

Appendix C: Online Survey

From November 27, 2024, to December 13, 2024, the City of Pickering hosted an online survey on Let's Talk Pickering. Survey questions sought community input on key priorities for urban intensification, industrial compatibility, residential neighbourhood enhancements, housing strategies, and best practices for creating lively streetscapes, vibrant public spaces, and seamless transitions between building types. 169 people responded to the online survey, providing their comments, thoughts, and preferences to inform the Growth Management and Urban Structure section of the Official Plan review.

Input from the online survey is summarized below and is broken down by each question.

Q1. As intensification occurs in the City Centre and along the Kingston Road Corridor, which aspects are most important for the community? Choose all that apply.

Other:

- Improve the infrastructure, like roads, to account for this influx of new people.
- Stop building without any infrastructure to support. The minute one major road is closed in Pickering, all hell breaks loose. Furthermore there seem to be no schools being built to support the population growth with all the new houses and condo buildings. Ensure that these criminal builders stop hurting the environment - a stream by my house turned cloudy gray from cement and there's beavers living in the stream. There's literally a ton of un-leased commercial spaces.
- Ridiculous to think buses will be used!! Pickering residents drive. Stop fooling yourselves.
- Provide more multi use trails and more recreation centre facilities in western Pickering as use of CHRC intensifies.
- Avoiding magical thinking about public transit and alternative commuting methods. The majority of new residents will rely on motorized transport they own or they'll call an uber. Development has to be mindful of the change in character that excess traffic brings to an area.
- It's not specifically mentioned but roads need to be widened to allow for inevitable traffic, to assume public transit will be used is naïve.
- Ease of transportation.
- Don't do anymore development - we are losing our Pickering.
- Although you hope public transit will be used, it won't. Ontario is a commuter village. Plan for increased traffic with improved road designs and parking solutions. You'll also need to actively involve residents and stakeholders in the planning process to reflect community needs. Ensure developments are accessible and welcoming to people of all ages, abilities, and backgrounds. Ensure police, fire, and medical services are equipped to handle increased demands. Upgrade water, sewer, and electrical systems to support higher density. Expand broadband and telecommunications infrastructure for future modern needs.



- In these mixed-use areas, I would like them to be more walkable and to have some beautification measures in place like landscaping, nice lighting, seasonal flowers. Kingston Rd is not a very inviting place right now.
- Ensuring properties are affordable and managing traffic.
- Building more schools is extremely necessary with the increase in population.
- Ensuring that before future intensification occurs within a neighbourhood the capacity of existing schools, parks and streets is considered and rezoning occurs on a neighbourhood by neighbourhood basis as was envisioned for OPA 38 along Kingston Road.
- Allow for higher density development, that allow for flexibility based on market conditions.
- Ensure that the traffic flow is well engineered to not cause bottlenecking. Ensure that there is sufficient parking spread around the intensification so that residents that live outside of the City Center area can drive down and enjoy the new neighbourhoods.
- Land use compatibility. Do not place sensitive receptors in areas where impacts from existing operations would be expected.
- Ensure areas for schools and playgrounds and ample parking for large stores like Home Depot.
- Increasing the number of lanes for cars to manage the traffic.
- Stop building so many condos. Pickering is a joke.
- Buildings set back from the roads to allow trees and green spaces.
- Traffic management, water, power, sanitation, etc. are all managed.
- I have a lot of concerns regarding traffic, parking spaces etc. where condos are going to be built especially for taller condos more than 5-7 stories where it's going to add a lot of traffic and congestion on kingston road. What's planned for that?
- Improve traffic flow.
- Requirement for new schools, increased medical services (i.e., walk-in clinics), and better traffic flow along Bayly and Kingston rd.
- Infrastructure growth, schools, highway exits, etc.
- Before anything is built, you need to figure out how to make Bayly Street connect with the 401 eastbound offramp at Whites Road. Bayly Street should've curved to the north instead of to the south to connect with that offramp! traffic is an absolute nightmare, especially in the afternoon rush hourly.
- Better stoplight management.
- Grey Bldgs. As farmland areas decrease, we could begin to mandate that all new rooftops are green. Might need compulsory school courses on maintenance.
- Homes (e.g. Townhouses, low rise condos are not built close to main roads like they are done presently. e.g., homes facing Brock Road are subject to high noise levels from various vehicles such as trucks, motorcycles, and many cars. This noise level defeats the purpose of a good night's sleep in children and adults and results in a decreased level of concentration and an increased level of pollution from all of these vehicles. The solution can be that builders must provide a higher level of insulation to absorb these noise levels and seal off windows and doors to prevent pollution from entering these homes.



- Ensure roads can accommodate all users and residents.
- Infrastructure improvements to handle the traffic flow and parking requirements. There are significant pinch points (e.g., Pickering Village), and traffic lights could be better timed along Hwy2. Better safety for pedestrians and cyclists, especially in low/no light conditions. Help protect long-time business owners who are getting pushed out by new buildings and unable to afford new rents. There need to be affordable options.
- Schools, hospitals, any infrastructure.
- More green space to accommodate the higher population density.
- Ensure road widening occurs with more buildings and intensification.
- The city needs to consider the concept of "STROADS." Streets are for people to walk and interact. Roads are for moving cars. Mixing both into STROADS results in the disasters of conventional urban planning.
- Modifying infrastructure to improve anticipated traffic congestion from intensification.
- Concerned that densities in Pickering (in these intensification areas) may be excessive to capacity (soft and hard services, transportation), concern about open space and schools in the intensification areas. Will new residents in these areas be without children?
- You forgot about schools and hospitals. There is no hospital in Pickering, and schools are at 150-200% overcapacity. There is also nowhere to drop kids to the schools.
- If ensuring commercial businesses are put into high-rise developments, make sure sufficient parking is available to customers. Not everyone can walk there.
- Ensure that our roads are widened to accommodate more traffic. Less focus on bike lanes. They sound good but aren't practical.
- Encourage and build more culturally rich centers. Construct towers that consider migration routes and design the buildings to prevent bird collisions. Consult with FLAP or the Canadian Wildlife Service (federal) as to how this can be done. Design, even the most intensified areas, with as many green pathways as possible and encourage residents to do the same, e.g., less concrete and stonework and more greenery.
- Spend our taxes wisely and useful for the taxpayers of Pickering.
- That green spaces, gardens, and trees are preserved or added.
- Spreading the developments and not just limiting them to the Kingston Road corridor. That corridor is already used well - mixed-use, residential and commercial. The blocks north of the Kingston corridor up to Highway 7 should be utilized for more development. Spreading the developments rather than focusing on intensification of existing developed areas will spread traffic, reduce congestion, provide safer commutes and neighbourhoods. Please don't overcrowd the wonderful Kingston Road and Pickering City Center and make it a disaster to live in, like Scarborough. Don't ruin our peaceful Pickering.
- I stand FIRMLY OPPOSED TO OUTSIDE INFLUENCE IN THE FUTURE PLANS OF PICKERING.
- Appearance. No reason that new developments can't have some character or beauty. Also, there should be adequate transportation infrastructure for all the new people so that it doesn't take longer to get to work. Bike lanes definitely do not help in that regard. Finally,



how about trying to attract more business so that people don't have to drive elsewhere to work?

