
#### Streetscapes

#### 14.8 City Council shall:

- (a) support the creation of specialty treatments including planted boulevards and median strips, theme lighting and street furniture, and other design features, on strategic streets in Pickering;
- (b) encourage landscape design along streets to complement adjacent built forms and open spaces, to provide shade in the summer and visual interest throughout all seasons, and to accentuate the special character of particular streets;
- (c) support, where appropriate, the use of sidewalks and adjacent publicly-accessible open spaces as outdoor patio restaurants;
- (d) promote a unified design of decorative treatment for sidewalks within strategic areas, such as the City Centre, community nodes and other important shopping areas;



- (e) require the partial vertical screening of surface parking lots through the use of low fences, walls or landscape elements;
- (f) encourage reducing the scale of large surface parking lots by dividing the area through the use of landscaping, fencing and walls;
- (g) require the provision of adequate weather protection, seating, visibility and lighting at transit stops on major roads;
- (h) endeavour to ensure that seating on public and private streets is provided for pedestrians at waiting areas, bus stops, and near public facilities and institutions, and to support leisure activities, conversation and social interaction in commercial, civic or mixed use areas;
- (i) require the provision of secure bicycle parking facilities on public streets, at bus terminals, transit stations, GO stations and near entrances to buildings that are important destinations, such as retail commercial buildings, and community or cultural facilities;
- (j) endeavour to ensure that the design and pattern of pavement for pedestrian paths and sidewalks enhance the character of high activity areas along the street; indicate pedestrian crossing with a continuation of the sidewalk pattern over the crosswalk; indicate points where vehicular routes cross pedestrian paths; and accommodate higher volumes of pedestrian movement by widening sidewalks at intersections;
- (k) require the planning and design of roads such that the placement of underground utilities supports the planting of trees and other large scale plant materials;
- (l) where possible, endeavour to ensure that street accessories such as mailboxes, telephone booths, signage, vending machines, refuse containers, cycle racks and public and private above ground utilities are designed to enhance the aesthetic qualities and character of streetscapes, and located to minimize physical and visual obstruction;
- (m) require the design of streetscaping elements to support on-street parking in areas of the City that are characterized by high pedestrian and commercial activity, to reduce vehicle speeds and to serve as a protective buffer between pedestrians and moving vehicles;
- (n) where possible, endeavour to ensure that street fixtures such as traffic lights, traffic signs, lighting fixtures, fire hydrants, parking metres and cycle parking facilities are designed and located in a consistent and integrated manner to avoid clutter and to facilitate easy legibility and use;
- (o) encourage an underground location for local utility lines and cables;
- (p) where appropriate support the use of traffic calming measures to create safer environments for pedestrians and vehicles, and to maintain designated vehicle speeds and patterns of movement;
- (q) support, where appropriate, the provision of cycling lanes within the paved surface of roads, which are separated from vehicular traffic by design features such as distinctive surface treatments, painted lines, symbols and signage;



Awnings and overhangs can enhance the appearance of the streetscape, while providing weather protection for people.

- (r) encourage utility providers to provide innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts and transit shelters;
- (s) encourage utilities and infrastructure related to district energy to be considered and planned early in the development approvals process in order to minimize disruption and be cost effective; and
- (t) require roadway lighting and other outdoor lighting be directed to eliminate or minimize, to the extent possible, direct light trespass, glare or up light.

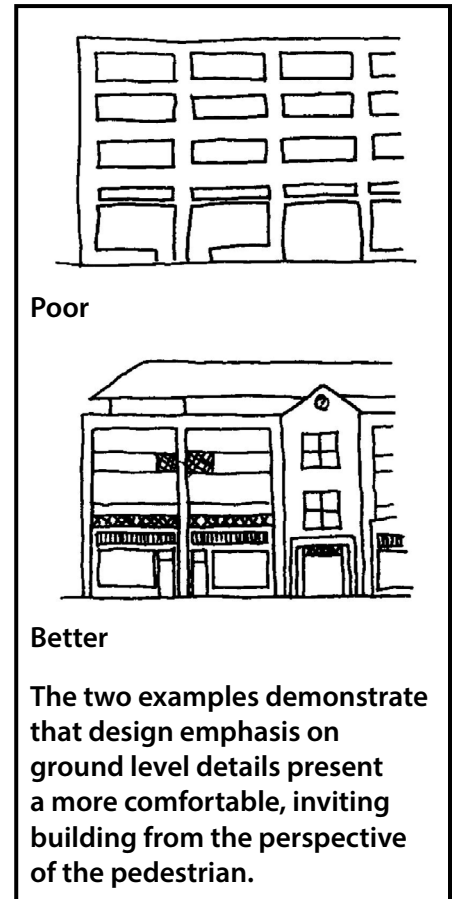
## Human Scale

Another consideration of good community design is the degree to which a development (including buildings, landscaping, fencing and other treatment) establishes and reinforces a human scale that is comfortable and friendly to all users.

### City Policy Human Scale

#### 14.9 City Council shall:

- (a) encourage the use of continuous horizontal projections such as cornices, roof overhangs or masonry courses within the first few storeys of buildings adjacent to pedestrian routes to establish human-scaled visual and physical references;
- (b) encourage development at heights that are related to the width of the streets they front in order to establish a sense of enclosure along the public sidewalk, and to ensure reasonable sunlight on the street;
- (c) encourage building designs that capitalize on the use of grade level windows and doors to permit visibility of human activities within the public areas of buildings;
- (d) encourage the use of trees and shrubs in areas of more intense development or within large open spaces to create human scale; and
- (e) promote the design of buildings, spaces, and facilities to accommodate the varied range of human dimensions, levels of mobility and strengths.



## Design of Buildings

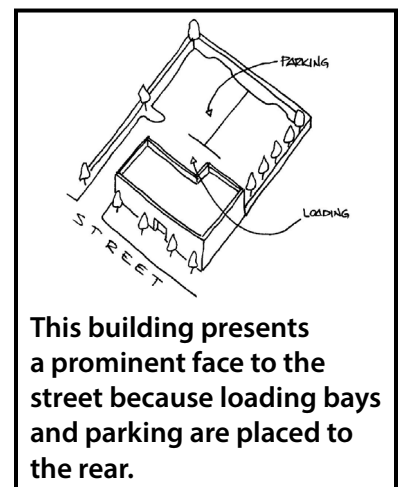
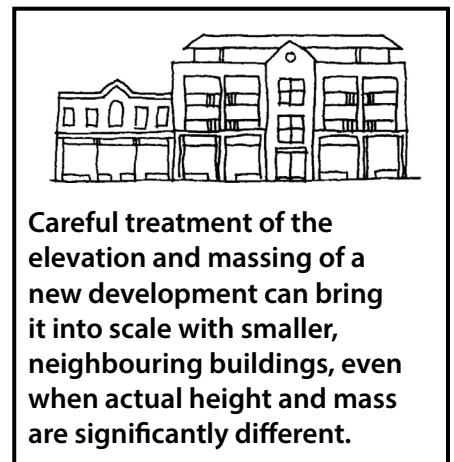
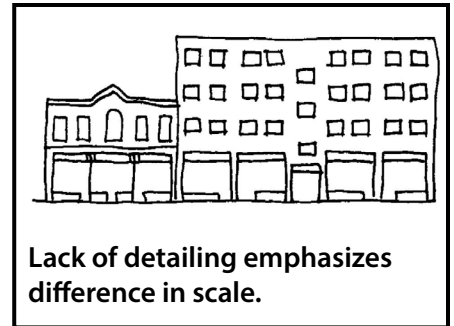
It is important to achieve high architectural standards in the design and construction of Pickering's built environment. Design excellence is fostered through principles and guidelines that encourage buildings and facilities to be built so that their function is understandable to the community, are adaptable over time, and relate properly to each other, their surroundings and to the street.

### City Policy

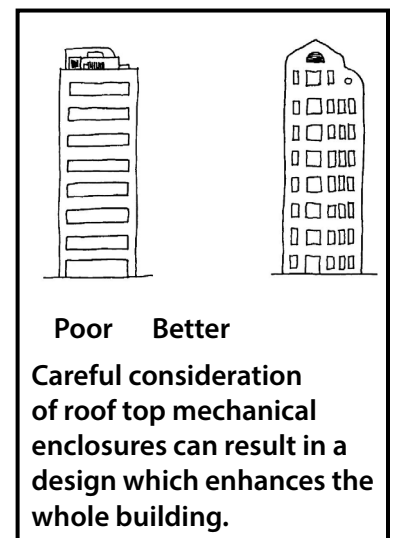
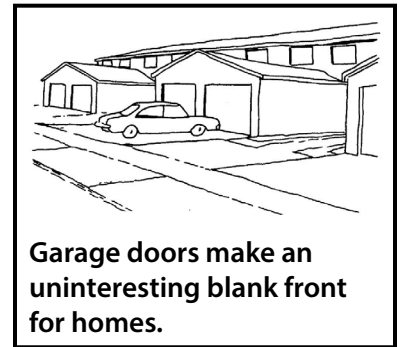
#### Design of Buildings

##### 14.10 City Council shall:

- (a) encourage buildings that can be identified and appreciated at various scales, including up close, from the immediate area (including nearby streets that offer direct views of the building), and when appropriate, from locations beyond the immediate area;
- (b) where groupings of buildings are proposed, require built forms, massing and architectural treatments that create cohesive and unified developments, and are architecturally compatible with each other and surrounding areas;
- (c) where new development is proposed within an existing neighbourhood or established area, encourage building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and building area to site area ratios;
- (d) require designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns and internal divisions, to assist in defining human scale and providing visual interest;
- (e) discourage the placement of building functions which do not directly support public activities, such as loading bays, utility rooms and other building mechanical features (e.g., exhaust grilles), from being located on building façades adjacent to streets;
- (f) require the orientation of the main front entrances to commercial, industrial, apartment and public buildings towards the street whenever possible, and to be visible from main pedestrian routes and vehicular approaches;
- (g) encourage building designs that consider both the initial lifespan of the building or structure, and its potential for future adaptation;



- (h) require the height, form, massing and articulation of the façade of new buildings to reflect its “position” or significance on the street (e.g., designing a commercial building that capitalizes on special opportunities provided at street corners or at the end of a view corridor);
- (i) endeavour to ensure that building designs provide opportunity for protection from the elements (rain, snow, wind and sun) through the use of features such as awnings, canopies, colonnades or recessed ground floor façades;
- (j) require the incorporation of bicycle storage areas in high density residential, commercial and major industrial buildings and sites;
- (k) encourage the use of high quality, low maintenance building materials to help ensure an attractive appearance over time;
- (l) discourage the use of corporate image building design and promote design which reflects neighbourhood character;
- (m) encourage residential building design to minimize the impact of projecting garages on neighbourhood streetscapes;
- (n) consider the following guidelines in the protection of designated heritage sites and districts:
  - (i) encourage the retention and repair of original building and architectural features of designated heritage sites and districts;
  - (ii) encourage new features and additions to designated heritage buildings that are compatible with its heritage characteristics; and
  - (iii) encourage development that is close to designated heritage properties does not adversely impact upon the physical quality or structural stability of nearby heritage properties;
- (o) encourage the implementation of green development standards in the design of buildings, including but not limited to the following:
  - (i) incorporating energy efficiency and alternative or renewable energy resources (such as solar panels) to reduce energy demand;
  - (ii) installing green or white roofs to improve energy efficiency in buildings, stormwater absorption and quality, and to reduce urban heat island effects;
  - (iii) installing bird-friendly glazing, particularly on new tall buildings proposed within established migratory flights paths, to prevent potentially fatal collisions with windows;
  - (iv) using non-toxic and recycled content building products; and
  - (v) orienting buildings to maximize the use of natural sunlight; and
- (p) encourage development to design and certify new buildings to LEED® Silver, Gold or Platinum standards, or alternative equivalent.



## Personal Security

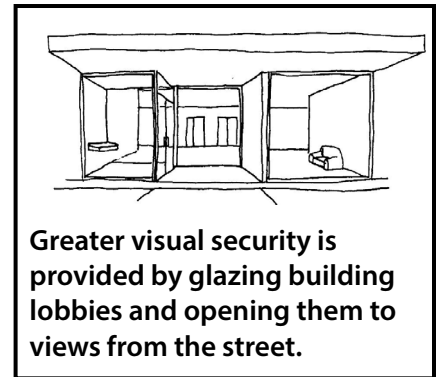
Another important objective of community design is to achieve a high level of personal security by making developments more attractive to users, by providing better surveillance opportunities, and by reducing the opportunities for victimization. Through careful attention to design, a high level of personal security can be achieved.

### City Policy

#### Personal Security

##### 14.11 City Council shall:

- (a) endeavour to ensure that the design of developments minimize conditions that are potentially dangerous to the public without impeding functional and aesthetic characteristics;
- (b) encourage the continuous occupancy and use of public spaces throughout daily, weekly and seasonal cycles by encouraging the mixing of spaces, activities and institutions which enable public presence at varied times;
- (c) discourage developments from having public and publicly-accessible spaces such as parking facilities, outdoor and indoor walkways, elevators, stairs and lobbies in remote or isolated locations;
- (d) endeavour to ensure publicly-accessible spaces are located near public roads, transit stops and other high activity spaces to enable public surveillance;
- (e) endeavour to ensure landscaping plants and materials are used in a manner that does not obstruct views into lobbies, windows, parking facilities and pathways, or any other views needed to ensure clear surveillance and safety;
- (f) endeavour to ensure views are provided into, out-of, and through publicly-accessible interior spaces of developments through the use of transparent materials in stairways, lobbies, hallways, elevators and doors;
- (g) discourage the creation of long passages or outdoor walks which cannot be adequately watched or monitored;
- (h) endeavour to ensure adequate lighting, early detection (e.g., mirrors and transparency), and remote monitoring (e.g., cameras) are used in locations where personal security risks may be present;
- (i) endeavour to ensure developments are designed to provide users a choice of routes between parking areas, public streets or walkway systems, and building entrances and exits; and
- (j) discourage public or publicly-accessible underground pedestrian routes which do not enable adequate surveillance.



## Barrier-Free Access

Barrier-free access that considers the full range of human abilities and impairments should be provided to all forms of development, public facilities and transportation modes.

### City Policy

#### Barrier-Free Access

##### 14.12 City Council shall:

- (a) endeavour to ensure barrier-free access is provided to all public buildings, areas and transportation facilities by using features such as level surfaces, ramps, elevators, automatic doors, curb depressions, railings and rest areas;
- (b) endeavour to ensure that the main travelled portions of pedestrian routes are kept free of obstructions such as street furniture, signs or building projections; and
- (c) endeavour to ensure that barrier-free features are well integrated with the functional and aesthetic design of developments to preclude the perception of segregation.



## Public Art

The quality of the built environment can be enhanced by promoting the integration of art in public places.

### City Policy

#### Public Art

##### 14.13 City Council shall:

- (a) promote the placement of a range of art in publicly-accessible and visible locations such as parks, prominent street corners, plazas and on buildings;
- (b) encourage public art in a broad range of media, themes and formats in order to engage the observer, foster civic identity and promote social interaction; and
- (c) consider integrating public art in the early stages of the design and planning of developments.



## Lighting

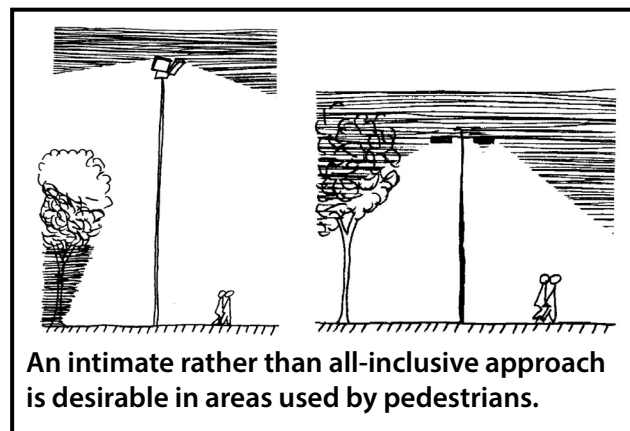
Another important consideration in good community design is enhancing the attractiveness and safety of the built environment by encouraging the use of lighting that is of appropriate quality, intensity and design.