- Adequate parking at retail and restaurants so people don't have to shop in other towns.
- Ensure there is increased infrastructure to support the intensification, which there are no plans for at this time, unfortunately.

Q2 - What industrial-type businesses are appropriate to be built near stores and homes?

Choose all that apply.

Other:

- Does not follow urban design principles.
- Restaurants, cleaners, small hardware stores, coffee houses.
- None.
- None.
- Really? Warehouses near homes. Property values will drop.
- Something that will minimize truck and van traffic near/in residential areas, particularly around parks, schools, rec centers, and senior facilities.
- Restaurants.
- None.
- No industrial. Retail only near homes. Get serious.
- None of the above.
- Depends what you mean by "near".
- Retail mall, outlets, restaurant, entertainment district.
- None of these are appropriate in a residential neighborhood unless appropriate buffering occurs, including an appropriate angular plain and landscape buffer.
- Industrial type business should be in Industrial areas.
- None.
- None.
- Type should not be the deciding factor. Size and potential impacts should determine what is appropriate.
- None of the above.
- NONE!!!! In residential areas.
- None.
- None.
- I don't believe it is prudent to locate industrial uses near residential zone.
- None.
- None.
- Please, no more self-storage; there are enough of those ugly buildings across Ajax/Whitby. Please bring industries that bring jobs, UNLIKE self-storage or warehousing, which bring almost none.
- None.



- None. Those should be built outside.
- No Industrial.
- Any manufacturers to make products in Canada.
- Security issue. People hang out in the parking lots at night. Could mandate fencing and security requirements.
- Industrial-type businesses are inappropriate to be built near homes.
- Warehousing and Distribution Centers: Facilities for storage and delivery of goods, provided they have controlled traffic flow. Technology and Innovation Hubs: Offices or labs focused on tech development, research, and innovation. Artisan and Craft Businesses: Workshops for small-scale production of custom goods or art. Green Industries: Businesses focused on sustainable practices, such as renewable energy or recycling facilities. Service-Oriented Businesses: Auto repair shops, small equipment rentals, or other services that support local needs. Office Parks: Low-density office spaces with shared amenities. These businesses must adhere to strict zoning regulations and implement measures to mitigate noise, pollution, and traffic congestion to maintain the quality of life for nearby residents and businesses.
- None of the above.
- None.
- None, keep as residential.
- None - especially near residential areas.
- Nothing that interferes with walking. Self-storage is an abomination. Paying rent to store stuff you don't need or use. Look up "suffocation". We need more housing for PEOPLE, not more room to store stuff.
- I assume you are referring primarily to 407 corridor .. seems that adequate provision has been made for relative separation of employment uses from housing.
- Pickering does not have schools, hospitals, or safe spaces for kids. You even do not have outdoor gyms or swimming pools. The ones that you have are overpriced and act like scammers, as I was charged 35 dollars for 10 minutes inside the gate. You do not have saunas or jacuzzies for families.
- These should all be in an industrial area.
- Are you crazy? Do you want to live next to an industrial building?
- Professional service firms. Perhaps consulting and other new entrepreneurial firms connected to Durham Region educational institutions or the University of Toronto (e.g., Scarborough campus) could be encouraged to locate in Pickering. Firms of this type could more easily co-exist with commercial and residential areas.
- Service and high-tech sectors.
- None.
- NONE UNTIL YOU HOUSE THE HOMELESS.
- None - separate them. They are dirty and ugly. We have industrial space already.
- None of the above.
- None of the above.



- Anything that doesn't have a large square-footage and that has a relevant use for people nearby.
- No industrial-type businesses should be near homes!!

Q3 - What are the most important considerations for ensuring industrial-type businesses are compatible in locating near stores and homes?

- Pleasing to the eye, provides community areas as well.
- Traffic congestion, noise, odor, aesthetics (landscaping).
- It is most critical to have the area be walkable and have spaces for small businesses to thrive. Most of Pickering's recent growth has been big-box store parking lots beside thousand-unit subdivisions which are stale and do not promote community. Industry-type businesses should also foster a community (e.g., brew-pub, food companies, etc.).
- Architecture that fits into the neighbourhood motif, quiet, no large truck deliveries, no late night hours.
- Implementing measures to minimize pollution, reducing noise, managing traffic efficiently, and ensuring proper safety protocols are all crucial for maintaining compatibility between industrial-type businesses and nearby stores and homes.
- Enough space between them. Plant trees and greenspace to separate industrial from residential.
- Please don't locate industrial-type businesses near homes.
- Sidewalks, street lighting, accessible transportation.
- This is ridiculous. Would you want to live by industrial-type businesses?
- Nuisance impacts and ability to integrate.
- Safety of residents. Volume of traffic and the volume of the traffic. Noise and hours of operation.
- 1. Heavy vehicular traffic risks resident safety.
- How they will impact traffic flow.
- Plazas.
- No noise, no pollution, has to look nice and blend in with the surroundings.
- Noise. environment impact. Aesthetic.
- Don't build them close to residential.
- When building industrial-type businesses or anything that provides jobs. Transportation to get people there is most important. Should be able to get to work without driving.
- Air quality, traffic and noise.
- Traffic - large trucks on streets.
- Noise levels are taken into account. The pool lounge club in South Pickering is a disaster.
- Minimize impact on local traffic and pedestrian/cyclist safety.
- Environment and noise.
- Jobs that residents can work. Maybe a survey of what industries residents work in and compatible businesses to support that so people aren't commuting 1-2 hours.



- Noise, safety, pollution.
- Quiet - sound control; very low traffic or controlled traffic flow; environmentally friendly - landscaped and treed to blend into the community; environmental rooftops, which provide an urban feel or can be used for multi-purpose uses; provide opportunities for local employment; contain bicycle and walking pathways to reduce the carbon footprint and minimize traffic flow, to encourage "foot or bicycle traffic", so employees are able to walk or bike to work.
- They aren't compatible. We need green spaces, schools, and retail near homes, not giant industrial buildings and their massive parking lots.
- Safety, look and feel to fit in with the neighborhood.
- Infrastructure needs to support the increase in people on the roads. For example, between 4 pm and 5 pm, it is hard to go northbound on Whites as the employees going home from the businesses on Granite add to the volume of traffic.
- Keep them away from Pickering. Make Pickering an entertainment hub instead of an industrial zone.
- Community consultation, Landscape buffers, architectural controls, adequate offroad parking, buffers of loading areas, hours of operation, mitigation of odors, and height of buildings.
- They shouldn't.
- None near homes. Simple.
- Allow for light industrial-type uses.
- Low to zero impact on enjoyment of one's own property.
- No traffic, noise, and air pollution.
- Any business that requires full-length tractor-trailer loads should not be permitted.
- Just build them elsewhere.
- They do not cause impacts to existing residential areas. No excessive noise, lighting, odors, dust, traffic. Proper zoning must be in place to prevent incompatible land uses.
- Restrict transportation of large vehicles during peak hours.
- Building design, traffic flow, and pedestrian accommodation. Ensure businesses maintain a clean exterior with no vehicle or material storage. Provide decorative privacy fencing around businesses.
- Do not do it at all.
- Environmental factors from industrial in check.
- Save our green spaces.
- Homes are homes, houses. Absolutely NO. Next to an apartment/high-rise/condo is more acceptable, but there must be ample roadways for both the workers and the residents.
- Low noise level and low lighting.
- Street setback, landscaping, minimal impact on traffic.
- As long as you limit the noise and the hours of that noise, odour, traffic, outdoor storage, then there are no other considerations. We need the business taxes.
- NA.



- They cannot block light to surrounding homes; they CANNOT be noisy/smelly/etc...
- Business and residential don't mix...EVER.
- Transit.
- They are not noise and pollution must be considered.
- Industrial uses should be separated. Ingress and egress need to be separate for residential zones and close to transport routes.
- Industrial-type businesses should be open to the public and offer community benefits besides just employment opportunities.
- Lack of noise, fumes, and traffic disruption.
- Less noise, less emission producing, aesthetics.
- Size of building required, no noxious smells or loud noises.
- Height, traffic flow.
- They are not compatible. Gas emissions, not look nice, truck traffic, too big and dead at night, etc.
- Noise.
- Noise pollution.
- Traffic flow to these businesses, not being an eye-sore, minimally impacting the surrounding community as much as possible, exploring where to locate these businesses away from homes.
- Traffic, noise, odour, late opening hours could also be an issue. retails would be better, like bakeries, food, coffee shops, bringing both conveniency AND jobs.
- A lot more green space.
- The look and charm of the buildings, ensuring there is no pollution (light, noise, dust, etc.).
- Ensure community safety, no toxic products, workable traffic flow, and nonintrusive noise and smells.
- Pedestrians need priority access to roadways, not trucks. Any industrial building should not pollute the area in all sense of the word pollute (this includes light and noise pollution).
- The industrial has a high volume of trucks and deliveries, and road congestion is already a large issue that is ignored by the City.
- Similar to what I have seen in Vancouver, the industrial buildings must be built to meet the same standards and look and feel as the other buildings in the area. Parking lots are behind buildings not visible from the main road.
- No industrial.
- No increase in heavy traffic or noise pollution (constant trucks).
- Noise, smell, traffic.
- No noise and ample parking that doesn't take away from residential street parking.
- No higher than stores. Provide lunch/dining businesses close by. Industry builds multi-story adequate parking for employees. Strict noise and odor regulations. Adequate rear access for deliveries and supplies.
- Industrial-type buildings should be constructed in specified industrial zones and not close in proximity to residential developments.



- Needs to blend into the existing surroundings. Ample parking.
- Noise and traffic levels.
- Fumes from the manufacturing process and truck traffic created by businesses.
- Low emissions.
- Whether they require trucks to move goods or just vans. The greatest concern is noise pollution from the engine and reversing sounds.
- Smog pollution. Noise pollution. Traffic congestion. After-hours hangouts. Water and electricity supply and demand. Transit access for employees.
- Hours of operation. Traffic and heavy vehicles coming and going safely.
- The City should not consider building industrial-type businesses near homes.
- Smells and noise must be minimal, match the aesthetic of the neighborhood, and not create zones that are hard to navigate as a pedestrian.
- Protection of local ecology, preserving the vital natural spaces we have for all life forms. Prioritizing sustainability and eco wellness above all.
- Underground parking and loading bays.
- Safety, traffic. This is already an issue for West Shore residents.
- To ensure compatibility of industrial: 1. Environmental Impact: Control noise, emissions, and waste. 2. Traffic Management: Minimize heavy traffic, ensure adequate parking, and improve accessibility. 3. Zoning and Buffers: Follow zoning rules and create buffer zones like green spaces. 4. Design and Aesthetics: Maintain appealing building designs and landscaping. 5. Community Engagement: Address local concerns and provide job opportunities. 6. Infrastructure Support: Ensure utilities and roads can handle increased demand. These measures promote harmonious coexistence.
- Parking. Local regulations are respected. Ensuring that manufacturers are compliant with their industrial bins. Control of vermin. Noise abatement honoured. Lighting that doesn't affect the surrounding area.
- Leave houses away from the main road.
- Make sure they are regulated and inspected properly so they don't pollute the neighbourhood. The roads and streets around the business should be built for the people while keeping the industrial business in mind. So there should be a smaller number of general traffic lanes and wider sidewalks and bike/transit lanes.
- Quiet Fits into neighbourhood. Brings benefit to area.
- Traffic (including preventing tractor-trailers) must be considered and proper traffic flow must be ensured to prevent gridlock. Noise must be controlled, monitored and limits enforced. Potential noise sources for new businesses must be included in the application for land use and reviewed/approved and then confirmed. Light pollution must be controlled. Parking must be ample for intended uses to prevent parking in the neighbourhoods. Bus routes must be favorable for employees to get to and from work.
- Control the size of these businesses if located on main roads so they don't overwhelm the streetscape or turn Kingston Rd. corridor into a monolithic business district.
- Not placing them there.