### City Policy

#### Lighting

##### 14.14 City Council shall:

- (a) promote the use of lighting to enhance and define the aesthetic and functional quality of public places such as promenades, sidewalks, squares and parks;
- (b) promote the use of lighting fixtures that are compatible with the scale of pedestrian activity;
- (c) promote the lighting of key buildings such as the Civic Complex, historic buildings, landmark buildings and public monuments to accentuate their architectural features and significance;
- (d) encourage the use of lighting to reinforce a particular design theme or distinctive character of specific areas of Pickering such as the City Centre and the Whitevale Heritage Conservation District; and
- (e) reduce the effects of light pollution on the night-time sky and on adjacent uses by requiring the use of lighting fixtures that are particularly suited to the purpose and setting in which they are to be utilized.



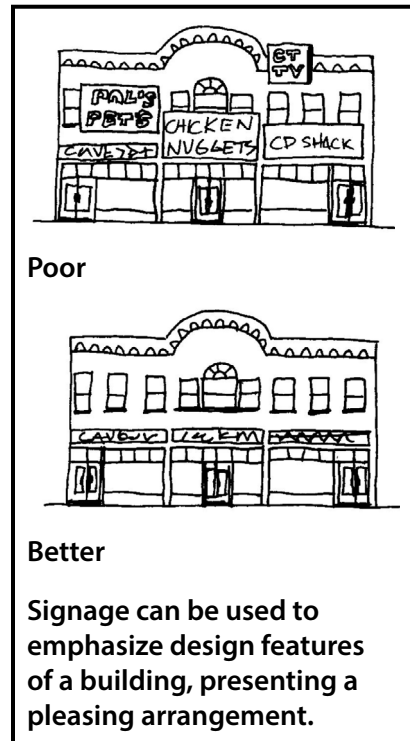
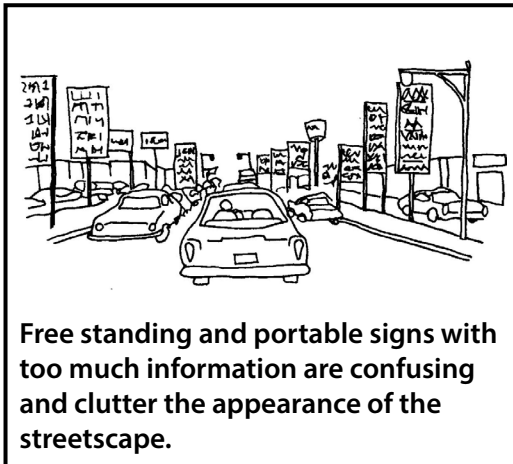
# Signage

Good community design also requires attention to signage. Signs for all types of development should contribute to the visual attractiveness of both the development and the surrounding area.

## City Policy Signage

### 14.15 City Council shall:

- (a) require the design of signs to be used to enhance the appeal of developments, and to integrate with the architectural design of buildings, in order to contribute to the overall visual quality of the built environment;
- (b) encourage the use of an appropriate variety of signage types, such as fascia signs, canopies and awnings, projecting signs, ground signs, and directory signs, which complement building designs rather than dominate them;
- (c) encourage non-business related signs, such as directional signs, public information kiosks, and general identification signs, to be accommodated in the design of buildings that are adjacent to, and incorporate, public or publicly-accessible spaces; and
- (d) prohibit the use of portable signs except under specific circumstances and by permit only.



## **Pedestrian and Cycling Safety**

Attention to community design can assist in making a significant difference in how easy it is for people to walk, bicycle, or use transit, as advocated by the policies of other sections in this Chapter. To further encourage this, the policies of this section endeavour to ensure that the City's streets are safe and inviting to users while recognizing the function of the road and the overall traffic movement requirements.

### **City Policy**

#### **Pedestrian and Cycling Safety**

**14.16 In the design, redesign and operational reviews of road corridors, City Council shall, in consultation with the authority having jurisdiction over the road, consider the following designs and techniques in appropriate locations to improve safety for pedestrians and cyclists:**

- (a) reducing traffic speeds by road design, instead of relying on posted speed reductions, through traffic calming techniques in appropriate circumstances, such as:**
  - (i) narrowing the street width and/or lane widths;**
  - (ii) reducing or eliminating visibility triangles on local roads to slow traffic and heighten awareness of potential conflicts;**
  - (iii) reducing the design standards for horizontal and vertical curves in roads;**
  - (iv) introducing special features such as traffic circles and roadway constrictions;**
  - (v) reducing intersection spacing along appropriate roads; and**
  - (vi) reducing the use of dedicated turn lanes, divided from the main intersection by islands, particularly from higher speed roads onto lower speed roads;**
- (b) for pedestrians, provide separation from vehicular traffic and further enhance a sense of safety by:**
  - (i) allowing greater use of on-street parking on roads, except freeways, Type A arterial roads, and some areas on Type B arterial roads, during appropriate times of the day and year to buffer pedestrians from moving vehicles;**
  - (ii) providing medians or islands to serve as a pedestrian refuge within extremely wide road surfaces;**
  - (iii) providing sidewalks on both sides of arterial roads, collector roads, roads through higher density residential and commercial areas, or as a minimum, on one side of all roads;**
  - (iv) ensuring sidewalk ramps and curb cuts at intersections are level with the road;**
  - (v) eliminating rolled or mountable curbs along streets in higher speed traffic areas where pedestrian safety could be compromised;**
  - (vi) improving signalization timing for pedestrians;**
  - (vii) providing pedestrian activated traffic lights; and**

- (c) for cyclists, provide bikeway opportunities, as identified by the Trails and Bikeway Master Plan, that minimize the potential for conflict with vehicular traffic through such measures as:**
  - (i) on higher volume streets, or those with on-street parking, provide bikeway lanes separated from the traveled portion of the road;**
  - (ii) on other streets, provide dedicated bikeway lanes within the traveled portion of the road; and**
  - (iii) for off-road multi-use trails, design and construct in a manner that is consistent with recommendations of the Trails and Bikeway Master Plan.**

**Part 5:**  
**Implementation, Development**  
**Review and Monitoring**

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## Chapter 15 - Implementation

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The Official Plan will be implemented by a wide variety of public and private initiatives under the *Planning Act*, the *Municipal Act*, the *Heritage Act*, and other relevant provincial and/or municipal legislation. Some of the key initiatives include the following:

- capital works investment in the City's infrastructure
- subdivision control, land division approval, zoning, site plan approval, minor variances, and other development applications made under the *Planning Act*
- activities such as neighbourhood clean-up days, adopt-a-park programs, land stewardship practices and business development undertaken by community organizations, private individuals and corporations
- future discussions between City departments, boards and commissions, government agencies and stakeholders in finding satisfactory approaches to community evolution
- research on emerging issues
- monitoring procedures

The Official Plan is the City's foundation for building a good community. It sets goals, objectives and policies for our urban, rural and ecological systems. Throughout the Plan, there are many policies directing that certain actions be taken. This part of the Plan sets out the implementation framework; the means and mechanisms through which action can be taken.

Chapter 15 provides general direction and interpretation in applying the policies of this Plan. It is supported by development review policies in Chapter 16, and monitoring policies in Chapter 17.

### Interpretation

The Plan contains a combination of "official" text and schedules, and other explanatory text and maps which are provided for information purposes and context. To change the "official" text and schedules, formal notice and amendments are required.

This section of the Plan helps identify which parts of the Plan are "official" and which parts are for information only. Further, it helps Council, staff and other users interpret those parts of the Plan where some guidance may be required.

#### City Policy

##### Interpretation

**15.1 City Council interprets and instructs others as follows in interpreting the Pickering Official Plan:**

- (a) all policies, tables, maps, and schedules contained in this Plan shall be read in the context of all other policies, tables, maps and schedules of this Plan;**
- (b) changes to the schedules (subject to the provisions of Section 15.2), and to the goals, objectives, policies and tables in this Plan (which for ease of identification are numbered), shall require an amendment to the Plan;**

- (c) explanatory text, sidebars and appendices are included in this Plan for information purposes to assist users in better understanding the goals, objectives and policies of this Plan, and may be changed by Council resolution, without amendment to the Plan;
- (d) where an amendment is made to the goals, objectives, policies and tables of this Plan, an appropriate corresponding change will be made as necessary to the explanatory text;
- (e) changes to the goals, objectives, policies, tables and schedules of this Plan to correct grammatical or reference errors, punctuation, or to alter the formatting, numbering or arrangement of provisions may be made by the City Clerk without notice and without amendment to the Plan;
- (f) for figures and quantities used in the Plan:
  - (i) maximum residential density figures are exact; and
  - (ii) all other figures used and quantities shown in this Plan, including urban and rural population and employment targets, are approximate only, and minor deviations may be made by Council provided the general purpose and intent of the Plan is maintained;
- (g) permitted uses in this Plan are listed as examples of the general range and type of uses that may be allowed; specific uses not listed, but determined by Council to be similar to and generally consistent with the listed uses may also be permitted through the zoning by-law;
- (h) despite the permissible uses listed in Chapter 3, public roads, utilities and other public infrastructure and facilities may be permitted in any land use designation, subject to the other relevant provisions of this Plan and any other applicable legislation; and
- (i) despite Section 15.1 (h), municipal facilities such as municipal works depots, fire halls and community facilities, may be considered in Prime Agricultural Areas, through site-specific amendment to this Plan, and subject to provisions of the Durham Regional Official Plan.

## City Policy

### Schedule Interpretation

#### 15.2 City Council shall be guided by the following in interpreting the Schedules to this Plan:

- (a) maps (other than Schedules) are included in this Plan for information purposes to assist users in better understanding the goals, objectives and policies of this Plan, and may be changed by Council resolution without amendment to the Plan;
- (b) subject to the provisions of Subsections (c) to (f) of this section, the following information contained on Schedules I, II, IIIA-F, IV-1 to IV-13, and VII to XIII to this Plan shall be changed only by amendment to the Plan except for the Greenbelt Plan boundary and the lands that are designated in accordance with the Oak Ridges Moraine Conservation Plan, which cannot be amended unless first modified by the Province:



- (i) on Schedule I, the land use categories and areas designated;
  - (ii) on Schedule II, all existing and proposed road categories and locations of proposed roads (except local roads which are shown for information purposes), and the location of all other existing and proposed transportation facilities and services;
  - (iii) on Schedules IIIA-F, all resource management features, areas and boundaries;
  - (iv) on Schedules IV-1 to IV-13, all settlement boundaries, land use designations and proposed road by-pass locations;
  - (v) on Schedule VI, the Oak Ridges Moraine Boundary, and the Landform categories;
  - (vi) on Schedule VII, bikeways, trails and trailheads; and
  - (vii) on Schedule VIII to XIII, all land use categories and areas designated; all bikeways, trails and trailheads; and all symbols and their location;
- (c) symbolic and contextual information provided on the Schedules to this Plan (pipelines, existing and proposed community facilities, and watercourses) are included for information purposes to assist the user and may be changed without notice and without amendment to the Plan;
- (d) the boundaries and alignments of the land use designations are approximate, and provided the general purpose and intent of the Plan is maintained, minor adjustments may be made without notice and without amendment to the Plan except where such boundaries are established by fixed features such as railways, highways and roads, lot and concession lines, or property lines;
- (e) the alignment of future roads, bikeways, trails and trailheads, designated on the Schedules, and the Natural Heritage System identified on Schedule IIIA, are diagrammatic and minor realignments may be made without notice and without amendment to the Plan provided the general purpose and intent of this Plan are maintained;
- (f) the boundaries of Detailed Review Areas and Rural Study Areas, and the location of proposed schools, parks or other community facilities on Schedules and maps are approximate;
- (g) in the event that a single parcel of land is governed by two or more separate land use designations, the policies of each of the respective designations shall apply to that portion of the parcel so designated; and
- (h) for lands on the Oak Ridges Moraine, minor changes and refinements to Schedule III based on updated information from the Province or as a result of detailed studies, such as those noted above, will not require an amendment to this Plan, and, where the feature is a wetland, an area of natural and scientific interest and/or significant portions of the habitat of endangered, rare and threatened species, or their related minimum vegetation protection zones, proposed refinements to the boundary or the extent of the feature requires formal confirmation from the Province prior to any development.

## City Policy

### Future Facilities

- 15.3 City Council acknowledges that an indication of a future road, park and/or other service or facility does not constitute a commitment by the City, the Region or the Province to provide such a service or facility at such location at a particular point in time, nor assume approvals under other statutes; rather it is the City's statement of general intent and location.

## City Policy

### Open Space System Boundaries

- 15.4 Except for lands that are designated in accordance with the Oak Ridges Moraine Conservation Plan, City Council shall determine the exact boundaries of the Open Space System in consultation with relevant agencies including the appropriate conservation authority, and considering the results of any Environmental Report required by Section 16.8.

## City Policy

### Open Space System Boundaries

- 15.5 City Council recognizes that the Open Space System designations on Schedule I may include private lands that are not accessible to the general public and may not be intended for public ownership.

## City Policy

### Access to Open Space System Lands

- 15.6 Where this Plan indicates activities to be undertaken by City Council, City Council may authorize or delegate staff or others to undertake such activities on its behalf.

## City Policy

### Delegation of Authority

- 15.7 Where questions of interpretation arise regarding certain terms used in this Plan that are based on terms and definitions found in the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, or the Central Pickering Development Plan, regard shall be had to the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Central Pickering Development Plan, whichever is applicable.

## General Implementation

This section of the Plan provides general implementation policies on how Council and others should act in administering the Plan or undertaking initiatives directed by the Plan. It also sets out Council's commitment to public notification and participation in community development.

## City Policy

### Official Plan Management

- 15.8 City Council shall:
- (a) at least every five years, review its official plan as required, to ensure that it conforms with Provincial Plans, has regard to matters of Provincial interest and is consistent with the Provincial Policy Statement, and may do so at any time earlier if warranted;

- (b) following such a review and/or as a result of a regular monitoring program, make appropriate amendments to the Plan;
- (c) undertake planning or other studies for specific areas of the City or to address specific planning issues, and where warranted, incorporate the results of such studies into the Plan;
- (d) consider applications to amend this official plan in accordance with the provisions of the *Planning Act* and this Plan; and
- (e) request an amendment to the Durham Regional Official Plan where it is determined that an amendment is desirable, and work closely with Durham Council in reaching a mutually satisfactory alternative position.

## City Policy

### Public Participation

#### 15.9 City Council shall:

- (a) seek the input of individuals, community and special interest groups, public boards, commissions, and agencies on planning and related matters;
- (b) ensure that community concerns are considered in plans for development by seeking broad public participation in the planning and decision making processes;
- (c) maintain an effective public information and communication program;
- (d) when considering proposed amendments to the official plan and/or the zoning by-laws, make adequate information available to the public, and hold at least one public meeting at which any person in attendance may provide comments about the proposed amendment; at its discretion, Council may hold another public meeting should the proposed amendment to the official plan and/or zoning by-law be changed after the earlier public meeting;
- (e) consider a proposed official plan and/or zoning by-law amendment at a meeting open to the public and hear comments from the public prior to making a decision on the matter; and
- (f) establish a public notification and participation process for reviews undertaken within Detailed Review Areas, and for major amendments to Council-adopted development guidelines, identified in this Plan.

## City Policy

### Review of Public Participation Procedures

#### 15.10 City Council shall regularly review its public participation and notification procedures to ensure adequate and appropriate public involvement in community development matters, and in doing so, shall consider the following:

- (a) the structure and format of the statutory public information meetings to ensure they allow for constructive public participation and exchange of information between interested parties;
- (b) the need for a public planning advisory committee to provide comments and assistance to staff and Council on planning and related matters;
- (c) the effectiveness of the prevailing public notification procedures, including signage requirements, newspaper advertisements and mail notification radius and process;

- (d) the extent to which under represented groups are involved;
- (e) the role of community associations in providing comments, disseminating information and facilitating neighbourhood participation;
- (f) balancing the involvement of landowners and the public in the site plan review process; and
- (g) establishing guidelines for keeping the public aware of approved development not yet constructed.

#### **City Policy**

##### Others to Assist in Implementation

- 15.11 City Council recognizes that the implementation of goals, objectives and policies contained within this Plan may be partially or wholly dependent on the actions of other levels of government, and accordingly, Council shall:**
- (a) consult others when implementing the goals, objectives and policies of this Plan; and
  - (b) encourage others including higher levels of government, regional and provincial boards, agencies and commissions, and others to take appropriate actions to assist in implementing the goals, objectives and policies of this Plan.