- Hours of business. Noise. Volume of vehicle traffic (Trucks).
- The business should be a service that can be used directly by residents who live close by.
- Not to have any industrial type business besides residential. Locate in a separate area of Pickering, just like the mall or other shopping areas.
- They are good-paying jobs as it is not cheap to live in Pickering.
- None - especially near residential areas.
- Truck traffic will be the biggest issue. Considering how bad current truck drivers are, you don't want them anywhere near schools or areas where there are a lot of pedestrians or cyclists. 53' and tandem trailers should not be allowed anywhere near residential zones. Ideally, Pickering should stop filling in fields with homes. More designated industrial areas should be established. But the corrupt city council would have to be fired first.
- Anything that can be consumed / purchased on site is suitable. e.g., Bakeries, micro-breweries, clothing. Buildings must blend into the neighbourhood Loading docks, etc. must not interfere with walking and cycling. Keep industrial traffic separate from residential traffic. Park-like landscaping would help, too.
- Aesthetics - should not have a negative impact on neighbourhood appearance Planned Parking- sufficient for both businesses, residents and visitors to the area. Most should not be street parking.
- The usual factors that have been in place for many years .. landscaping, noise mitigation, separate transportation routes for trucking.
- Design of structures and materials used.
- Control of noise, and density (are existing residents going to be negatively affected by the higher number of people in the area).
- Noise, traffic and unsightly visual storage.
- These businesses should be located in the industrial areas, along with these social clubs that are a burden to residential homes.
- The increase in traffic for delivery trucks.
- They shouldn't be near homes at all. Can't make or use or have chemicals as waste.
- Noise pollution and toxic waste management.
- None! Really??
- Warehousing may be too noisy for homes but possibly could be built near stores. For light manufacturing and self-storage, ensure that the surroundings include green (using native species) pathways, areas for foot and bicycle traffic and maintain the transportation nodes away from attachment points with homes. Have adequate security in order to keep it a livable area and not a location for after-hours illegal activity. It could include pleasing features such as benches, pagodas, gardens (including pollinator gardens), or outdoor artwork. Beneficial for both residents and employees. Industrial-type businesses with large, flat roofs should be encouraged to use solar power or have green pollinator gardens. To the extent possible, they should be green-powered and energy-efficient.
- Traffic management.
- Send those north, north of the 407.



- No pollution, no noise, no harmful liquid, solid or gas byproducts.
- HOUSE OUR HOMELESS.
- Businesses must bring in good-paying jobs.
- Industrial-type businesses should not be built near homes.
- Ensuring that noise and traffic levels will be low to moderate, particularly at night.
- Security and monitoring so they don't become hangouts after hours. Near superb transit so workers don't drive and cause traffic jams in neighborhoods.
- Near stores is ok, provided they aren't ugly or dirty. We have to live here.
- Traffic.
- Nil.
- Maybe that they blend in with other mixed-use buildings, that they don't take up a lot of space. That they serve a relevant use to people nearby. The downtown area should be highly accessible and walkable, which implies an area rich with services, third places, areas to work. IMO this means that individual businesses and buildings should leave a small footprint in favour of variety. Think Tokyo, New York for example. And if it's a business that people in the local area aren't likely to make much use of, then it should be in a more remote area that's not designed to be as dense and walkable. As a principle, greatly increasing the variety of relevant, easy to access services downtown/in the denser kingston road corridor would make it a much more vibrant and interesting place to be. It will make the area more convenient and useful if it's mean to be a population-rich area. It will be hard to accomplish that with large industrial buildings populating the area.
- This should NOT even be considered! Industrial-type businesses are not compatible with residential areas, and should not be located near homes.
- Minimal truck activity especially after hours - No loud noise or noxious odours - No traffic congestion.

Q4 - Aside from homes, what other things are appropriate in residential neighbourhoods?

Choose all that apply.

Other:

- Nature spaces, children's activities (play structures, water play/splash-pads), fitness stations, multi-use courts.
- There is no reason to limit office, service, and retail in residential spaces.
- It's important that you start protecting environmentally sensitive areas and designing around these. I have a ton of construction in my neighborhood, and we've seen wildlife and green spaces suffer.
- Other leisure options as well.
- Grocery stores.
- Outdoor hockey rinks (OTR's) for winter activities! Toronto has a ton of OTRS, or mixed tennis/pickleball courts that can be flooded into rinks. Any kind of multi-activity courts in walking or biking distance would be amazing.
- Coffee shops.

- Grocery stores.
- Multi-use and multi-purpose, community-based facilities or hubs (e.g., dental, medical, therapeutic, and pharmaceutical house together, etc.); multi-use facilities providing spaces with strong consideration on accessibility for seniors and young families. Continued emphasis on pathways and green space for walking or biking to facilities.
- Neighbourhood plazas including limited restaurant uses. The uses at the Amberlea Plaza are appropriate in a neighbourhood, providing appropriate buffers and landscape features are included.
- Health facilities / Gyms.
- No more homes.
- No worship places. It always causes parking and crowding issues.
- Small places where people can socialize and access without driving, walking distance from residential areas, such as cafes, patisseries, bakeries, ice cream shop, with indoor and outdoor space to sit. Designed in a way that put people and socializing at the centre, not drive, fast pick up and leave. Parking is kept away, green, benches and tables around. Also no big chains, only small businesses.
- Small local retails like bakeries.
- Coffee shops and restaurants.
- Space for food street vendors, including washrooms.
- Pet friendly trails and hangouts. Halls for mixed use, weddings, special occasion rentals with gardens.
- I don' think office, service and retail need to be limited so long as they are accessible to pedestrians and esthetically match the neighborhood.
- Appropriate additions to residential neighborhoods include parks, schools, local shops, community centers, healthcare facilities, public transit, cultural spaces, small businesses, pedestrian-friendly infrastructure, and safety measures.
- It is very important to mix commercial areas with residential, so people can walk to meet the majority of their daily needs. This includes things like clinics, banks, libraries, indoor playgrounds, government services. This would make sure people are not forced to drive everywhere and make traffic better. I currently feel like walking through a desert if I walk in most of Pickering, as there is nothing to interact with as a pedestrian in a residential neighbourhood. In other countries, these residential places would have commercial places mixed, so people can walk to. Also, a lot of places in Pickering are missing sidewalks or force pedestrians to cross the road as sidewalks are only on one side of the road.
- Home-based businesses daycares.
- Fire stations and EMS.
- Community centres. Imagine if libraries, recreation centers, and schools shared facilities. Imagine now that all the above have residential units above them.
- Hospitals, outdoor gym, and outdoor swimming pools should be free as they are in Toronto, and they should be safe... Families, women, and kids should have their own space, separated from adults who identify as opposite gender.



- Restaurants, grocery stores.
- I stand **FIRMLY OPPOSED TO OUTSIDE INFLUENCE IN THE FUTURE PLANS OF PICKERING.**
- I would personally argue that the outlying suburbs should have more mixed use areas as well. It would be nice if density and walkability was gradually made a general rule city-wide. It should not take 30 minutes to walk to a convenience store. The Pickering suburbs in general are a very inefficient use of space, just because of how flat and sprawled out they are. Pickering borders the biggest city in the country. A relatively small population of families should not lay claim to one the most significant employment centers, by being the ones lucky enough to live commute-distance to said area.

Q5 - How should the City plan to add more homes to existing neighbourhoods? Choose all that apply.