#### **City Policy**

##### Oak Ridges Moraine and Greenbelt Plan Lands Subject to Other Provincial and Regional Policies

- 15.12 Despite the policies of this Plan, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, lands located on the Oak Ridges Moraine and within the Greenbelt Plan are also subject to the policies in both the Region of Durham Official Plan and the Provincial Policy Statement where there is no conflict.**

#### **City Policy**

##### Partnership

- 15.13 City Council may participate, in partnership with the Province, the Region of Durham and other stakeholders within the Oak Ridges Moraine Area on the following:**
- (a) the development and administration of effective and accessible data management systems for natural heritage and hydrological information; and
  - (b) the development of programs to monitor the long-term health of the Oak Ridges Moraine and assist in public education.

#### **City Policy**

##### Transitional Policies

- 15.14 Within the Oak Ridges Moraine there are applications under the *Planning Act* and *Condominium Act*, which due to their date of commencement and decision are subject to the Transition and Further Approval provisions of the *Oak Ridges Moraine Conservation Act*, 2001 (Sections 15 and 17), and accordingly:**
- (a) all applications, as defined under the *Oak Ridges Moraine Conservation Act*, 2001, which commenced on or after November 17, 2001 are required to conform to the Oak Ridges Moraine Conservation Plan;

- (b) applications in Natural Core, Natural Linkage or Countryside Areas, that were commenced but not decided prior to November 17, 2001, as defined in the *Oak Ridges Moraine Conservation Act, 2001*, are required to conform to the prescribed provisions under Section 48 of the Oak Ridges Moraine Conservation Plan;
- (c) applications in Natural Core, Natural Linkage or Countryside Areas, that were commenced but not decided prior to November 17, 2001, as defined in the *Oak Ridges Moraine Conservation Act, 2001* are not subject to the provisions of the Oak Ridges Moraine Conservation Plan provided that the use, building or structure for which the application was intended, is legally existing as of the date of this Plan;
- (d) notwithstanding policies a), b) and c) above, where a planning application is submitted after November 17, 2001 as a direct result from a condition attached to a provisional consent, a draft plan of subdivision or a draft plan of condominium, such an application shall be completed under the same system in effect as the original approval in accordance with Section 17(1) of the *Oak Ridges Moraine Conservation Act, 2001* (as amended by the *Greenbelt Protection Act, 2004*); and
- (e) in addition, any development permission established by such a further approval may be recognized in the local municipal official plan and zoning by-law, as appropriate.

City Policy  
Glossary

15.15 Glossary:

**Adaptation** means adjustment to actual or predicted climatic changes in a manner that reduces harm. Adaptation can be proactive (take place before impacts are observed), spontaneous (triggered by ecological changes), and planned (deliberate decisions based on awareness that conditions have changed or are about to change and that action is required).

**Climate Change** refers to any change in climate over time whether due to natural variability or as a result of human activity.

**Dynamic Beach Hazard** means areas of inherently unstable accumulations of shoreline sediments along Lake Ontario, as identified by Provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard plus a dynamic beach allowance.

**Event Based Area (EBA)** means the area delineated by a spill or “event”, such as a chemical or pathogen release, which might impact the drinking water intakes for the Great Lakes.

**Green Development** refers to development that reduces growth’s dependence on resource use, carbon emissions and environmental damage, and includes the incorporation of technologies and practices that maximize the natural infiltration and retention of stormwater through site development.

**Green Technologies** refers to technology that mitigates the effects of the built environment on the natural environment, and often involve energy efficiency, recycling, safety and health concerns and renewable energy resources.

**Groundwater Recharge Area** means an area where an aquifer is preferentially replenished from natural processes, such as the infiltration of rainfall and snowmelt and the seepage of surface water from lakes, streams and wetlands; and from human interventions, such as the use of stormwater management systems. The Director's rules will specify the acceptable methodology to determine groundwater recharge rates i.e., what qualifies as a significant groundwater recharge area.

The term "Director" in the definition of Groundwater Recharge Area refers to the Director of the relevant provincial ministry.

**Groundwater Recharge Area, Significant** means an area within which it is desirable to regulate or monitor drinking water threats that may affect the recharge of an aquifer.

**Hazardous Lands** means property or lands that could be unsafe for development due to naturally occurring processes. Along a creek, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. Along the Lake Ontario shoreline, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard, or dynamic beach hazard limits.

**Hazardous Sites** means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards.

**Heat Island** means an area, such as a city or industrial site, having consistently higher temperatures than surrounding areas because of a greater retention of heat, as by buildings, concrete, and asphalt.

**Highly Vulnerable Aquifer** means an aquifer on which external sources have or are likely to have a significant adverse effect, due to the permeability and thickness of overlying layers. Notwithstanding the foregoing, on the Oak Ridges Moraine, Highly Vulnerable Aquifer includes areas that are prescribed as "high aquifer vulnerability" in the Oak Ridges Moraine Conservation Plan.

The methodology used to determine "areas of high aquifer vulnerability" as prescribed by the Oak Ridges Moraine Conservation Plan, differ from the methodology used to determine Highly Vulnerable Aquifers for the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan.

Schedule IIID: Resource Management: Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas, identifies "areas of high aquifer vulnerability" on the Oak Ridges Moraine and "Highly Vulnerable Aquifers" under the heading of Highly Vulnerable Aquifers.

**Infrastructure** (as used in the Seaton Urban Area) means physical structures (facilities and corridors) that form the foundation for development and includes: storm sewers, stormwater management facilities, waste water and water systems, electric power generation and transmission including renewable energy systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

**Intake Protection Zone** means the contiguous area of land and water immediately surrounding a surface water intake, which includes:

- the distance of a 1 kilometer radius from the intake;
- the area where a spill of a contaminant might reach the intake before the plant operator can respond;
- the area associated with potential impacts from specific modelled scenarios.

**Key Hydrologic Feature** includes wetlands, permanent and intermittent streams, kettle lakes, seepage areas and springs, Lake Ontario, and the Lake Ontario Shoreline.

**Key Natural Heritage Feature** includes the significant habitat of endangered species, threatened species and special concern species, fish habitat, wetlands, Areas of Natural and Scientific Interest, significant woodlands, significant valleylands, significant wildlife habitat, sand barrens, savannah and tallgrass prairies, and alvars.

**Landscape Industry** means an operation that offers services involving the planting and caring for trees, flowers, shrubs, ground covers and grass, and may also include design and implementation services for walkways, decks, retaining walls, patios, lighting and other landscape design elements. Small scale landscape industries shall not:

- include retail sales on site, the mixing of paper bio-solids or sewage sludge for the purposes of manufacturing a product, or the manufacturing of garden supplies and landscape design products;
- require large-scale modification of terrain, vegetation or both;
- exceed a site area of 1 hectare, inclusive of structures, facilities and outside storage associated with the landscape industry.

**Low Impact Development (LID) Stormwater Management Practices** means a stormwater management strategy that seeks to mitigate the impacts of increased urban runoff and stormwater pollution by managing it as close to its source as possible. It comprises a set of site design approaches and small scale stormwater management practices that promote the use of natural systems for infiltration and evapotranspiration, and rainwater harvesting.

**Placemaking** is an urban design process aimed at creating communities that offer a distinct character, a strong sense of community, a context for healthy lifestyles and a high quality of life.

**Renewable Energy Systems** means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy.

**Significant Other** features and areas means those other features and areas referred to in Policy 2.1 (Natural Heritage) of the Provincial Policy Statement and Section 3.2.4 of the Greenbelt Plan that are ecologically important in terms of features, functions, representation, or amount, and contribute to the quality and diversity of an identifiable geographic area or natural heritage system. While some significant resources may already be identified and inventoried, the significance of others can only be determined after evaluation.

**Significant Valleylands** means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year, which is ecologically important in terms of features, functions, representation or amount, and contribute to the quality and diversity of the natural heritage system.

**Significant Wildlife Habitat** means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations, which are ecologically important in terms of their features, functions, representation or amount, and contribute to the quality and diversity of the natural heritage system. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

**Significant Woodlands** (off the Oak Ridges Moraine) means an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size, or due to site quality, species composition, or past management history. In the Oak Ridges Moraine, significant woodlands are further defined by the Province in the Oak Ridges Moraine Conservation Plan and the associated technical guidelines.

**Sustainable Design** involves the practices, processes and principles of designing, constructing and operating buildings, objects, sites and areas incorporating the values of ecological, social, cultural and economic sustainability.

**Urban Forest** refers to the total collection of trees and associated vegetation within the urban boundary of the City of Pickering.

**Vegetation Protection Zone** means a buffer area adjacent to a key natural heritage feature or a key hydrologic feature that is intended to protect the feature and its ecological function from adjacent land use impacts.

**Vulnerable Area** means an area defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source and includes; a groundwater recharge area, a highly vulnerable aquifer, a surface water intake protection zone, or a wellhead protection area.

**Water-related Hazards** means water-associated phenomena other than flooding hazards and wave uprush which act on shorelines. This includes, but is not limited to ship generated waves, ice piling, and ice jamming.

**Watershed** means an area that is drained by a river and its tributaries.

**Wave Uprush** means the rush of water up onto a shoreline or structure following the breaking of a wave, with the limit of wave uprush being the point of furthest landward rush of water onto the shoreline.

**Wellhead Protection Area (WHPA)** means the surface and subsurface area surrounding a water well or well field that supplies a municipal residential system or other designated system through which contaminants are reasonably likely to move so as to eventually reach the water well or well field.

The size and shape of each Wellhead Protection Area (WHPA) (B, C, D or E) is a function of how water travels underground. Time of travel is important because it is an indication of how quickly a contaminant can move through the WHPA to a municipal well. Time of travel can be influenced by a number of factors such as the slope of land, and the type of soil (for example, water travels faster through sand than it does through clay). Wellhead Protection Areas were drawn based on scientific research that took all these factors into consideration.



**Wetlands** means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

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## Chapter 16 - Development Review

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The review and consideration of development proposals by staff and Council, in consultation with the public and relevant agencies is a primary activity that enables implementation of the goals, objectives and policies of this Plan.

This Chapter of the Plan provides guidance on the types of matters that should be examined in the review of development applications. Some of these matters include: provincial and regional policies; the goals, objectives and policies of this Plan; the results of any supporting studies; the results of agency consultation; and the results of public consultation.

This Chapter also outlines the various reports that are required to be submitted in conjunction with a development application to constitute a complete application. An application would be deemed to be complete when all required information as set out in this Chapter has been submitted to the City. A standard list of required studies is provided for all development applications. However, during the pre-submission consultation with the applicant, staff will identify the studies from the standard list that will not be required or may be scoped in extent, or may request additional information depending on the complexity of the application.

Further, this Chapter describes some of the various tools that can be used under the *Planning Act* (such as interim control, holding and temporary use by-laws), and provides some enabling policies so the City can require certain matters as conditions of development approvals (such as dedication of parkland and securing road widenings).

### Review of All Applications

All applications for development are reviewed against a variety of matters including the relevant plans, programs and policies of the Province, the Region of Durham, the City of Pickering and other relevant boards and agencies.

#### City Policy

Matters to be Considered in Review of All Applications

- 16.1 In the review of all development applications, City Council shall consider the following to a level of detail commensurate with the scale and scope of the application:**
- (a) the policies of the Federal Government, the Province of Ontario, the Durham Regional Official Plan, other policies and programs of the Region, this official plan, development guidelines adopted by Council, and any other applicable plans, policies, programs, regulations and guidelines;**
  - (b) potential positive and negative impacts on the ecological, urban and rural systems (considering where appropriate, short-term, long-term and cumulative effects);**
  - (c) public and agency consultation, both formal and informal;**
  - (d) the results of any required supporting reports; and**
  - (e) any other matters Council deems appropriate.**

## Supporting Reports

An application is deemed complete when all of the required items and supporting reports provided in Sections 16.2 to 16.14 are submitted. The policies in this section detail specific requirements for the submission of various supporting reports. Other reports may be required by other sections of this Plan.

Some reports are required with the submission of an application, and others may be required to be submitted to fulfill conditions of approval. The reports may also recommend various management plans or programs that must be implemented by the proponent of a development as a condition of approval.

### City Policy

#### Pre-submission Consultation

- 16.2 City Council shall require applicants to consult with the municipality prior to submitting an application for an official plan amendment, zoning by-law amendment, draft plan of subdivision, draft plan of condominium or site plan approval. The pre-submission consultation meeting will be held with the applicant, City staff and any other government agency or public authority that the City determines appropriate. At the pre-submission consultation meeting:**
- (a) the list of required studies set out in Sections 16.5A or 16.5B will be scoped to only require studies related to the application. The City, in consultation with applicable agencies, may also prepare terms of reference/guidelines for any of the required studies which would set out the required study information, analysis and recommendations necessary to address the scope and complexity of the application; and**
  - (b) additional studies may be determined necessary for submission with the application based on the nature of the application.**

### City Policy

#### Complete Application

- 16.3 City Council shall not accept an application for an official plan amendment, zoning by-law amendment, draft plan of subdivision, draft plan of condominium, or site plan approval until the following has been submitted to the City:**
- (a) a complete application form, including an acknowledgement by the applicant of the obligation to pay required peer review costs, as referred to in Section 16.4;**
  - (b) any information or materials prescribed by statute and regulation;**
  - (c) a record of pre-submission consultation;**
  - (d) the prescribed application fee(s);**
  - (e) payment, or proof of payment of application review fees charged by commenting agencies;**
  - (f) all required studies set out in Section 16.5A for an official plan amendment, zoning by-law amendment, draft plan of subdivision and draft plan of condominium application; and**
  - (g) all required studies set out in Section 16.5B for a site plan application.**

## City Policy

### Peer Review at Applicant's Expense

- 16.4** City Council shall require all of the matters set out in Sections 16.3, 16.5A, and/or 16.5B to be completed to the satisfaction of the City respecting the scope and complexity appropriate to the application prior to the City deeming the application complete. Once an application is deemed complete, the City may retain a qualified consultant to conduct a peer review of any of the studies required in Sections 16.5A and/or 16.5B at the applicant's expense as acknowledged on the application form and as provided for in Section 16.3(a).

## City Policy

### Required Studies for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium Approval

- 16.5A** City Council shall require the following materials and studies prepared by qualified experts, as scoped or expanded as a result of the pre-submission consultation required by Section 16.2, to be submitted at the time of application for an official plan amendment, zoning by-law amendment, draft plan of subdivision, and draft plan of condominium approval:

- (i) a planning rationale report which considers the overall benefit to the community and evaluates the proposal against the relevant goals, objectives, policies and general purpose and intent of this Plan, the Regional Official Plan, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, where applicable;
- (ii) a transportation study;
- (iii) a shadow study;
- (iv) a wind study;
- (v) a statement of compliance with heritage conservation designation or conservation district policies;
- (vi) an archaeology assessment;
- (vii) a functional servicing study addressing municipal water and wastewater servicing; for smaller site-specific applications, a site servicing study may be required in lieu of a functional servicing study;
- (viii) a drainage and stormwater management study, including preliminary grading;
- (ix) a flood plain impact engineering study as referred to in Subsection 16.32(f);
- (x) an agricultural report as referred to in Section 16.6;
- (xi) a site suitability study as referred to in Section 16.7;
- (xii) an environmental report as referred to in Section 16.8, which may also include a natural heritage evaluation or hydrological evaluation as referred to in Subsections 16.5A (xiii) and (xiv) respectively;
- (xiii) a natural heritage evaluation as referred to in Section 16.10(d);

- (xiv) a hydrological evaluation as referred to in Section 16.10(d)
- (xv) a hydrogeology and water budget study including the study referred to in Section 16.5A for development in Highly Vulnerable Aquifer Areas;
- (xvi) a watershed/subwatershed study for major development as determined on a case by case basis;
- (xvii) an impact study on potential aggregate extraction as referred to in Section 10.10(b);
- (xviii) an aggregate extraction assessment study as referred to in Section 10.10(b) and Sections 16.34 and 16.36;
- (xix) an assessment of lands within 500 metres of a Known Waste Disposal Site as referred to in Section 16.11A;
- (xx) a Phase I environmental site assessment and a Phase II environmental site assessment and Record of Site Condition if the Phase I environmental site assessment shows potential for contamination, as referred to in Section 16.11B;
- (xxi) a contamination management plan for development in high aquifer vulnerable areas;
- (xxii) a containment management plan for development in proximity to a wellhead protection area;
- (xxiii) a waste disposal community impact study as referred to in Section 16.37;
- (xxiv) a noise study as referred to in Section 16.12;
- (xxv) a vibration study as referred to in Section 16.12;
- (xxvi) a dust and/or odour study as referred to in Section 16.12;
- (xxvii) a lighting study as referred to in Section 16.12;
- (xxviii) a retail impact study as referred to in Section 16.13;
- (xxix) a sustainable development report, or checklist, describing the sustainable measures being implemented in the development, including but not limited to initiatives related to energy efficiency, water efficiency, building materials, indoor air quality, landscaping, stormwater management and construction waste;
- (xxx) a rental housing conversion study for the conversion of rental units to condominium tenure;
- (xxxi) an urban design brief which indicates how relevant development and/or urban design guidelines and related policies of this Plan are proposed to be implemented;
- (xxxii) a financial impact study;
- (xxxiii) an architectural design study;
- (xxxiv) a railway corridor safety study;
- (xxxv) a groundwater impact study demonstrating how groundwater quantity and quality will be protected, improved or restored in areas where groundwater could be significantly impacted;

- (xxxvi) a water balance study, as referred to in Sections 10.29 (e), 10.29 (f), 10.29 (g), 10.29 (h), and 10.29 (k);
- (xxxvii) an Information and Communication Technologies Implementation Plan, as referred to in Section 7.12 (b); and
- (xxxviii) a salt management plan as referred to in Sections 10.13 (g), and 10.27 (c).

## City Policy

### Required Studies for Site Plan Approval

**16.5B** City Council shall require the following materials and studies prepared by qualified experts, as scoped or expanded as a result of the pre-submission consultation provided for by Section 16.2, to be submitted at the time of application for site plan approval:

- (i) a transportation study;
- (ii) a shadow study;
- (iii) a wind study;
- (iv) a statement of compliance with heritage conservation designation or conservation district policies;
- (v) an archaeology assessment;
- (vi) a site servicing study addressing municipal water and wastewater servicing;
- (vii) a drainage and stormwater management study, including preliminary grading;
- (viii) a floodplain impact engineering study as referred to in Section 16.32(f);
- (ix) a grading plan;
- (x) a landscape plan;
- (xi) an agricultural report as referred to in Section 16.6;
- (xii) a site suitability study as referred to in Section 16.7;
- (xiii) an environmental report as referred to in Section 16.8, which may also include a natural heritage evaluation or hydrological evaluation as referred to in Subsections 16.5A (xiii) and (xiv) respectively;
- (xiv) a report demonstrating compliance with the Oak Ridges Moraine Conservation Plan;
- (xv) an assessment of lands within 500 metres of a Known Waste Disposal Site as referred to in Section 16.11A;
- (xvi) a Phase I environmental site assessment and a Phase II environmental site assessment and Record of Site Condition if the Phase I environmental site assessment shows potential for contamination as referred to in Section 16.11B;
- (xvii) a waste disposal community impact study as referred to in Section 16.37;
- (xviii) a noise study as referred to in Section 16.12;
- (xix) a vibration study as referred to in Section 16.12;
- (xx) a dust and/or odour study as referred to in Section 16.12;

- (xxi) a lighting study as referred to in Section 16.12;
- (xxii) a sustainable development report, or checklist, describing the sustainable measures being implemented in the development, including but not limited to initiatives related to energy efficiency, water efficiency, building materials, indoor air quality, landscaping, stormwater management and construction waste;
- (xxiii) an urban design brief which indicates how relevant development and/or urban design guidelines and related policies of this Plan are proposed to be implemented;
- (xxiv) an architectural design study;
- (xxv) a construction management plan;
- (xxvi) a railway corridor safety study;
- (xxvii) an Information and Communication Technologies Implementation Plan, as referred to in Section 7.12(b);
- (xxviii) a water balance study, as referred to in Sections 10.29 (e), 10.29 (f), 10.29 (g), 10.29 (h), and 10.29 (k); and
- (xxix) a salt management plan as referred to in Sections 10.13 (g) and 10.27 (c).

#### **City Policy**

Agency Consulting on Supporting Report and Plans

- 16.5C City Council, in considering any supporting report or management plan, shall consult with the relevant conservation authority, provincial ministry, regional department, and other relevant group or agency on the appropriateness and approval of the report or plan.**

#### **City Policy**

Agricultural Areas: Supporting Information to Permit Non-Agricultural Uses

- 16.6 When considering applications for non-agricultural uses and lot creation on lands designated Prime Agricultural Areas, Open Space System or Oak Ridges Moraine Countryside Areas by this Plan, City Council shall require an Agricultural Report prepared by a qualified expert. The Agricultural Report shall demonstrate, to the City's satisfaction, that:**
- (a) (i) the proposal complies with the minimum distance separation formulae and guidelines policy;
  - (ii) the proposal both minimizes and mitigates impacts on surrounding agricultural operations and lands to the extent feasible;
  - (iii) the proposal identifies a need for additional lands to be designated to accommodate the proposed use within the planning horizon provided for in this plan;
  - (iv) the proposal is not located on lands which comprise specialty crop areas;
  - (v) there are no reasonable alternatives to accommodate the proposal which avoid prime agricultural areas, and



- (vi) there are no reasonable alternative locations to accommodate the proposal in prime agricultural areas with lower priority agricultural lands; and
- (b) for proposals respecting livestock facilities, that the proposal complies with the Minimum Distance Separation Formula as addressed in Section 16.40 of this Plan.

**City Policy**

Rural Areas: Supporting Information for Non-Agricultural Uses

- 16.7** When considering applications for non-agricultural uses in the Rural Area, City Council shall require a site suitability study prepared by qualified experts. The site suitability study shall demonstrate to the satisfaction of the City, in consultation with other relevant agencies, that:
- (a) the development will have an adequate supply of potable water and soil conditions are satisfactory for the effective operation of a private waste sewage system on each proposed lot; and
  - (b) there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of adjacent properties.

**City Policy**

Environmental Reports Required

- 16.8** City Council:
- (a) as determined through a pre-submission consultation in Section 16.2, require the submission and approval of an Environmental Report as part of the consideration of a development application or a public infrastructure project for major development within 120 metres of the Natural Heritage System or within the minimum area of influence prescribed in Table 18 of this Plan; and
  - (b) despite Section 16.8(a), may, through the pre-submission consultation in Section 16.2, require the submission and approval of an Environmental Report as part of its consideration of any other development application or public infrastructure project.

**Major development generally includes proposals such as those requiring the following: an official plan amendment application; a draft plan of subdivision application; and/or a rezoning application. In addition, industrial uses with significant outdoor storage and/or atmospheric emissions, golf courses, landfills, and aggregate extraction operations would be considered major development.**

**Minor development generally includes proposals requiring the following: a Committee of Adjustment application; and a land division application. Additions to existing structures, limited infilling, and additional structures on previously developed sites would generally also fit this category.**

**City Policy**

Environmental Reports: Exemption for Agricultural Uses

- 16.9** Agricultural uses including the construction of farm related buildings are exempt from the requirements of Section 16.8, except for uses adjacent to Known Waste Disposal Sites, which shall be subject to the policies of Sections 16.8(b) and 16.11A.

## City Policy

### Environmental Report Contents

**16.10 City Council shall require that the Environmental Report submitted in accordance with Section 16.8 include at least the following:**

- (a) a description of the development proposal, including the purpose, location, land area and proposed use;
- (b) a description of the landforms, features and functions, of the environment that may be affected, directly or indirectly, by the proposed development;
- (c) an assessment of the expected effects of the development proposal on the environment, both positive and negative;
- (d) a natural heritage evaluation and/or a hydrological evaluation to identify vegetation protection zones for lands located within the Greenbelt;
- (e) based on the foregoing, a determination of the site's developable limits demonstrating whether the features and functions of the site can be maintained if development also occurs on the lands;
- (f) a listing of assumptions used in the assessment;
- (g) recommendations regarding the actions necessary to prevent potential negative effects and enhance potential positive environmental effects of the proposed development;
- (h) where potential negative effects are unavoidable, recommendations regarding the actions necessary to mitigate or remedy the negative effect; and
- (i) a monitoring plan to assess significant effects of development on the key features and functions of the environment.

The Environmental Report may be scoped depending on the significance or sensitivity of the feature being studied. This means that the level of detail presented in the data and recommendations of the Report is inherent in the level of impact that the proposal may impose on the feature - the greater the potential impact, the greater the level of detail required to review the proposal.

## City Policy

### Supporting Information for Lands within 500 metres of a Known Waste Disposal Site

**16.11A City Council shall require, for lands on or within 500 metres of a Known Waste Disposal Site, an assessment of risks from landfill gases and leachate, to the satisfaction of the City, that:**

- (a) is carried out by a qualified engineer;
- (b) examines the potential affects of the waste disposal site on the proposed development; and
- (c) makes recommendations on the construction and phasing of development to ensure the implementation of the Report's recommendations including monitoring for lands on or within 500 metres of a Known Waste Disposal Site.

## City Policy

### Environmental Site Assessment

- 16.11B** On lands suspected of being contaminated (for example: sites where filling has occurred; lands used for industrial, transportation or utility purposes; certain commercial properties such as gas stations, auto repair garages and dry cleaning plants), City Council shall:
- (a) require the proponents of development to complete, prior to any approvals for the site, a Phase I environmental site assessment and a Phase II environmental site assessment and Record of Site Condition if the Phase I environmental site assessment shows potential for contamination, in accordance with provincial guidelines and legislation as may be amended from time to time, to identify any on-site contamination, and following completion of the assessment, should contamination be found, require the restoration of the site to a condition suitable for the intended uses, before permitting the establishment of the uses; and
  - (b) prohibit residential uses on lands previously used for automobile repairs, for service stations, for fuel storage, or for the disposal of construction waste or debris unless the site is first restored in accordance with provincial guidelines and legislation as may be amended from time to time.

## City Policy

### Noise, Vibration, Dust, Light, Safety and Odour Studies

- 16.12** For applications with impacts from noise, vibration, dust, light spillage or odours, or which may raise safety concerns, City Council shall require a proponent to complete an appropriate study, prepared by a qualified expert, as specified in Subsections (a), (b) and (c) below to the satisfaction of the City in consultation with relevant agencies, as follows:
- (a) on lands affected by noise, for proposals for new sensitive land uses within 300 metres of a railway right-of-way or an arterial road or Provincial Highway, and for proposals for new land uses (including, but not limited to, commercial and industrial uses) that may introduce new sources of noise adjacent to sensitive land uses, City Council shall require the proponent to complete a noise study, and:
    - (i) shall require appropriate measures to mitigate any adverse effects from the noise identified by the study; and
    - (ii) shall only permit development if attenuation measures satisfactory to the City are undertaken to prevent or mitigate adverse impacts, which measures may include, but not limited to, berming, fencing and the imposition of building setbacks to be undertaken as a condition of approval;
  - (b) for proposals for new sensitive land uses in proximity to sources of dust, light spillage and/or odours, and for proposals for new land uses that may introduce or increase existing light spillage, dust or odours, City Council shall require the proponent to complete an appropriate dust, light and/or odour analysis, and

- (i) shall require appropriate measures to mitigate any adverse effects from the dust, light, and/or odours identified by the study; and
  - (ii) shall only permit development if attenuation measures satisfactory to the City are undertaken to prevent or mitigate adverse impacts, which measures may include, but are not limited to: buffering or imposition of separation distances between the respective land uses to be undertaken as a condition of approval;
- (c) for proposal that would introduce new sensitive uses on lands within 75 metres of a railway right-of-way, City Council shall require the proponent of development to complete:
- (i) a vibration impact study, and shall require appropriate safety measures to mitigate any adverse effects from the vibration identified by the study; and
  - (ii) a railway corridor safety study and shall require that all proposed development adjacent to railways provides appropriate safety measures such as setbacks, berms and security fencing to the satisfaction of the City, in consultation with the appropriate railway.

### **City Policy**

#### Retail Impact Study

**16.13 Outside the City Centre, City Council, in the review of development proposals for new or expanded gross leasable floor space for the retailing of goods and services:**

- (a) shall for the development of 2,500 square metres or greater of floor space; and
- (b) may for the development of less than 2,500 square metres of floor space;

as determined through a pre-submission consultation in Section 16.2, require a retail impact study:

- (i) to justify the proposed floor space for the retailing of goods and services; and
- (ii) to demonstrate that such additional floor space will not unduly affect the viability of any lands designated or developed for the retailing of goods and services.

### **City Policy**

#### Evaluation Reports required in Highly Vulnerable Aquifer Areas

**16.14 City Council, for development or site alteration in Highly Vulnerable Aquifer Areas (See Schedule IIID):**

- (a) outside Urban Areas, may require a hydrogeological investigation to assess whether other uses that are not listed as high, moderate or low risk to groundwater in the Durham Regional Official Plan will be a potential risk to groundwater within areas of Highly Vulnerable Aquifer, to determine if potential prohibitions, restrictions and/or mitigation should be applied;

- (b) within Urban Areas, shall require the submission of a contaminant management plan that defines the approach to protect water resources, as part of an application for any uses listed as high risk to groundwater in the Durham Regional Official Plan; and**
- (c) despite Section 16.14(b), not require further studies addressing groundwater recharge or areas of Highly Vulnerable Aquifer, for proposed development that was addressed through the Master Environmental Servicing Plan for the Seaton Community.**

## Planning Tools and Controls

There are a variety of planning tools and control processes that the City may use in community development. For example, the City may pass zoning by-laws, holding zone by-laws, interim control by-laws, bonus by-laws, and temporary use by-laws; may grant minor variances to the zoning by-law and exercise other powers through its Committee of Adjustment; may grant site plan approvals; and may comment on subdivision, land division and condominium applications.

While many of these tools and processes are detailed in the *Planning Act*, this section of the Plan outlines various key requirements and powers the City may use in its planning and development activities.

### City Policy

#### Zoning By-laws

- 16.15 City Council may undertake a comprehensive review of its existing zoning by-laws following the adoption of this Plan, and until such time as the comprehensive review is complete, may pass amendments to its zoning by-laws pursuant to the provisions of the *Planning Act* providing the amendments conform to the policies of this Plan.**

### City Policy

#### Holding By-laws

- 16.16 City Council may pass zoning by-laws incorporating holding provisions as provided for in the *Planning Act* to specify the use to which lands, buildings, or structures may be put at some time in the future, providing:**
- (a) the holding symbol (H) is used only in the following instances:**
    - (i) when certain details of development have not yet been determined, or where certain conditions of development have not yet been met such as, but not limited to, development or servicing agreements with the City or Regional Municipality of Durham;**
    - (ii) when land assembly is required to permit orderly development;**
    - (iii) when the level of community services and/or infrastructure is not yet adequate to support the proposed use;**
    - (iv) where environmental conditions or constraints temporarily preclude development or redevelopment; and**
    - (v) where required studies related to traffic, soils, protection of site features, environmental constraints, design features, or market impact analysis have not yet been approved by the City;**
  - (b) the zoning by-law containing the holding provisions specifies the interim land uses to be permitted, the conditions for removal of the holding provision, and any regulations or restrictions applying to the lands during the time the holding provision is in place; and**
  - (c) a by-law to remove the holding symbol is passed when all the conditions set out in the holding provision have been satisfied.**

**City Policy**  
Bonus Zoning

- 16.17** As provided for in the *Planning Act*, City Council may pass by-laws that grant an increase in density of development not exceeding 25 percent of the density that would otherwise be permitted by this Plan, or an increase in the height of a building providing:
- (a) the density or height bonus is given only in return for the provision of specific services, facilities or matters as specified in the by-law, such as but not limited to, additional open space or community facilities, assisted or special needs housing, the preservation of heritage buildings or structures, or the preservation of natural heritage features and functions;
  - (b) when considering an increase in density or height, and allowing the provision of benefits off-site, the positive impacts of the exchange should benefit the social/cultural, environmental and economic health of surrounding areas experiencing the increased height and/or density;
  - (c) the effects of the density or height bonus have been reviewed and determined by Council to be in conformity with the general intent of this Plan, by considering matters such as:
    - (i) the suitability of the site for the proposed increase in density and/or height in terms of parking, landscaping, and other site-specific requirements; and
    - (ii) the compatibility of any increase in density and/or height with the character of the surrounding neighbourhood; and
  - (d) as a condition of granting a density or height bonus, the City requires the benefiting landowner(s) to enter into one or more agreements, registered against the title of the lands, dealing with the provision and timing of specific facilities, services or matters to be provided in return for the bonus.