Other:

- Don't.
- Please stop allowing these “mini mansion” type houses. There is a housing shortage and we have several of these types of houses that are way over priced and remaining sitting vacant on the market. Furthermore the builders do not care about the environment or even the integrity of these houses.
- This is already happening.
- Please don't interfere with existing residential neighbourhoods. Create high-rise as per your plan in already identified areas.
- Do not allow to add more units in existing neighborhoods.
- Do not develop further.
- Consider adaptive reuse of non-residential buildings, such as converting warehouses or offices into housing. Don't allow rezoning, which is drastically different from surrounding existing dwellings. DON'T allow rezoning, then rezoning, then rezoning again to get around what the original zoning was set to.
- Creating a north and south Pickering transit corridor, achieving even population distribution
- Focus on shifting existing residential neighborhoods into 15-minute cities that have all major amenities and services within walking distance.
- A balanced approach of all types of all types of housing is best. Affordability will continue to be a concern in the coming years. Low-rise apartments that provide accessibility for young families and seniors. Ensure underground or covered parking is provided. Low rise for all forms of dwellings is preferred. Four-level townhouses can be restrictive to persons with young families or for seniors and for persons with disabilities. Consider a mix of townhouses and low-rise condo buildings to ensure affordability and accessibility. Again, strong emphasis on pathways and walkways for walking and biking. Lot of greenspace and trees.
- Leave existing neighbourhoods alone. Traffic is already ridiculous, and schools are already overcrowded.
- None.



- Townhouses and semi-detached homes are appropriate, provided the height does not exceed the nine metres allowed in established neighbourhoods, and appropriate controls exist to prevent balconies and rooftop decks on new structures overlooking existing neighbourhoods.
- Infill should maintain characteristics of the adjacent neighborhood.
- None of the above. Keep single-family home neighborhoods the same, don't mess them up with higher density.
- Look into building rental units on top of existing retail shops.
- Homes should be the same size and type of existing homes.
- For every X new homes, there needs to be new lanes to enable the new cars without traffic.
- STOP BUILDING.
- Add transit options.
- Legal basement apartments. Separate inlaw suites.
- Make the builders include gardens when building townhomes to enable children to play outside.
- Don't intensify on existing neighborhoods.
- It should not be a luxury to have green and a backyard. It is proven that it has a great positive impact on people's health. Please allow space between houses. Densifying will create lack of services (small school, more students??) and more traffic in areas that were good the way they were.
- Improve traffic flow.
- Build more in areas that have space and stop over inflating building in locations that are highly populated already.
- They should NOT add multiple dwelling units to existing neighborhoods where there are only single units.
- Maximum 2 story and 2000-2500sq. ft. No MONSTER homes that stick out like a sore thumb.
- Make the process simpler to obtain permits.
- Quit making existing neighborhoods so crowded. New developments should be paused due to overcrowding and inadequate infrastructure.
- Make sure new development fits the character of the existing neighborhood.
- Better to go up than out. Greener spaces. Share with flora and fauna. Ah! Plan. There's a lot of talk online (Nextdoor.com) where current homeowners absolutely refuse to rezone. No concept of growing needs. You will need to create a dialog, trappings of office etc. to change that fighting ground into a more compatible tune.
- Low-rise rental units to round out the diversity of housing stock. Avoid high rises. We can build density without creating "forests" of condos.
- The City can add homes by encouraging infill development, mixed-use projects, secondary suites, upzoning for higher density, transit-oriented housing, preserving neighborhood character, and engaging the community.



- Regardless of the City's decision. Consider all parking spaces needed for a community that relies on automobiles. This is paramount in the development of housing needs. Allowing 2.2 parking spaces with the intent of attracting growing families is ludicrous. This is evident in most of Pickering. I beg you not to repeat this.
- Another thing that can be done to add more homes is to remove parking lots that stay empty most of the time and don't generate any revenue for the city. This can be done by removing parking minimums. Another idea is to tax the homes based on the land that they occupy. This would incentivize the home/landowners to split the land or build more structures on it.
- Don't use green.
- I do not agree with the premise. Pickering has ample territory and land to better plan out population increase besides destroying existing neighbourhoods with units that do not fit. There is a dearth of affordable single-family dwelling housing. The City needs to promote/encourage/require the construction of small single units on small plots. Densification through multi-family dwellings leads to a multitude of societal problems. Do not add more homes to existing neighbourhoods. That is not the answer to a better City.
- They shouldn't add more homes, areas are crowded enough.
- Developers should not be allowed to combine lots to build large homes, period. All builds should provide more living space than any dwellings they are replacing, not less.
- Up to SEVEN stories as in Europe. Better transit. Make it automated. Make it everywhere. Everyone should be able to walk up to a km to a major public transit route.
- I expect ADU's will account for minimal housing intensification. ADU's will likely be a function of the economy .. whereby residents wish to gain income from their property. I doubt 4 units per lot will be realized in any significant numbers.
- We do not need more condominiums with ut appropriate infrastructure.
- More Single detached homes.
- Renovation of existing homes to add rental units/ create multigenerational functions/convert to duplex, etc.
- Build detached homes over townhouses or condos.
- None of the above. Adding anything more than the height of existing housing ruins the neighbourhood. Density and low-income housing will lead to more crime.
- Not sure if the first one includes laneway or backyard mini homes. Providing the space and the parking area allows for it. Should be encouraged especially where it is a family situation instead of basement units, they are likely safer in most cases.
- Most neighborhoods should stay as they are but older areas can be converted to townhouses. Cookie cutter townhouses should be avoided.
- There should NOT be more homes in existing neighborhoods!

Q6 - How can the Pickering Official Plan support industrial and economic growth in Pickering? Choose all that apply.

Other:



- Lower taxes for residents.
- Why don't you work on filling the empty commercial spaces first? Instead of building condos on the mall grounds, you should build commercial office buildings here and NOT along Kingston anywhere else. This will be more accessible to the GO train system and highway. Kingston Road is already a terrible bottleneck, and with all the residential growth happening, it's going to be even worse.
- Facilitate work-share spaces to support those who continue to work remotely and who have small home-based businesses.
- Build better transportation! (Durham subway system, biking, bus) If people can get a round the city easier. More growth can happen. Growth and compacting certain areas are great. But not when it comes with grid lock of every road.
- Transit corridor between commercial and residential areas within Pickering.
- Ensure that thorough environmental studies are conducted to avoid harming our ecosystem on the long run.
- Who is paying for the pre-service infrastructure to attract new businesses? Is this burden going to be placed on existing property owners who already pay significant property taxes? Pickering residents already pay a significant amount of property taxes. Aside from my mortgage, my property taxes are my biggest monthly expense.
- Pickering does not have adequate infrastructure (e.g. roadways, light sequencing) to support growth. There is a lot of congestion. Plans need to be in place to alleviate issues before we can figure out use of space for economic growth. I am all for bringing in business. But we need to think about existing retail and where will these businesses will be located if we are tearing down plazas to create condos.
- First floor offices Example those in townhouses within the nautical village.
- Move and keep industrial buildings together by brick and Bailey where they exist and make a better transit line to go through the area. Having everyone working in that area having to get off the bus on Bayly and walk-in is not encouraging to get to work.
- Continue to advocate for transit infrastructure that will benefit businesses in Pickering.
- Stop building anything. Pickering is a joke.
- Add transit.
- Expand the roads and highway access BEFORE building more homes. the 401 exit on Brock Road and Brock Road itself is ridiculous and gridlocked.
- Carefully expand and create industrial areas away from residential areas.
- Don't prioritize this.
- Create business zones in north Pickering to avoid too much crowding and traffic along Kingston Road.
- Question the businesses that want the space, or the prime activities that would benefit most from the space. They will have already conducted surveys and business plans that can be researched. And again, build up and down, not out.