**City Policy**  
Density Transfers

- 16.18** City Council shall, despite any other provision in this Plan, allow the net site density for a parcel of land within an area covered by a Council-adopted Development Guideline to exceed the maximum permitted density specified in Chapter 3 of this Plan, providing:
- (a) the density is transferred from a property located within the area covered by the Development Guideline; and
  - (b) the guidelines and the resulting implementing zoning by-law identify both the lands receiving the additional density and the lands where the density is being transferred from.

**City Policy**  
Interim Control By-laws

- 16.19** Where City Council has by by-law or resolution directed that a review or study be undertaken respecting land use planning policies for the City or any part thereof, Council may pass an interim control by-law prohibiting the use of land, buildings or structures within the City or certain areas thereof, as permitted by the *Planning Act*.

## City Policy

### Temporary Use By-laws

#### 16.20 City Council:

- (a) may, in accordance with the *Planning Act*, pass temporary use by-laws for periods of not more than three years which may be subsequently renewed to permit the use of land, buildings or structures on a temporary basis, whether or not that use conforms to the official plan;
- (b) shall consider a by-law to permit the temporary use of any land, building or structure under one or more of the following circumstances:
  - (i) when a use is intended to exist for only a limited period of time;
  - (ii) when it is appropriate and feasible to monitor a use for a temporary period of time prior to it being considered for permanent zoning; and
  - (iii) when a use can exist on a specific site for a temporary period of time within an area that is undergoing a land use study, without influencing the outcome of that study; and
- (c) shall, prior to enacting a temporary use by-law, be satisfied that:
  - (i) the site can adequately accommodate the proposed use, considering such matters as site layout, building design, parking, traffic circulation, access, landscaping and servicing;
  - (ii) the use will be compatible with, and not adversely affect, any surrounding land uses that currently exist; and
  - (iii) the use will not prejudice the future development of the lands and the surrounding area.

## City Policy

### Property Maintenance and Occupancy By-laws

- 16.21 City Council may pass maintenance and occupancy by-laws to govern the standards of all properties within the City, in accordance with the provisions of applicable provincial legislation.

## City Policy

### Subdivision Approval

- 16.22 City Council, through participation in the subdivision approval process provided for in the *Planning Act*, shall:
- (a) endeavour to ensure a high standard of logical and orderly development in accordance with the intent of this Plan and the maintenance of a sound financial position for the City;
  - (b) consider the architectural and siting design of all dwellings and of other proposed buildings to ensure that a satisfactory overall character and quality of streetscape is achieved; and
  - (c) require, as a condition of draft approval, that a subdivision agreement be entered into between the City and the owner of the lands to ensure the provision of required services, facilities and other matters as may be specified by the City, including but not limited to the following:



- (i) the submission to the satisfaction and approval of the City of an architectural statement, elevations, external building materials and siting layouts of all buildings in appropriate groupings, prior to the issuance of any building permits;
- (ii) the installation of services, roads and facilities;
- (iii) the payment of various fees; and
- (iv) the dedication of lands for roads and other public uses.

## City Policy

### Site Plan Control

**16.23** City Council shall implement site plan control as a means of achieving well-designed, functional, attractive, safe, sustainable and accessible development in the City of Pickering; accordingly, the City Council's approach to site plan control will not be limited to the review of individual buildings, structures and exterior open spaces on a site, but to also include aspects such as the relationship of the location, massing and exterior design of buildings, structures and exterior open spaces on a site with surrounding properties and the public realm to ensure the new development is compatible and functionally integrated with the existing and/or planned context. Further, City Council recognizes the whole of the City as a proposed site plan control area and:

- (a) may, by by-law, designate the whole or any part of the City as a site plan control area;
- (b) shall, for any proposed development within a site plan control area, require the submission of plans and drawings in accordance with the *Planning Act*;
- (c) shall exempt the following types of development from site plan control:
  - (i) residential development of one or two dwelling units per lot, except on properties of historic or architectural value or interest, or on properties situated within a heritage conservation district, as designated pursuant to the *Ontario Heritage Act*; and
  - (ii) agricultural and farm-related buildings or structures that are used in farming operations;
- (d) shall, as part of the site plan approval process, consider matters related to exterior architectural design, including without limitation the character, scale, materials, colours, articulation and design features of all building exteriors and their sustainable design, inclusive of wall-mounted signage and lighting fixtures;
- (e) may, as a condition of site plan approval, require the inclusion of sustainable design elements on any adjoining right-of-way under the City's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving material, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities;
- (f) shall, as a condition of site plan approval, require the provision of facilities designed for accessibility for persons with disabilities;

Exterior design and sustainable design features of a development proposal shall be consistent with any applicable design policies and guidelines approved through this Plan.

- (g) shall implement urban design and architectural design guidelines and policies approved through this Plan, through site plan control;
- (h) shall ensure that applications for site plan approval within 120 metres of any key natural heritage feature or key hydrologic feature on the Oak Ridges Moraine but outside the key natural heritage feature or key hydrologic feature itself and the related minimum vegetation protection zone (see Schedules III B and C), as set out in Table 17, require an Environmental Report in accordance with Section 16.8;
- (i) may require, as a condition of site plan approval, the preservation, maintenance or establishment of vegetation buffers in order to mitigate the potential impact of the development and enhance the natural features and functions of the Oak Ridges Moraine through greater setbacks, landscaped open space, less lot coverage or other limitations that exceed the minimum requirements of the zoning by-law in order to maintain or enhance the ecological integrity of the Oak Ridges Moraine;
- (j) may require as a condition of site plan approval, the submission of and compliance with a Construction Management Plan and/or Landform Conservation Plan to the City's satisfaction, in support of proposed development to limit grading and the alteration of the natural landscape within the Oak Ridges Moraine; and
- (k) may, as a condition of site plan approval, require:
  - (i) an owner of land to enter into one or more agreements with the City for the provision of road widenings, and/or the provision and maintenance of certain site-related facilities and services associated with the development;
  - (ii) the agreement to be financially secured; and
  - (iii) an owner of land to enter into one or more agreements with the Regional Municipality of Durham respecting the provision of road widenings or servicing.

## City Policy

### Plan of Condominium

#### 16.24 City Council:

- (a) through participation in the condominium approval process provided for in the *Planning Act*:
  - (i) shall ensure developments subject to an application for condominium tenure comply with the approved site plan for that site; and
  - (ii) may require the owner to enter into one or more agreements with the City respecting site development; and
- (b) in evaluating applications for conversion of existing rental accommodation to condominium tenure with respect to the *Rental Housing Protection Act*:
  - (i) shall consider the goals, objectives and policies of this Plan, the Durham Regional Official Plan, and applicable provincial policies, having particular regard for the impact of the conversion on the City's ability to provide affordable housing; and

- (ii) may, as a condition of condominium conversion, require the owner of land to enter into one or more agreements with the City respecting the buildings, site development or other required matters.

#### City Policy

##### Committee of Adjustment

- 16.25 City Council shall encourage its Committee of Adjustment to apply the goals, objectives and policies of this Plan, and maintain the purpose and intent of the City's zoning by-laws in making decisions regarding the granting of minor variances pursuant to the *Planning Act*.

#### City Policy

##### Land Severance

- 16.26 City Council, in commenting to the Regional Land Division Committee regarding the consideration of land severances pursuant to the *Planning Act*:
- (a) shall be guided by the policies of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, Durham Regional Official Plan, this Plan, and the regulations and requirements of the City's zoning by-laws;
  - (b) shall limit the creation of lots for residential purposes by land severance to a maximum of three, and require that an ownership of land capable of being divided into more than three additional lots be developed by a plan of subdivision, except where it is demonstrated to Council's satisfaction that a plan of subdivision is neither appropriate nor necessary in which case Council may authorize the development to proceed by land severance;
  - (c) may, when authorizing a development to proceed by land division, require the owner to enter into one or more agreements respecting matters that would normally have been covered by a subdivision agreement;
  - (d) may, for lands outside the Oak Ridges Moraine, support lot creation to facilitate conveyances of lands to public bodies or non-profit entities for natural heritage conservation;
  - (e) for lands within the Oak Ridges Moraine, shall also require the following:
    - (i) permit residential infilling and lot creation within the hamlet boundaries of Claremont subject to the provisions of Sections 13.12(d) and (e);
    - (ii) permit lot creation only if there is enough net developable area on both the severed lot and retained lot to accommodate the proposed buildings, structure and accessory uses without encroachment into key natural heritage features or key hydrologic features and the related minimum vegetation protection zone as shown on Schedules IIIB and IIIC or as identified by an approved environmental report;
    - (iii) require the applicant to enter into a site plan agreement or other agreement to establish conditions requiring that self sustaining vegetation be maintained or restored in order to ensure the long-term protection of any key natural heritage features or key hydrologic features on the lots;
    - (iv) prohibit new lot creation within any part of a minimum vegetation protection zone of a key natural heritage feature and/or key hydrologic features;

- (v) new estate residential subdivisions shall not be permitted within the Oak Ridges Moraine, and
  - (vi) a lot shall not be created if this would extend or promote strip development;
- (f) may, for lands within the Oak Ridges Moraine Natural Core Areas, Natural Linkage Areas, and Countryside Areas, permit lot creation under the following conditions, where applicable:
- (i) all consents granted on or after January 1, 1994 are included in the calculation of the cumulative total, and this policy applies whether the transaction takes the form of a conveyance, a lease for twenty-one years or more, or a mortgage;
  - (ii) severances from each other of two or more rural lots that have merged in title shall follow the original lot lines or original half lot lines;
  - (iii) allowing land acquisition for transportation, infrastructure and utilities, but only if the need for the project has been demonstrated and there is no reasonable alternative;
  - (iv) the addition of adjacent land to an existing lot, but only if the adjustment does not result in the creation of a lot that is undersized for the purpose for which it is being or may be used;
  - (v) facilitating conveyances to public bodies or non-profit entities for natural heritage conservation; and
  - (vi) severances from each other or parts of a lot that are devoted to different uses, but only if the uses are legally established at the time of the application for severance; and
- (g) may permit residential infilling and lot creation within the boundaries of rural settlements and rural clusters, with the exception that within rural clusters within the Duffins-Rouge Agricultural Preserve Area, no severance or land division to create a new lot is permitted.

#### **City Policy**

##### Minister's Zoning Order

**16.27** City Council, in commenting to the Province of Ontario on applications to amend the Minister's Zoning Orders that have been placed on lands potentially restricted if an airport is developed in Pickering, shall have regard to the following Transport Canada documentation:

- (a) the official airport noise contours (Noise Exposure Forecast zones);
- (b) the Pickering Airport Site Zoning Regulations; and
- (c) the guidelines for land use in the vicinity of airports.

#### **City Policy**

##### Development Permit System

**16.28** City Council may establish a development permit system by passing a Development Permit By-law pursuant to the provisions of the *Planning Act*; and designate defined areas as Development Permit Areas.

## Enabling Policies

This section of the Plan provides policies that outline how the City will obtain its parkland through development applications, and how road widenings will be secured.

### City Policy

Parkland: Conveyance of Land for Park or  
Other Public Recreational Purposes

#### 16.29 City Council:

- (a) shall as a condition of residential development, and may as a condition of other development, except for the uses described in Subsection (b):
  - (i) require the conveyance of land to the municipality for park or other public recreational purposes in an amount not exceeding 5 percent of the proposed land to be developed;
  - (ii) may, as an alternative to requiring conveyance of land as provided for in (i) above, in the High Density Residential Areas and Mixed Use Areas, require land to be conveyed for park or other public recreational purposes at a rate of up to one hectare for each 300 dwelling units proposed, whichever is greater; and
  - (iii) may, in lieu of a portion or all of the land conveyance stipulated by (i) or (ii) above, require the payment of money to the value of the land that would otherwise be required to be conveyed for park purposes;
- (b) may, as a condition of commercial or industrial development:
  - (i) require the conveyance of land to the municipality for park or other public recreational purposes in an amount not exceeding 2 percent of the proposed land to be developed; and
  - (ii) may, in lieu of a portion or all of the land conveyance stipulated by (i) above, require the payment of money to the value of the land that would otherwise be required to be conveyed for park purposes; and
- (c) shall not accept as parkland conveyance lands required for drainage; valley and stream corridor or shoreline protection purposes; lands susceptible to flooding; steep valley slopes; hazard lands; lands required to be conveyed to a public agency other than the City of Pickering; and other lands unsuitable for park development.

### City Policy

Road Widenings

- 16.30 City Council shall secure, at no charge to the municipality, the right-of-way widths in accordance with Section 4.10 for roads shown on Schedule II, through the subdivision, land severance and/or site plan control process, and/or through development agreements, and/or by dedication or conveyance, subject to:
- (a) exact right-of-way widths being determined at the time of development, considering the proposed land use, intensity of development, road function, cultural and heritage features of the area, and development guidelines prepared for Detailed Review Areas; and

- (b) road widenings being taken equally from both sides of the road measured from the centreline, except in areas where special circumstances exist (such as areas containing unusual soil, topographic or other environmental features; areas where existing buildings or structures warrant protection; and where jog-eliminations are proposed at intersections), which circumstances require that more of the required road widening is taken from one side than the other.

## **Areas Requiring Special Policies**

This section of the Plan contains special policies for certain areas where additional detailed policies apply. The Altona Forest Policy Area and Flood Plain Special Policy Areas are identified on Schedule III. The Community Improvement Areas include old Dunbarton Village, Claremont, Brougham and Frenchman's Bay. The Frenchman's Bay Community Improvement Project Area (around Bayview Street) was completed in the late 1980s.

### **City Policy**

#### **Altona Forest Policy Area**

- 16.31 In its review of development proposed on lands designated Altona Forest Policy Area, on Schedule IIIB, City Council:**
  - (a) shall encourage proponents to consult with the City and the Toronto and Region Conservation Authority prior to submitting development proposals to determine whether the lands are within the area to be acquired as part of the Altona Forest, Petticoat Creek and its tributary;
  - (b) may require the submission of an Environmental Report, in accordance with Section 16.10;
  - (c) may require the submission of a detailed stormwater report covering the site of a proposed development and entire subcatchment area to demonstrate compliance with the comprehensive stormwater management strategy prepared for the Altona Forest Policy Area, to the satisfaction of the City and relevant agencies; and
  - (d) may require the submission of a Construction Management Report in support of proposed development outlining site management measures to be undertaken during construction to:
    - (i) control construction debris;
    - (ii) prevent erosion and sedimentation;
    - (iii) direct construction traffic;
    - (iv) ensure public safety; and
    - (v) address other matters as required.

## City Policy

### Flood Plain Special Policy Areas

- 16.32 In accordance with Section 10.23(b), City Council, in its review of development proposed on lands designated Flood Plain Special Policy Area, as shown on Schedule IIC, shall:**
- (a) permit limited development including extensions to and rehabilitation of buildings and structures on condition that the proposed development is flood protected to the level of the Regulatory Flood, as defined by regulations made under the *Conservation Authorities Act*, and to the satisfaction of the Toronto and Region Conservation Authority and the City;**
  - (b) despite the provisions of Section 16.32(a), permit a lower level of flood protection, subject to review, where it is technically not feasible, or it is impractical to flood protect a building or structure, or an addition thereto, to the level of the Regulatory Flood;**
  - (c) despite the provisions of Sections 16.32(a) and (b), prohibit development on any parcel of land that is wholly or partly designated Flood Plain Special Policy Area if:**
    - (i) the development would be subjected to a water velocity or depth that would create an unacceptable hazard to life; or**
    - (ii) the development would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood;**
    - (iii) the necessary flood protection measures would have a negative impact on adjacent properties;**
    - (iv) the development would be susceptible to major structural damage from erosion; or**
    - (v) the development would result in unacceptable environmental impacts;**
  - (d) prohibit development within an area that is subject to a risk of flooding in excess of 25 percent over an assumed life of 100 years (a probability of occurrence once in every 350 years) when that development cannot be flood protected to the level of the 1:350 year flood;**
  - (e) require the highest level of protection determined to be technically feasible or practical when considering reduced levels of flood protection;**
  - (f) require the submission of engineering studies prepared by a qualified professional detailing such matters as flood frequency, the velocity and depth of storm flow, soil conditions, proposed flood damage reduction measures, flood protection measures including structural design details, stormwater management techniques, and other necessary information and studies as may be required by the City or the Toronto and Region Conservation Authority when considering applications for development approval on lands designated Flood Plain Special Policy Area;**
  - (g) require that ingress and egress shall be “safe” pursuant to conservation authority guidelines and technical studies of site specific flooding conditions;**
  - (h) base its requirement for floodproofing measures on the following alternatives, listed in order of priority:**

- (i) dry, passive floodproofing measures shall be required and implemented to the extent technically and economically feasible;
  - (ii) wet floodproofing measures may be permissible for non-habitable portions of new development in order to minimize flood risk and/or to meet the required level of flood protection; and
  - (iii) where the first two priorities cannot be achieved, dry active floodproofing measures may also be recommended to minimize flood risk in combination with the first two priorities;
- (i) prohibit the following uses on any parcel of land that is wholly or partly designated Flood Plain Special Policy Area:
    - (i) elementary school, day care centre, hospital, nursing home, senior citizens housing, a home for the mentally handicapped, other child care or residential care facility;
    - (ii) an automobile service station or any development that includes the storage, handling, production or use of a chemical, flammable, explosive, toxic, corrosive, or other dangerous material and the treatment, collection or disposal of sewage; and
    - (iii) a building or structure directly related to the distribution and delivery of an essential or emergency public service including police, fire, ambulance and electric power transmission;
  - (j) require as a condition of development approval the inclusion of all floodproofing and all other requirements of the Toronto and Region Conservation Authority;
  - (k) at its discretion, pass zoning by-laws to show lands designated on Schedule IIC as Flood Plain Special Policy Area and to implement the policies of Section 16.32 of this Plan;
  - (l) require that any zoning by-law covering any parcel of land wholly or partly designated Flood Plain Special Policy Area include provisions, where appropriate, relating to minimum building or structure setbacks, maximum lot coverage, minimum height of any building or structure opening, and other such matters as may be determined to be necessary by the Toronto and Region Conservation Authority and the City;
  - (m) require that prior to the issuance of a building permit, all proposals for development including external alterations to an existing building on a parcel of land, wholly or partly designated Flood Plain Special Policy Area, be approved by the Toronto and Region Conservation Authority pursuant to the Fill, Construction and Alteration of Waterways Regulations made under the *Conservation Authorities Act*;
  - (n) endeavour to cooperate with the Toronto and Region Conservation Authority in the establishment and operation of a flood warning and evacuation system; and
  - (o) seek the approval of the Ministers of Municipal Affairs, and Natural Resources and Forestry of any change or modification to Official Plan policies, land use designations or boundaries applying to Special Policy Area lands, prior to the approval authority approving such changes and modifications in accordance with the Provincial Policy Statement 2014.



## City Policy

### Community Improvement Areas

#### 16.33 City Council,

- (a) shall, where warranted, provide for the replanning, redesign, re-subdivision, clearance, maintenance, rehabilitation and development or redevelopment of selected residential, commercial and industrial areas by identifying Community Improvement Project Areas, adopting Community Improvement Plans, and implementing Community Improvement Projects pursuant to the provisions of the *Planning Act*. For greater clarity, community improvement may also include the provision of such public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities or spaces therefore as may be appropriate or necessary;
- (b) may, in undertaking Community Improvement Plans and Projects:
  - (i) support the provision of energy efficient uses, buildings, structures, works, improvements or facilities;
  - (ii) support the provision of affordable housing;
  - (iii) support private efforts to maintain and rehabilitate existing buildings and structures;
  - (iv) maximize the use of existing public infrastructure by infilling or redeveloping vacant or underused land;
  - (v) upgrade and improve the existing level of physical services and facilities such as roads, street lights and sidewalks, in a manner consistent with the character of the area;
  - (vi) upgrade and improve the quality and quantity of recreational and other community services and facilities;
  - (vii) make the most efficient use of all available resources, including funding from federal and provincial governments, to resolve local physical, social and economic deficiencies; and
  - (viii) in commercial areas, preserve and enhance the viability of existing commercial facilities;
- (c) shall identify community improvement areas on the basis of general conformity with the first criterion listed below, and conformity with a significant proportion of the remaining criteria as follows:
  - (i) older, stable residential, commercial and industrial uses that are in need of rehabilitation, maintenance or redevelopment, including lands with potential for infill development or improvements to underused properties and buildings;
  - (ii) lack of, or deficient municipal sanitary or storm sewage systems, or water systems in the urban areas;
  - (iii) private sanitary or water services for hamlets or other significant rural residential areas that are severely deficient and where remedial measures are required;
  - (iv) lack of, or deficient sidewalks, curbs or roads;

- (v) lack of, or deficient parks, open space or recreational and community facilities;
  - (vi) lack of, or deficient street lighting and street furniture;
  - (vii) lack of, or deficient off-street parking facilities;
  - (viii) conflicts between existing residential development and adjacent transportation facilities or commercial, recreation, institutional, industrial, or agricultural operations in regard to such matters as odour, parking, loading and traffic circulation; and
  - (ix) minor incompatibilities between specific developments in historic, mixed use areas where improvements to site design could resolve the problems;
- (d) shall, at this time and on the basis of these criteria, identify the Frenchman's Bay area, the Hamlet of Claremont, the Hamlet of Brougham, and the old Village of Dunbarton as Community Improvement Areas; and
- (e) shall implement Community Improvement Plans through various measures including:
- (i) the making of grants and loans to registered owners and tenants of lands and buildings, in conformity with the community improvement plan, of which the eligible costs may include costs related to environmental site assessment and environmental re-mediation;
  - (ii) participation in funding programs with other levels of government, which may include the provision of grants or loans to the Regional Municipality of Durham for carrying out a Regional community improvement plan in the City, or the receipt of grants or loans from the Regional Municipality of Durham for carrying out a local community improvement plan that has come into effect;
  - (iii) through the preparation and implementation of design guidelines detailing necessary streetscape improvements;
  - (iv) by application of the *Ontario Heritage Act* to preserve and enhance heritage buildings; and
  - (v) by application and enforcement of Property Standards By-laws for the maintenance and occupancy of properties within Community Improvement Areas.

## Uses Requiring Special Policies

There are a number of uses that may be permitted in any designation subject to appropriate zoning, or which are not permitted in any designation and may only be established by amendment. For these uses, and for other uses where warranted, special additional policies have been prepared. This section complements other goals, objectives and policies of the Plan.

### City Policy

#### Aggregate Resource Extraction

- 16.34** In accordance with Section 10.10, should an official plan amendment application be received to permit a new or expanded aggregate extraction site or wayside pit, City Council:

- (a) shall require the proponent to submit a hydrogeological study that assesses the potential impacts on water resources or the application is located on or near key hydrologic features such as wetlands, aquatic habitats, coldwater streams or aquifer recharge areas;
- (b) shall require the proponent to undertake an assessment of the following impacts:
  - (i) intended activities and magnitude of the operation;
  - (ii) operational aspects related to noise, dust, lighting and vibration;
  - (iii) effects on wildlife habitat and the natural environment;
  - (iv) volume of truck traffic and haul routes;
  - (v) changes in environment for residents in the vicinity;
  - (vi) heritage resources and visual impacts; and
  - (vii) costs to the City or Region of Durham;
- (c) for lands within the Oak Ridges Moraine, shall not approve such application unless the applicant demonstrates the requirements in Section 35 of the Oak Ridges Moraine Conservation Plan as follows:
  - (i) the quantity and quality of groundwater and surface water will be maintained and, where possible, improved or restored;
  - (ii) that as much of the site as possible will be rehabilitated and in the case of a prime agricultural area, by restoring the land so that it can be used for agriculture and in all other cases, by establishing or restoring natural self-sustaining vegetation;
  - (iii) the health, diversity, size and connectivity of key natural heritage features on the site or on adjacent land, will be maintained and, where possible, improved and restored;
  - (iv) there will be no extraction within 1.5 metres of the water table within the Oak Ridges Moraine Natural Linkage Areas designation;
  - (v) the extraction of mineral aggregates from the site will be completed as quickly as possible for lands within the Oak Ridges Moraine Natural Linkage Areas designation; and
  - (vi) that the entire site will be rehabilitated as quickly as possible, and in the case of a prime agricultural area, by restoring land so that the average soil quality of each area is substantially returned to its previous level, and in all other cases, by establishing or restoring natural self-sustaining vegetation for lands within the Oak Ridges Moraine Natural Linkage Areas designation;
- (d) shall in order to maintain connectivity, where a new or expanded mineral aggregate operation or a wayside pit is located in an Oak Ridges Moraine Natural Linkage Areas designation, require an excluded area at all times which may contain both undisturbed land and land whose rehabilitation is complete that:
  - (i) is at least 1.25 kilometres wide;
  - (ii) lies outside the active or unrehabilitated portions of the area being used;
  - (iii) connects part of the Oak Ridges Moraine Natural Linkage Areas designation outside the mineral aggregate operation or wayside pit;

- (e) notwithstanding Section 16.42(a), may for operation lands within a key natural heritage feature approve such application provided:
  - (i) the key natural heritage feature is occupied by young plantations or early successional habitat; and
  - (ii) the applicant demonstrates that:
    1. the long-term ecological integrity of the site will be maintained, or where possible improved or restored,
    2. the extraction of mineral aggregates from the area within the key natural heritage feature will be completed, and the area will be rehabilitated, as early as possible in the life of the operation; and
    3. the area from which mineral aggregates are extracted will be rehabilitated by establishing or restoring natural self-sustaining vegetation of equal or greater ecological value;
- (f) with respect to land in a Landform Conservation Area, shall not approve such application unless the applicant demonstrates that:
  - (i) the area from which mineral aggregates are extracted will be rehabilitated to establish a landform character that blends in with the landform patterns of the adjacent land; and
  - (ii) the long-term ecological integrity of the subject lands will be maintained, or where possible improved or restored; and
- (g) shall work cooperatively with the aggregate industry to develop and implement comprehensive rehabilitation plans for the parts of the Oak Ridges Moraine that are affected by mineral aggregate operations;
- (h) for lands which are subject to the policies of the Greenbelt Plan, including lands in the Open Space System – Natural Areas designation within the Greenbelt Plan, shall not approve such application until the applicant demonstrates the requirements of the Greenbelt Plan have been satisfied;
- (i) shall not approve such application until the applicant demonstrates the requirements of the Durham Regional Official Plan have been satisfied; and
- (j) shall require the proponent to demonstrate for sites within Prime Agricultural Areas, that the lands will be rehabilitated back to an agricultural condition which is substantially the same area and same average soil capacity.

## City Policy

### Wayside Pits and Quarries

- 16.35 Despite Sections 10.10 and 16.34(a) and (b), City Council shall permit wayside pits, quarries and portable asphalt plants for a temporary period for use by the City, Regional and Provincial governments in accordance with the *Aggregate Resources Act* and Sections 16.34(d) to (i) of this Plan without requiring either an amendment to this Plan or an amendment to the zoning by-law except as follows:
- (a) an amendment to the Plan and zoning by-law shall be required for wayside pits and quarries in proximity to a key natural heritage or key hydrologic feature within the Open Space System - Natural Areas designation; and
  - (b) a zoning by-law amendment shall be required to permit a wayside pit and quarry in the urban area and within any Rural Settlement, as identified by this Plan.

## **City Policy**

### **Rehabilitation of Aggregate Extraction Sites**

- 16.36** Should an aggregate extraction site, or wayside pit or quarry be established in accordance with Sections 16.34 or 16.35, City Council shall support the rehabilitation requirements of the Ministry of Agriculture, Food and Rural Affairs as follows:
- (a)** by requiring, in those instances where extraction of mineral aggregates has taken place on Class I, II or III agricultural soils that are designated Agricultural Areas on Schedule I, rehabilitation of the site to be carried out whereby substantially the same areas and same average soil quality for agriculture are restored; and
  - (b)** despite (a) above, not requiring complete agricultural rehabilitation if:
    - (i)** there is a substantial quantity of mineral aggregates below the water table warranting extraction; or
    - (ii)** the depth of planned extracting in a quarry makes restoration of pre-extraction agricultural capability unfeasible; and
    - (iii)** other alternatives have been considered by the applicant and found unfeasible; and
    - (iv)** agricultural rehabilitation in remaining areas will be maximized.

## **City Policy**

### **Waste Disposal Sites**

- 16.37** Despite Section 10.24, should an official plan amendment application be received to permit a new or expanded waste disposal site, City Council shall require that the proponent:
- (a)** demonstrate that the proposal would not adversely impact the community in terms of:
    - (i)** noise;
    - (ii)** dust;
    - (iii)** traffic and haul routes;
    - (iv)** odour;
    - (v)** visual impacts;
    - (vi)** ground and surface water; and
    - (vii)** other social, economic and environmental impacts deemed relevant by the City; and
  - (b)** satisfy all applicable legislation, as well as the Durham Region Official Plan, and if the amendment is approved, enter into one or more agreements with the City to deal with such matters as infrastructure improvement, landscaping and other mitigative measures.

## City Policy

### Cemeteries

#### 16.38 City Council:

- (a) shall permit existing and approved cemeteries in any land use designation to continue to operate and expand subject to site specific zoning and appropriate public health considerations;
- (b) may permit the development of new cemeteries only by amendment to this Plan considering the policies of this Plan, the Durham Region Official Plan and provincial legislation governing cemeteries; and
- (c) despite Subsection 16.38(b), shall not permit new cemeteries on lands designated Prime Agricultural Areas.

## City Policy

### Retail Gasoline Outlets

#### 16.39 Within the urban area or within a rural hamlet, City Council may approve a site specific zoning by-law with appropriate provisions and restrictions, to permit a retail gasoline outlet in any land use designation except Open Space - Natural Areas, provided:

- (a) the retail gasoline outlet maintains the goals, objectives and policies of this Plan;
- (b) the retail gasoline outlet obtains access from an arterial road as identified on Schedule II;
- (c) the retail gasoline outlet is not located adjacent to or opposite a school;
- (d) the number of retail gasoline outlets is limited to a maximum of two outlets within 100 metres of any intersection; and
- (e) the retail gasoline outlet will not adversely affect the safe and convenient movement of pedestrian and vehicular traffic.

## City Policy

### Livestock Facilities and Adjacent Development

#### 16.40 On lands designated Prime Agricultural Areas, Open Space System and Oak Ridges Moraine Countryside Areas on Schedule I, City Council shall require any new livestock facilities, any expansions to livestock facilities, and all development adjacent to livestock facilities to comply with the provincial Minimum Distance Separation Formulae as amended from time to time.

## City Policy

### Landform Conservation Areas -

#### Oak Ridges Moraine

#### 16.41 City Council, in recognition of the need to maintain the significant landform conservation areas (Categories 1 and 2) on the Oak Ridges Moraine as shown on Schedule VI:

- (a) maintain significant landform features such as steep slopes, kames, kettles, ravines and ridges in their natural undisturbed form;

- (b) limit the portion of the net developable area of the site that is disturbed to not more than 25 percent of the total area of the site, and limit the net developable area of the site that has impervious surfaces to not more than 15 percent of the total area of site for areas shown as Category 1 Areas with the exception of mineral aggregate operations (see Schedule VI);
- (c) limit the portion of the net developable area of the site that is disturbed to not more than 50 percent of the total area of the site, and limit the net developable area of the site that has impervious surfaces to not more than 20 percent of the total area of the site for areas shown as Category 2 Areas with the exception of mineral aggregate operations (see Schedule VI);
- (d) require proponents of an application for major development with respect to land in a landform conservation area (Categories 1 and 2) to include a landform conservation plan that:
  - (i) identifies elevation contours in sufficient detail to show the basic topographic character of the site, with an interval of not more than 2.0 metres;
  - (ii) analysis of the site by slope type;
  - (iii) identifies significant landform features such as kames, kettles, ravines and ridges; and
  - (iv) identifies all water bodies including intermittent streams and ponds;
- (e) require that the landform conservation plan shall also include a development strategy that identifies appropriate planning, design and construction practices to minimize disruption to landform character, including:
  - (i) retention of significant landform features in an open, undisturbed form;
  - (ii) road alignment and building placement to minimize grading requirements;
  - (iii) concentration of development on portions of the site that are not significant;
  - (iv) use of innovative building design to minimize grading requirements; and
  - (v) use of selective grading techniques;
- (f) require that proponents of an application for development or site alteration with the exception of mineral aggregate operations that does not constitute major development, with respect to land in a landform conservation area (Categories 1 and 2), shall require a site plan that:
  - (i) identifies the areas within which all building, grading and related construction will occur; and
  - (ii) demonstrates that buildings and structures will be located within the areas referred to in clause (i) so as to minimize the amount of site alteration required; and
- (g) require Site Plan Control to limit grading and the alteration of the natural landscape to implement the policies of this section of the Plan.