- The Pickering Official Plan can support industrial and economic growth by protecting employment areas, improving infrastructure, streamlining approvals, attracting innovation, supporting workforce development, offering incentives, and promoting sustainability.
- The attempt of the city to install pre-service infrastructure has been met with opposition. I beg you to avoid any infringement on our wetlands, moraine. I've watched it 1st hand in BayRidges. It's ridiculous.
- At what type of scale are you asking. Small businesses should be allowed just about everywhere.
- I don't think Official Plans have much impact on employment trends or increased business/employment activity within Pickering. Other factors like fast-tracking applications for new employment activities are likely more important. While smaller scale, home-based businesses do play a role in municipalities in increasing numbers.
- There are no cultural events in Pickering.
- More retail and restaurants are needed.
- PROVIDE EMPLOYMENT FOR THE MEN AND WOMEN ALREADY LIVING HERE.
- Pickering's major roads and highways are already overcrowded, so they need to be addressed first.

Q7 - Which of the best practices for transitioning from taller buildings to houses are most important? Choose all that apply.

Other:

- Distance.
- Don't build tall buildings in Pickering!!!
- Centralize any such "high rises" around the mall, where there are already taller buildings. This will also ensure that residential areas are minimally impacted.
- Include some beautiful architecture, not just cheap, basic ugly glass condos. Think Europe.
- Use Park and public spaces as buffers between taller buildings and homes to create a shared amenity.
- Better design/architecture. Something like the Monroe towers in Mississauga. Visually interesting and not just rectangular towers with fancy cladding.
- No more tall buildings.
- Emphasize Privacy Protections Balcony and Window Placement: Position balconies and windows to minimize overlooking of nearby houses. Ensure adequate infrastructure to manage increased traffic and parking needs from higher-density developments.
- This question is flawed as it assumes having high risers is bad.
- Increase green spaces such as parks as buffers.
- Allow the tallest buildings in the city center along 401.as set out in the 2013 City center neighborhood. The heights envisioned in OPA 38 are too high and a comprehensive rezoning is required on a neighbourhood basis before any development is permitted. The development community through their use of appeals of OPA 38 is holding the community

hostage and Doug Ford has removed the rights of the community to appeal this misguided official plan amendment 38 which was driven by the development community with very little consultation with abutting neighbourhoods or consideration of the implications on the capacity of existing streets, schools and parks or shadowing impacts of heights proposed on existing residential communities.

- I know that growth is important for a city. But ramming thousands of people into a tiny area is horrible and we're just turning our city into Scarborough or Mississauga. We need to value green space and trees at a much higher level. And no building should exceed 10 stories to keep our visual skylines open because the current buildings going up are an eyesore. They block light.
- Require decorative fencing.
- NO high-rise or mid-rise in existing established neighborhoods with houses.
- Anything close to neighbourhoods should be low-rise only.
- Stop building.
- Height restrictions no more than 18 stories high. 40 + stories high are not environmentally efficient buildings. They hinder wildlife.
- Ensure parklands are included in the space around the buildings.
- How about having more mid-rise and low-rise, more green, and spreading everything out? Density is not the best for humans.
- Consider not to overbuild (or build high rise) along Kingston Road as already packed at rush hour and would definitely become a major issue for all existing and new residents.
- Quit over-developing along Kingston Rd.
- Put community services in as many of those buildings as possible, so the current homeowners look at them as assets. Green roofs with community gardens. Small drop ins with coffee and small library. Technohubs with multilingual touchscreen advice on a spectrum of homeowner problems... Swap and Shop recycling areas. Bike Repair areas. Sewing workshop areas. Mandatory.
- Best practices include gradual height transitions, setbacks or buffers, compatible architecture, minimizing shadows and privacy impacts, and enhancing pedestrian spaces.
- #1 I question the statement "Transitioning from taller buildings ". Pickering had few tall buildings before the Radom Tower. Then high rises encroached & more are scheduled. All around Bayly & Pickering Pkwy, Kingston road etc. This point in your survey is moot.. But maybe placating the masses.
- Tree planting and landscaping should be done without fencing, as fencing makes the city less walkable by increasing the distance pedestrians are forced to walk.
- Require considerable, ample open space around and between tall buildings equal to at least half the height of the structure.
- Don't build tall buildings.
- Limit the height of buildings. No buildings higher than 20 storeys.
- High rises only by major transit points. Then, seven-story mixed-use almost everywhere else, as in Europe.



- In the case of the Kingston Road corridor, important to have clusters of tall buildings rather than a canyon of tall buildings .. sense of scale is important, regardless of urban design aspects.
- We do not need buildings, people can not sit in their boxes all day... there are no hospitals in Pickering, there are no schools... it is sad what are you doing to kids.
- Please ban apartment units smaller than 1000 square feet, and build more that have 1700 up to 2200 sq feet to attract families and give them a decent amount of space to live in. Limit apartment building heights to 9 stories maximum. This is Pickering and not Hong Kong.
- Landscaping could also include forested spaces and pollinator gardens. Ensure sufficient parkland to create a sense of community for residents in taller buildings and encourage connection with other residents and the City.
- Tall buildings should be away from the lake and highway. Tall buildings should be spread out further along the 401 and lake and not clustered together to avoid heavy traffic, pollution, and congestion on roads.
- We do not want your 85 condos here!
- Locate tall buildings near transit hubs. Don't build condos on street corners that serve as entrances to limited access neighbourhoods (e.g. Kingston Road/Rougmount Drive, Whites & Granite, and north on Liverpool (above finch) to name a few).
- Mid and low rise buildings shouldn't just be a buffer, they should also be in these suburbs as well.
- Taller buildings should not be built close to homes.

Q8 - Which of the best practices for achieving lively streetscapes are most important?

Choose all that apply.

Other:

- Outdoor dining.
- Cover from sun/extreme heat, rain, and snow, so people can walk the streets and get shelter when surprising weather strikes.
- Limit these types of building to one specific area - the mall.
- Make the city walkable and bikeable.
- Landscaping, outdoor art and murals. Nice lighting.
- Broader walkways with seasonal patio pass for businesses.
- Podiums should not be a requirement of development. The design of developments such as those at the Tridel Discovery Place development with lawns and setbacks from major roads surrounding towers is much more human scale.
- Allow flexibility for design of ground floor buildings for developer to determine based on market conditions.
- Walkable areas (pedestrian zones).
- STOP BUILDING.
- Consider little plazas with coffee shops/restaurants with outdoor patios when not directly on a major road to make it more lively.



- Do not congest the roadways. Make parking a priority and have walking paths to encourage walking in new developments.
- Greenery. Encourage local volunteer garden groups for maintenance.
- Key practices for lively streetscapes include active frontages, pedestrian-friendly design, greenery, good lighting, and public art or amenities.
- Considerable, ample setback from traffic and noisy areas. Buildings must be set back much farther from roadways to permit ample area for pedestrian traffic and use. Landscaping and proper ongoing maintenance of trees, plants and flowers throughout the year to help "green" the areas.
- Require extensive landscaping between buildings.
- Need much more vegetation. Not hard surfaces.
- Again, seven storey buildings as in Europe.
- Build pleasant areas... even parks that exist do not have benches to rest not parking to get there.
- Reduce the use of cars in these areas. This transit problem is the most difficult logistical problem and may require deeper studies (e.g. UOIT or U of T) to consider possible options. To the extent that this problem is solved, Pickering could be a model for other cities. This problem would likely be addressed in stages.
- Wide sidewalks setback from the streets.
- Prioritizing transit beyond cars in an attempt to remove seas of parking space. Or finding more efficient ways to provide and limit parking. The amount of parking space currently required in the Kingston road corridor is going to be a major hinderance in terms of our ability to have lively, active space for people to stay and visit. There might(?) unironically be more parking space than residential areas and stores right now, in terms of square-footage occupied.

Q9 - Which of the best practices for achieving vibrant public spaces are most important?

Choose all that apply.

Other:

- For starters there should be a public square.
- Provide shelter from heat, rain, snow, strong winds, so that people can remain in the areas. Place benches opposite each other to encourage conversation and engagement. Provide arm rests on seats to assist those with sitting/rising difficulties.
- Plant trees.
- When the Santa Clause parade happened, we were stuck in traffic for over 30 minutes in what should have been a 2-minute drive. Please consider the taxpayers - i.e., your customers as a priority and stop making this city worse.
- Make walkable and bikeable.
- Little Parkettes are nice. But I also find having a big park with multi activity's is always the best. (Central Park, high park) When you have parks and roads for pedestrian uses like for



marathons/biking. Along with picnic spots and coffee spots. Having a big park that can connect to a city is key. It can be an escape for people.

- Landscaping and nice lighting.
- STOP BUILDING.
- Add transit.
- More green spaces.
- Have lots of lights and CCTV to discourage hangouts spots that attract violence.
- Again: Street food vendors and washrooms.
- Key practices for vibrant public spaces include accessibility, varied uses, comfort, safety, and engaging features like art or interactive elements.
- Stop allowing any building either business or domicile that have insufficient parking per capita. You are forcing cars to park on roadways, public spaces. This ultimately impedes residents from safe walking, impedes neighbourly interactions & destroys a community feeling.
- Reduce the number of general traffic lanes and reduce private vehicles. People are less likely to visit and stay in a place surrounded by massive streets and highways. The constant noise and air pollution by cars on 401 and Kingston Road makes it uninviting to anyone walking or sitting on benches.
- Support the use of these spaces with City-sponsored events.
- Require developers of large buildings (commercial and residential) to include public art on their sites.
- Parks.
- Keep roads and streets separate. See STROADS.
- Build hospitals and community centers with pools, and outdoor gyms, water parks...
- We should promote Canada Pickering and Ontario and limit emphasis on specific cultures from other countries or other things promoting diversity, which is leading to division, which is the opposite we want.
- Playgrounds, slash pads, multi-use paths, outdoor fitness equipment, community gardens, and open-air markets for local vendors and artisans.
- Encourage and build more culturally rich centres e.g. performance centre with impressive architectural design, art centres, international cultural centres, sports venues, museums, etc. This will provide activities for Pickering residents and attract others. Will attract professionals. Make better use of existing waterways as opportunities for natural heritage and foot/bike paths. This would make Pickering a desired place to work and live and make it a model for other similarly-sized communities. Build green pathways for mental and physical health, as well as wildlife corridors. Pickering planning should consider not only elements of living and working in the City but also the greater context of how the land that Pickering sits on operates as an ecosystem. Please consult with the Canadian Wildlife Service.
- If the City feels safe and not overcrowded, people will gather and be friendly. The current plans of multiple towers all along a single street is going to be counter-productive to

continuing to have a welcoming, safe and friendly community. The current plan will only lead to polarization of communities, heavy traffic, narrow roads, lack of ease in travelling in reasonable amount of time around the City, congestion, too many people in too small an area to be conducive to feeling comfortable.

- I stand FIRMLY OPPOSED TO OUTSIDE INFLUENCE IN THE FUTURE PLANS OF PICKERING.
- These are all a waste of taxpayer dollars with little to no one using them (for example - skate park at West Rouge CC - waste).
- Pickering needs a permanent place for outdoor concerts. Esplanade Park and Millennium Square are both inadequate.
- Being as smart and efficient with available land as possible. Favoring a high variety of cherished and useful spaces over a few things that sprawl and take up lots of land.

Q11 - What improvements would make the Official Plan maps easier to understand?

- The horizontal and vertical dashes are hard to pick out on the map. It would be easier to read if the street layer was removed.
- Too many categories and odd terms such as "nodes" corridors should be clearer in everyday terms.
- I can't tell what exists now vs what you want to do.
- In the online version, create layering to allow people to see individual land use options.
- A link to a satellite view to better understand what natural things are located on or near the property to be developed.
- Don't put 50-story towers along Kingston Road! This isn't Toronto, and people who have lived here and paid taxes here for years don't want it. The politicians and their developer friends are disgusting. People moved here to get away from this!
- Need more details.
- Clean it up and make the color coding easier to read and make it easier to find major roads such as Whites, Brock, etc.
- Make them easier to view, the website makes them difficult to find.
- Include Real-World References, Landmarks, and Features: Add physical landmarks, such as rivers, highways, and transit stations, to help users orient themselves. Imagery Integration: Overlay maps with satellite images or real-world visuals to clarify the connections between maps and reality.
- Fewer items/classifications.
- More interactive. Definitions of things such as low, medium, and high-density.
- Better use colour and their hues and get rid of the line patterns.
- Make cp, hs and dc circles solid as they are camouflaged in the map.