Landform Conservation Areas on the Oak Ridges Moraine are areas consisting of steep slopes and represent landforms that shall be protected for their contribution to the ecological integrity and hydrological function of the Moraine.

For the purpose of Section 16.41, "major development" means development consisting of the creation of four or more lots, the construction of a building or buildings with a ground floor area of 500 square metres or more, and the establishment of a major recreational use.

**City Policy**

Key Natural Heritage Features  
and Key Hydrologic Features -  
Oak Ridges Moraine

**16.42 Within the Oak Ridges Moraine, City Council shall:**

- (a) recognize that key natural heritage features relate to wetlands, significant portions of the habitat of endangered, rare and threatened species, fish habitat, areas of natural and scientific interest (life science), significant valleylands, significant woodlands, and significant wildlife habitat;
- (b) recognize that key hydrologic features relate to permanent and intermittent streams, wetlands, seepage areas and springs;
- (c) recognize that Table 17 identifies minimum areas of influence and minimum vegetation protection zones related to the key natural heritage features and key hydrologic features, and where features are not identified on Schedules IIIB to IIID, such as seepage areas and springs, these features shall be identified using criteria identified by the Province either on a site-by-site basis or through the appropriate study prior to undertaking any development or site alteration;
- (d) for lands within the minimum area of influence that relates to a key natural heritage feature but outside the key natural feature itself and the related minimum vegetation protection zone, require a natural heritage evaluation for an application for development or site alteration that shall:
  - (i) demonstrate that the development or site alteration applied for will have no adverse effects on the key natural heritage feature or on the related ecological functions;
  - (ii) identify planning, design and construction practices that will maintain and, where possible, improve or restore the health, diversity and size of the key natural heritage feature and its connectivity with other key natural heritage features;
  - (iii) in the case of an application relating to land in Natural Core Areas, Natural Linkage Areas or Countryside Areas, demonstrate how connectivity within and between key natural heritage features will be maintained and, where possible, improved or restored before, during and after construction;
  - (iv) if Table 17 specifies the dimensions of a minimum vegetation protection zone, determine whether it is sufficient, and if it is not sufficient, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it;
  - (v) if Table 17 does not specify the dimensions of a minimum vegetation protection zone, determine whether one is required, and if one is required, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible,

**“Key Hydrologic Features” relate to permanent and intermittent streams, wetlands, and seepage areas and springs.**

**“Features” relate to wetlands, significant portions of the habitat of endangered, rare and threatened species, fish habitat, significant valleylands, significant woodlands and significant wildlife habitat.**



improvement or restoration of natural self-sustaining vegetation within it, including, without limitation, an analysis of land use, soil type, slope class and vegetation type, using criteria established by the Province, as amended from time to time, and

- (vi) in the case of a key natural heritage feature that is fish habitat, ensure compliance with the requirements of the Department of Fisheries and Oceans (Canada);
- (e) for lands within the minimum area of influence that relate to a key hydrologic feature, but outside the key hydrologic feature itself and the related minimum vegetation protection zone, require a hydrological evaluation for an application for development or site alteration that shall:
  - (i) demonstrate that the development or site alteration will have no adverse effects on the key hydrologic features or on the related hydrological functions;
  - (ii) identify planning, design and construction practices that will maintain, and where possible improve or restore the health, diversity and size of the key hydrologic feature;
  - (iii) determine whether the minimum vegetation protection zone dimensions specified in Table 17 are sufficient, and if not sufficient, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it; and
  - (iv) in the case of permanent and intermittent streams, seepage areas and springs, determine whether the minimum vegetation protection zone dimensions specified in Table 17 are sufficient, and if not sufficient, require, without limitation, an analysis of land use, soil type and slope class, using criteria established by the Province, as amended from time to time; and
- (f) for minor changes and refinements to Schedules IIIA to IIID, based on updated information from the Province or as a result of detailed studies, such as those noted above, not require an amendment to this Plan, and where the feature is a wetland, an area of natural and scientific interest and/or significant portions of the habitat of endangered, rare and threatened species, or their related minimum vegetation protection zones, proposed refinements to the boundary or the extent of the feature requires formal confirmation from the Province prior to any development.

Fish habitats are to include, but are not limited to all key hydrologic features with surface water characteristics.

**City Policy**

Table 17: Minimum Areas of Influence and Minimum Vegetation Protection Zones - Oak Ridges Moraine

<b>Table 17</b>		
<b>Key Natural Heritage Features, Key Hydrologic Features and Areas of Natural and Scientific Interest (Earth Science): Minimum Areas of Influence and Minimum Vegetation Protection Zones</b>		
<b>Feature</b>	<b>Minimum Area of Influence</b>	<b>Minimum Vegetation Protection Zone</b>
Wetlands	All land within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to Section 16.10 if a natural heritage evaluation is required
Significant portions of habitat of endangered, rare and threatened species	All land within 120 metres of any part of feature	As determined by a natural heritage evaluation carried out under Section 16.10
Fish habitat	All land within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to Section 16.10 if a natural heritage evaluation is required
Significant valleylands	All land within 120 metres of stable top of bank	All land within 30 metres of stable top of bank, subject to Section 16.10 if a natural heritage evaluation is required
Significant woodlands	All land within 120 metres of any part of feature	All land within 30 metres of the base of outermost tree trunks within the woodland, subject to Section 16.10 if a natural heritage evaluation is required
Significant wildlife habitat	All land within 120 metres of any part of feature	All determined by a natural heritage evaluation carried out under Section 16.10
Permanent and intermittent streams	All land within 120 metres of meander belt	All land within 30 metres of meander belt, subject to Section 16.10 and Section 16.10 if a hydrological evaluation is required
Seepage areas and springs	All land within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to Section 16.10 if a hydrological evaluation is required

**City Policy**

Groundwater Vulnerability -  
Oak Ridges Moraine

**16.43 City Council:**

- (a) despite any other provision of this Plan to the contrary, on lands designated Highly Vulnerable Aquifer Area, as shown on Schedule IIID, shall prohibit the following uses:
  - (i) generation and storage of hazardous waste, liquid industrial waste, or any severely toxic contaminant listed in Schedule 3 to Ontario Regulation 347 RSO, 1990;
  - (ii) waste disposal sites and facilities, organic soil conditioning sites and snow storage and disposal facilities; and
  - (iii) all underground and above-ground storage tanks that are not equipped with an approved secondary containment device.

“Aquifer Vulnerability” refers to the susceptibility of the groundwater aquifer to contamination from both human and natural sources.

**City Policy**

Stormwater Management -  
Oak Ridges Moraine

**16.44 City Council, in addition to the policies in Section 10.6 of this Plan, shall maximize the use of stormwater management practices within the Oak Ridges Moraine, and shall:**

- (a) require that 80 percent of suspended solids shall be removed from stormwater runoff as a long-term average;
- (b) prohibit new stormwater management ponds in key natural heritage features and key hydrologic features;
- (c) require, for any major development proposal, the submission of a stormwater management plan that has particular regard to the following:
  - (i) maintaining groundwater quality and flow and stream base flow;
  - (ii) protecting water quality;
  - (iii) protecting aquatic species and their habitat;
  - (iv) preventing increases in stream channel erosion; and
  - (v) preventing any increase in flood risk;
- (d) require a stormwater management plan to incorporate an integrated treatment train approach that uses a planned sequence of methods of controlling stormwater and keeping its impact to a minimum by using techniques such as:
  - (i) lot level controls such as devices and designs that direct roof discharge to rear yard ponding areas;
  - (ii) conveyance controls such as grassed swales;

For the purpose of Section 16.44, “major development” means development consisting of the creation of four or more lots, the construction of a building or buildings with a ground floor area of 500 square metres or more, and the establishment of a major recreational use.

- (iii) end-of-pipe controls such as wet ponds at the final discharge stage; and
- (iv) prohibit the use of new rapid infiltration basins and new rapid infiltration columns;
- (e) require every application for development or site alteration to demonstrate that planning, design and construction practices to protect water resources will be used such as:
  - (i) keeping the removal of vegetation, grading and soil compaction to a minimum;
  - (ii) keeping all sediment that is eroded during construction within the site;
  - (iii) seeding or sodding exposed soils as soon as possible after construction; and
  - (iv) keeping chemical applications to suppress dust and control pests and vegetation to a minimum;
- (f) require every application for development or site alteration to reduce areas with impervious areas and increase areas retained in a natural undisturbed state, in order to minimize stormwater volumes and contaminant loads;
- (g) require municipal development standards to incorporate planning, design and construction practices that:
  - (i) reduce the portions of lots and sites that have impervious surfaces; and
  - (ii) provide the flexibility to use alternative stormwater management techniques such as directing roof discharge to rear yard ponding areas and using grassed swales; and
- (h) Subsections (e), (f) and (g) do not apply to applications for mineral aggregate operations.

Rapid Infiltration Basins/Columns is a basin/column or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.

**City Policy**

Existing Uses -  
Oak Ridges Moraine

- 16.45 City Council shall, in order to implement policies for development on the Oak Ridges Moraine, permit, existing, legally established land uses within all land use designations within the Oak Ridges Moraine and nothing in this Plan or the Zoning By-law shall apply to prevent:**
- (a) the use of any land, building or structure for a purpose prohibited by this Plan, if the land, building or structure was lawfully used for that purpose on November 15, 2001 and continues to be used for that purpose;
  - (b) the erection or use for a purpose otherwise prohibited by this Plan of a building or structure for which a permit has been issued under Subsection 8(2) of the *Building Code Act*, 1992 on or before November 15, 2001 providing the permit has not been revoked under Subsection 8(10) of the *Building Code Act*, 1992 and the building or structure when erected is used and continues to be used for the purpose for which it was erected;
  - (c) nothing in this Plan shall prevent the conversion of an existing use to a similar use, if the applicant can demonstrate that:

- (i) the conversion will bring the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan; and
  - (ii) the conversion will not adversely affect the ecological integrity of the Oak Ridges Moraine;
- (d) where an existing use has adverse effects on the ecological integrity of the Oak Ridges Moraine, any application to expand the building structure on the same lot or use (institutional uses only) or to convert the existing use to a similar use shall be considered with the objective of bringing that use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan;
- (e) for the purposes of this section, 'existing' shall mean lawfully in existence on November 15, 2001 and for greater certainty does not include a use, building or structure that is in existence on that date without being lawful;
- (f) nothing in this plan shall apply to prevent the expansion of an existing building or structure on the same lot that existed legally on November 15, 2001 if the applicant can demonstrate that:
- (i) there will be no change in use; and
  - (ii) the expansion will not adversely affect the ecological integrity of the Oak Ridges Moraine;
- (g) nothing in this plan shall apply to prevent the reconstruction, within the same location and dimensions, of an existing building or structure that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure shall be deemed to be an existing building or structure if there is no change in use and no intensification of the use;
- (h) nothing in this plan shall apply to prevent the expansion of an existing institutional use if the applicant can demonstrate that:
- (i) there will be no change in use; and
  - (ii) the expansion will not adversely affect the ecological integrity of the Oak Ridges Moraine; and
- (i) nothing in this plan shall apply to prevent the use, erection or location of a single detached dwelling and accessory uses where:
- (i) the use, erection and location would have been permitted by the applicable Zoning By-law on November 15, 2001; and
  - (ii) the applicant demonstrates to the extent possible, that the use, erection and location will not adversely affect the ecological integrity of the Oak Ridges Moraine.

"Institutional Use" includes without limitation, a long-term care facility, hospital, school, university or college.

## City Policy

Transportation, Infrastructure and Utilities -  
Oak Ridges Moraine

**16.46 City Council, in addition to the policies in Section 4.20 of this Plan, shall ensure that transportation, infrastructure and utilities are only permitted within the Oak Ridges Moraine if appropriate study has been undertaken and demonstrated both need and that there is no reasonable alternative to the undertaking, and shall:**

- (a) require that an undertaking for a transportation, infrastructure or utility use is required to demonstrate that the requirements of this Plan for protecting the ecological integrity and hydrological integrity of the Oak Ridges Moraine have been fulfilled and that such uses are defined to include:
  - (i) public highways;
  - (ii) transit lines, railways and related facilities;
  - (iii) gas and oil pipelines;
  - (iv) sewage and water service systems and lines and stormwater management facilities;
  - (v) power transmission lines;
  - (vi) telecommunications lines and facilities, including broadcasting towers;
  - (vii) bridges, interchange stations, and other structures, above and below ground, that are required for the construction, operation or use of the facilities listed in clauses (i) to (vi); and
  - (viii) rights-of-way required for the facilities listed in clauses (i) to (vii);
- (b) require that an application for a transportation, infrastructure or utilities use with respect to land in Oak Ridges Moraine Natural Linkage Areas shall not be approved unless:
  - (i) the need for the project has been demonstrated and there is no reasonable alternative; and
  - (ii) the applicant demonstrates that the following requirements will be satisfied, to the greatest extent possible while also meeting all applicable safety standards:
    1. the area of construction disturbance will be kept to a minimum;
    2. right-of-way widths will be kept to the minimum that is consistent with meeting other objectives such as stormwater management and with locating as many transportation, infrastructure, and utility uses within a single corridor as possible;
    3. the project will allow for wildlife movement;
    4. lighting will be focused downwards and away from Oak Ridges Moraine Natural Core Areas; and
    5. the planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Oak Ridges Moraine to a minimum;

- (c) require that an application for transportation, infrastructure and utilities with respect to land in Oak Ridges Moraine Natural Core Areas shall not be approved unless the applicant demonstrates that:
  - (i) the requirements of Subsection (b) have been met;
  - (ii) the project does not include and will not in the future require a highway interchange or a transit or railway station in Oak Ridges Moraine Natural Core Areas; and
  - (iii) the project is located as close to the edge of Oak Ridges Moraine Natural Core Areas as possible;
- (d) require except as permitted in Section 16.46(e) with respect to land in a key natural heritage feature or a key hydrologic feature, all new transportation, infrastructure and utilities uses and all upgrading or extension of existing transportation, infrastructure and utilities uses, including the opening of a road within an unopened road allowance, are prohibited;
- (e) despite any other provisions of the Plan to the contrary, transportation, infrastructure and utilities uses may be permitted to cross a key natural heritage feature or a key hydrologic feature if the applicant demonstrates that:
  - (i) the need for the project has been demonstrated and there is no reasonable alternative;
  - (ii) the planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Oak Ridges Moraine to a minimum;
  - (iii) the design practices adopted will maintain, and where possible improve or restore, key ecological and recreational linkages;
  - (iv) the landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights of way; and
  - (v) the long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and connectivity of the key natural heritage feature or key hydrologic feature; and
- (f) require that service and utility trenches for transportation, infrastructure and utilities shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

### **City Policy**

Subwatershed and Watershed Plans -  
Oak Ridges Moraine

- 16.47** City Council shall incorporate through an official plan amendment the applicable objectives and requirements of completed watershed and subwatershed plans, including water budgets and conservation plans prepared by the Region of Durham, as well as the results of related environmental studies and monitoring into planning documents as appropriate.

**City Policy**

Low-Intensity Recreational Uses -  
Oak Ridges Moraine

**16.48 Within the Oak Ridges Moraine, City Council shall:**

- (a) recognize that low-intensity recreational uses are recreational uses that have minimal impact on the natural environment, and require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to the following:
  - (i) non-motorized trail uses;
  - (ii) natural heritage appreciation;
  - (iii) unserviced camping on public and institutional land; and
  - (iv) accessory uses; and
- (b) recognize that small-scale structures accessory to low-intensity recreational uses, such as trails, boardwalks, foot bridges, fences, docks and picnic facilities, are permitted only if the applicant demonstrates that the adverse effects on the ecological integrity of the Oak Ridges Moraine will be kept to a minimum by:
  - (i) keeping disturbed areas to a minimum; and
  - (ii) avoiding the most sensitive portions of the site, such as steep slopes, organic soils and significant portions of the habitat of endangered, rare or threatened species.