- I understand the above map showing current usage, but where does it indicated anticipated higher development?
- Definitions of the terms used.
- Lots of definitions. I see no compelling reason to change the overriding structure and policies of chapters one and two of the existing official plan, which is an urban and rural system within an overriding environmental system. Pickering needs to fully consider the recommendation (Five Ways Home) of the Alliance for a Livable Ontario. In 1995, the residents of Pickering and the Government of Ontario had “A Plan For Seaton,” which was for a compact community that maximized the preservation of the Natural Heritage System and preserved a maximum amount of agricultural land for future generations.
- Nothing it’s fine.
- More colours. Hard to see the difference in 5 purples.
- Use language the average person understands.
- Interactive, with the ability to zoom in and see specific parcels.
- Be able to enlarge areas to review.
- Current map is understandable if you concentrate and follow the colours. However, it is very busy. You could try to tell the story by using overlays. Start off with a blank map of Pickering with major roads, geography and major structures (i.e. nuclear plant, town centre) showing. Then provide overlays to show existing and proposed development.
- People taking the time to read and understand the maps on their own.
- Interactivity.
- Able to be in large to read better!
- Use more colours instead of 6 shades of pink.
- Maybe an addendum to explain what exactly these mean. For example, what is the difference between Low Density vs. Medium Density? Is it Population? size, both?
- Provide a single map to show the scale of city limits - smaller subdivisions of the area would follow.
- Need way more employment areas, less residential, and more roads/lanes.
- Add larger-scale plans that coordinate with the various wards of the City of Pickering.
- Stop building and leave Pickering alone. It used to be a nice place to live. However, its overpopulation and crime are ruining it.
- Proposed transit.
- Interactive.
- Nothing. It was easy to interpret.
- Having an interactive address searchable map.



- Break down into smaller areas so people can interpret easily and see exactly how it impacts each neighborhood.
- None.
- Easy to read.
- More colours fewer hash marks in a colour.
- Make it interactive so users can add/remove layers to allow a cleaner interaction with the map.
- Would be great to understand when reading it, where can be built mid-rise and high-rise to understand the impact on traffic and communities.
- Maybe don't rotate it.
- Use only solid colours. The hash marks and dotted lines are hard to tell apart.
- The map is easy to read. It's the legend that has terminology that needs clarification.
- Descriptions and clearer street layout.
- Include an explanation of what each heading or category means.
- Make the coloured legend clickable to see details on each.
- None.
- Make the maps much more clear. That map shown is difficult to understand.
- A little more colour instead of the same colour with lines would stand out more.
- Bigger.
- If they were generated through a multi-lingual translator. Lots of very intelligent new Canadians might be daunted at first.
- More colloquial terminology?
- Have maps that only have housing colors.
- Improvements to make Official Plan maps easier to understand include: Clear Legends: Use simple symbols and clear labeling. Color Coding: Apply distinct, intuitive colors for different land uses. Interactive Maps: Provide digital, zoomable versions with tooltips. Labels and Boundaries: Clearly mark neighborhoods, streets, and landmarks. Simplified Layouts: Avoid clutter by focusing on key information. User Guides: Include explanations for terms and map features.
- It took me 20 minutes. Granted I'm spatially challenged. But I'm retired. Consider the working people with families that agreed to do this survey. How much time can they devote? They'll simply exit out of time, frustration. C'mon this map isn't user friendly. I question this.
- The biggest improvements would be to reduce the number and amount of low-density areas and replace them with mixed-use areas. Also, reducing the massive parking lots



that stay empty most of the time would be great. The general employment area should also have mixed use and residential structures, so people are not forced to drive to work and can live near their workplace. This would reduce traffic and make people happier as they would not have to sit in traffic.

- There is a lot of info on one map.
- While it is easy to match colours with the various categories, there must be definitions of those categories to make sense of the map. There are far too many with little/no explanation of how they differ from each other.
- Larger scale.
- Too many categories. Not clear on the breakdown of some categories: ie what is prestige employment or what is the difference between local node and community node. Make simpler and focused on a particular issue or change.
- I see no Parks in Seaton only high schools!!!!
- Hashing for density is very hard to decipher. Colours are not helping. Why is Mixed Use such a different colour???
- There are far too many categories.
- The mapping is fine.
- Where are new schools and hospitals. Where are outdoor pools that are safe for kids?
- Bigger for more detail.
- Explain what the land use terms actually mean.
- Indicate the height of apartment buildings.
- More street detail when zooming in to better distinguish the perimeter of designated areas. I.e. when you zoom on a google maps more detail appears.
- What prevents future encroachment on agricultural and natural heritage areas?
- More simplified area map based onwards.
- More distinction between the lines for low, medium and high-density areas.
- Spreading the developments and not just limiting it to the Kingston Road corridor. That corridor is already used well - mixed-use, residential and commercial. The blocks north of the Kingston corridor up to Highway 7 should be utilized for more development. Spreading the developments rather than focusing on intensification of existing developed areas will spread traffic, reduce congestion, and provide safer commutes and neighborhoods. Please don't overcrowd the wonderful Kingston Road and Pickering City Center and make it a disaster to live in, like Scarborough. Don't ruin our peaceful Pickering.
- I stand FIRMLY OPPOSED TO OUTSIDE INFLUENCE IN THE FUTURE PLANS OF PICKERING.



- None.
- Maps of smaller regions or areas of the city, at a large scale. Perhaps fewer colours defining separate areas.
- Make them interactive. so when you click/touch an area, it can be expanded.
- Click or hover over a map location and have more details in a popup view.
- To be honest, the fact that I need to take time to find the medium and high density areas on this map is a bit of a joke to me. It's not that the map is hard to read, but it seems ridiculous that a city bordering Toronto still emphasizes so much low density as a whole. I'm not saying important agricultural areas etc need to be bulldozed, but the map overall still gives a really good idea of how inefficient with residential areas the city still is. You don't need to have crazy tall buildings everywhere to compensate. Having a lot of middle or moderate density areas can go a very long way as well while often looking a bit nicer in terms of suncover, integration with nature, etc. A relatively small amount of families (compared to the population as a whole), should not have exclusive easy access (commute distance) to one of the most important economic and employment centers in the country. I'm sorry, for me it's hard not to be angry and really care about this sort of thing, because I'm someone that's personally suffered from this unethical and unfair distribution of limited residential land in Pickering.