**City Policy**

Partial Services -  
Oak Ridges Moraine

**16.49 Within the Oak Ridges Moraine, City Council shall prohibit the construction or expansion of partial services; however, this does not apply to prevent the construction or expansion of partial services that are necessary to address a serious health or environmental concern, or if the expansion was approved under the *Environmental Assessment Act* before November 17, 2001 and period of time during which the construction or expansion may begin has not expired. Serious health or environmental problems are to be determined by the local Medical Officer of Health, the City, Region or other designated authority.**

**City Policy**

Major Development -  
Oak Ridges Moraine

**16.50 Within the Oak Ridges Moraine, City Council shall:**

- (a) ensure that an application for major development shall be accompanied by a sewage and water system plan that demonstrates:
  - (i) that the ecological integrity of hydrological features and key natural heritage features will be maintained;



- (ii) that the quantity and quality of groundwater and surface water will be maintained;
  - (iii) that stream base flows will be maintained;
  - (iv) that the project will comply with the applicable watershed plan and water budget and conservation plan; and
  - (v) that the water use projected for the development will be sustainable; and
- (b) water and sewer trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

**City Policy**

Key Natural Heritage and Key Hydrologic Features - outside the Oak Ridges Moraine and the Seaton Urban Area

**16.51 Within the Open Space System, outside the Oak Ridges Moraine and the Seaton Urban Area, City Council shall:**

- (a) recognize that Table 18 identifies minimum areas of influence and minimum vegetation protection zones related to key natural heritage and key hydrologic features, and where features are not identified on Schedules IIIB to IIID, these features shall be identified using criteria identified by the Province/relevant Conservation Authority either on a site-by site basis or through the appropriate study prior to undertaking any development or site alteration;
- (b) for lands within the minimum area of influence that relates to a key natural heritage feature but outside the key natural heritage feature itself and the related minimum vegetation protection zone, require a natural heritage evaluation for an application for development or site alteration that shall:
  - (i) demonstrate that the development or site alteration applied for will have no adverse effects on the key natural heritage feature or on the related ecological functions;
  - (ii) identify planning, design and construction practices that will maintain and, where possible, improve or restore the health, diversity and size of the key natural heritage feature and its connectivity with other key natural heritage features;
  - (iii) demonstrate how connectivity within and between key natural heritage features will be maintained and, where possible, improved or restored before, during and after construction;
  - (iv) if Table 18 specifies the dimensions of a minimum vegetation protection zone, determine whether it is sufficient, and if it is not sufficient, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it; and

- (v) if Table 18 does not specify the dimensions of a minimum vegetation protection zone, determine whether one is required, and if one is required, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it, including, without limitation, an analysis of land use, soil type, slope class and vegetation type, using criteria established by the Province, as amended from time to time;
- (c) despite Section 16.51(b)(iv) and Table 18, consider vegetation protection zones smaller than those distances specified in Table 18 in the South Pickering urban area where the conservation authority determined it to be appropriate, and where it can be demonstrated that there is no increase in risk to life or property; no impact to the control of flooding, erosion, dynamic beach, or pollution; and where a net environmental benefit can be established on the property;
- (d) for lands within the minimum area of influence that relate to a key hydrologic feature, but outside the key hydrologic feature itself and the related minimum vegetation protection zone, require a hydrological evaluation for an application for development or site alteration that shall:
  - (i) demonstrate that the development or site alteration will have no adverse effects on the key hydrologic feature or on the related hydrologic functions;
  - (ii) identify planning, design and construction practices that will maintain, and where possible improve or restore the health, diversity and size of the key hydrologic feature;
  - (iii) determine whether the minimum vegetation protection zone dimensions specified in Table 18 are sufficient, and if not sufficient, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it;
  - (iv) in the case of permanent and intermittent streams, seepage areas and springs, determine whether the minimum vegetation protection zone dimensions specified in Table 18 are sufficient, and if not sufficient, require, without limitation, an analysis of land use, soil type and slope class, using criteria established by the Province, as amended from time to time; and
  - (v) in the case of a key hydrologic feature that is fish habitat, ensure compliance with the requirements of the Department of Fisheries and Oceans (Canada);
- (e) despite Section 16.51(d)(iii) and (iv), and Table 18, consider vegetation protection zones smaller than those distances specified in Table 18 in the South Pickering urban area where the conservation authority determined it to be appropriate, and where it can be demonstrated that there is no increase in risk to life or property; no impact to the control of flooding, erosion, dynamic beach, or pollution; and where a net environmental benefit can be established on the property;

- (f) despite any other policies of this Plan to the contrary, require new buildings and structures used for agriculture within the Natural Heritage System of the Greenbelt Plan to provide a 30 metre vegetation protection zone from a key natural heritage or key hydrologic feature; this vegetation protection zone may consist of natural self-sustaining vegetation or agricultural crops if the land is, and will continue to be used for agricultural purposes; and
- (g) despite Section 15.2(b)(iii), for minor changes and refinements to Schedules IIIA to IIID, based on updated information from the Province or as a result of detailed studies, such as those noted above, not require an amendment to this Plan, and where the feature is a provincially significant wetland, an area of natural and scientific interest and/or significant portions of the habitat of endangered, rare and threatened species, or their related minimum vegetation protection zones, proposed refinements to the boundary or the extent of the feature require formal confirmation from the Province prior to any development.

**City Policy**

Table 18: Minimum Areas of Influence and Minimum Vegetation Protection Zones - outside the Oak Ridges Moraine and Seaton Urban Area

<b>Table 18</b>		
<b>Key Natural Heritage Features, Key Hydrologic Features and Areas of Natural and Scientific Interest (Earth Science): Minimum Areas of Influence and Minimum Vegetation Protection Zones outside the Oak Ridges Moraine and Seaton Urban Area</b>		
<b>Feature</b>	<b>Minimum Area of Influence</b>	<b>Minimum Vegetation Protection Zone</b>
Wetlands	Within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to Section 16.10 if a natural heritage evaluation is required
A known location of the habitat of endangered, rare and threatened species	Within 120 metres of any part of feature	Determined by a natural heritage evaluation carried out under Section 16.10
Fish habitat	Within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to Section 16.10 if a natural heritage evaluation is required
Significant valleylands	Within 120 metres of stable top of bank	All land within 30 metres of stable top of bank, subject to Section 16.10 if a natural heritage evaluation is required
Significant woodlands	Within 120 metres of any part of feature	All land within 10 metres from the dripline of woodlands, subject to Section 16.10 if a natural heritage evaluation is required  In the Greenbelt, the minimum vegetation protection for significant woodlands is 30 metres from the drip line
Significant wildlife habitat	Within 120 metres of any part of feature	Determined by a natural heritage evaluation carried out under Section 16.10
Permanent and intermittent streams outside the Pickering urban area	Within 120 metres of any part of the feature	All land within 30 metres of the limits of the floodplain or hazard lands as defined by the relevant Conservation Authority, subject to Section 16.10 if a hydrological evaluation is required

**Table 18****Key Natural Heritage Features, Key Hydrologic Features and Areas of Natural and Scientific Interest (Earth Science): Minimum Areas of Influence and Minimum Vegetation Protection Zones outside the Oak Ridges Moraine and Seaton Urban Area**

<b>Feature</b>	<b>Minimum Area of Influence</b>	<b>Minimum Vegetation Protection Zone</b>
Permanent and intermittent streams inside the Pickering urban area	Within 50 metres of any part of the feature	All land within 10 metres of the stable top of bank or the limit of the floodplain, whichever is the greater, subject to Section 16.10 if a hydrological evaluation is required
Seepage areas and springs	Within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to Section 16.10 if a hydrological evaluation is required
Shoreline along Lake Ontario	Within 120 metres of any part of feature	All lands within 30 metres of the shoreline, subject to Section 16.10 if a hydrological evaluation is required
Former Lake Iroquois Shoreline	Within 120 metres of any part of feature	Determined by a natural heritage evaluation carried out under Section 16.10
Areas of Natural and Scientific Interest (ANSI's)	Within 120 metres of any part of feature	Determined by a natural heritage evaluation carried out under Section 16.10
Rouge-Duffins Wildlife Corridor	Within 120 metres of any part of feature	Determined by a natural heritage evaluation carried out under Section 16.10

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# Chapter 17 - Monitoring Framework

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Community development is an ongoing, evolutionary process that often proceeds in ways and directions that are both unexpected and unpredictable. It is complex and poorly understood, requiring tradeoffs between a diversity of interests, and involving numerous people, agencies and jurisdictions in planning, decision-making and implementation.

With such a process, planning must be complemented by careful monitoring, feedback and corrective responses. Proper monitoring:

- allows us to observe actual changes occurring in the community
- helps measure the effectiveness of our plans and actions, and determine progress towards stated goals and objectives
- provides feedback that informs, educates and allows corrective and preventive actions to be taken

## Monitoring Program

Much work needs to be done to establish an effective “quality of life” monitoring program. For instance, the City (with the help of others) will need to:

- identify a broad realm of issues and concerns that are important to people in assessing community health and livability
- identify “key indicators” of both a qualitative and quantitative nature, for the identified issues and concerns
- where possible, establish appropriate “performance targets” for these indicators, focusing on cumulative effects and considering the performance of the system as a whole, not just specific elements of the system
- find out who (if anyone) collects and/or uses information on the various indicators; establish ways of obtaining such information on an ongoing basis; and where necessary fill information gaps
- analyze, record, store and use the information that is collected to modify and improve ongoing planning, decision-making and implementation

## Indicators and Targets

Appendix I is provided for information purposes as a starting point for developing the City’s monitoring program. It provides potential quality of life indicators for each of the 8 strategic policy areas described in Part 2 of this Plan, and suggests possible directions that could be taken.

The indicators and performance targets need to be established, reviewed and updated as warranted through the ongoing design and implementation of the monitoring program.

**City Policy**

Establishing a “Quality of Life”  
Monitoring Program

- 17.1 **City Council shall establish an effective, ongoing “quality of life” monitoring program that reflects and reports on key indicators of the health and livability of the City.**

**City Policy**

Involving the Public in a  
Monitoring Program

- 17.2 **City Council shall seek the help and assistance of other levels of government, agencies, groups and individuals, in designing and implementing the quality of life monitoring program that:**
  - (a) **identifies, gathers and compares objective and subjective indicators of the City’s quality of life, using Appendix I to this Plan as a guide; and**
  - (b) **includes a mechanism for making necessary adjustments to City policies, programs and procedures, and taking any other corrective or preventative actions that may be warranted.**



# Appendix

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# Appendix I

## Quality of Life Indicators and Performance Targets

Potential Livability Indicator	Possible Performance Target (by 2016)
<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>• Urban population density (people per gross hectare)</li> <li>• Urban employment density (jobs per gross hectare)</li> <li>• Percent of households within 1 kilometre of greenspace</li> <li>• number of buildings subject to hazardous conditions (flooding, steep slopes, erosion, etc.)</li> <li>• number of households subject to unacceptable noise levels</li> </ul>	<ul style="list-style-type: none"> <li>• increase from 13.5% (target to be determined)</li> <li>• increase from 4.5 (target to be determined)</li> <li>• increase (target to be determined)</li> <li>• decrease (target to be determined)</li> <li>• to be determined</li> </ul>
<p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• Percent of morning work trips leaving Pickering by public transit</li> <li>• Percent of residents, jobs and other uses/ activities within 400 metres of a transit stop</li> <li>• Average number of occupants per passenger vehicle</li> <li>• Percent self-containment of work trips within Pickering and Durham</li> <li>• Total length of sidewalks and trails per capita</li> <li>• Traffic accidents per capita</li> </ul>	<ul style="list-style-type: none"> <li>• increase from 11% (target to be determined)</li> <li>• increase (target to be determined)</li> <li>• increase (target to be determined)</li> <li>• increase (target to be determined)</li> <li>• to be determined</li> <li>• decrease (target to be determined)</li> </ul>
<p><b>Economic</b></p> <ul style="list-style-type: none"> <li>• Ratio of local jobs to total population</li> <li>• Average household income</li> <li>• Employment rate (for males, females and youths ages 15-24)</li> <li>• Commercial and industrial vacancy rates</li> <li>• Residential to industrial/commercial assessment ratio</li> </ul>	<ul style="list-style-type: none"> <li>• increase from 0.33 (target to be determined)</li> <li>• to be determined</li> <li>• to be determined</li> <li>• to be determined</li> <li>• increase industrial/commercial proportion from 20% (target to be determined)</li> </ul>

Potential Livability Indicator	Possible Performance Target (by 2016)
<p><b>Housing</b></p> <ul style="list-style-type: none"> <li>• Production of rural housing</li> <li>• Total production of urban area housing (excluding Seaton)</li> </ul> <p>Housing mix</p> <ul style="list-style-type: none"> <li>• Singles</li> <li>• Semis</li> <li>• Attached</li> <li>• Apartments</li> </ul> <p>Affordability level</p> <ul style="list-style-type: none"> <li>• Own (purchase price of home)</li> <li>• Rent (monthly rent)</li> <li>• Forms considered affordable to low moderate income</li> <li>• Affordable production as of total production</li> <li>• Vacancy Rate</li> <li>• New rental production</li> <li>• Special needs housing production as percent of total production</li> </ul>	<ul style="list-style-type: none"> <li>• to be determined</li> <li>• to be determined</li> <li>• decrease from 67% (target to be determined)</li> <li>• increase from 11% (target to be determined)</li> <li>• increase from 14% (target to be determined)</li> <li>• increase from 8% (target to be determined)</li> <li>• \$_____ (as per MMAH guidelines in 19XX)</li> <li>• \$_____ (as per MMAH guidelines in 19XX)</li> <li>• to be determined relative to above purchase and rental levels in 19XX</li> <li>• at least 25% (target to be determined)</li> <li>• to be determined</li> <li>• to be determined</li> <li>• to be determined</li> </ul>
<p><b>Community Services</b></p> <ul style="list-style-type: none"> <li>• Percent of households serviced by public of communal water/sanitary systems</li> <li>• Percent of households within 1 kilometre of a municipal park</li> <li>• Average fire response time</li> <li>• Average student/teacher ratios (primary/secondary levels)</li> <li>• Percent of students obtaining university or community college degree</li> <li>• Crime rate per capita</li> <li>• Number of physicians per capita</li> <li>• Number of volunteer and support organizations</li> <li>• Availability and accessibility of recreation and cultural facilities</li> </ul>	<ul style="list-style-type: none"> <li>• increase (targets to be determined)</li> <li>• increase (target to be determined)</li> <li>• to be determined</li> <li>• to be determined</li> <li>• to be determined</li> <li>• to be determined</li> <li>• to be determined</li> <li>• to be determined</li> <li>• to be determined</li> </ul>

Potential Livability Indicator	Possible Performance Target (by 2016)
<b>Heritage</b> <ul style="list-style-type: none"> <li>• Number of designated heritage properties</li> <li>• Number of archaeological investigations conducted annually</li> </ul>	<ul style="list-style-type: none"> <li>• increase (target to be determined)</li> <li>• increase (target to be determined)</li> </ul>
<b>Community Design</b> <ul style="list-style-type: none"> <li>• Number of significant urban spaces</li> <li>• Number of significant landscape units</li> <li>• Number of pieces of public art</li> </ul>	<ul style="list-style-type: none"> <li>• to be determined</li> <li>• to be determined</li> <li>• increase (to be determined)</li> </ul>
<b>Resource Management</b> <ul style="list-style-type: none"> <li>• Percent of mature forest area</li> <li>• Percent of wetland area (including areas designed for storm water detention)</li> <li>• Water quality (surface/sub-surface)</li> <li>• Total amount of prime agricultural land</li> <li>• Total contiguous natural areas 100 hectares or more in area</li> <li>• Total amount of waste generated on average (per household/business/industry) per year</li> <li>• Energy consumption per capita</li> <li>• Water consumption</li> <li>• Air quality</li> </ul>	<ul style="list-style-type: none"> <li>• increase from 17 (target to be determined)</li> <li>• increase from 0.02 (target to be determined)</li> <li>• improve (targets to be determined)</li> <li>• to be determined</li> <li>• increase (target to be determined)</li> <li>• decrease (target to be determined)</li> <li>• decrease (target to be determined)</li> <li>• decrease (target to be determined)</li> <li>• to be determined</li> </ul>

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# Other Schedules

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