

PLANNING JUSTIFICATION REPORT

March 2023

ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION

Mattamy (Seaton) Limited &
Seaton TFPM Inc.

Part of Lots 21 and 22, Concession 5
City of Pickering

PREPARED FOR:

*Mattamy (Seaton) Limited &
Seaton TFPM Inc.*

KORSIAK | Urban
Planning

206-277 Lakeshore Road East
Oakville, Ontario, L6J 6J3
T: 905-257-0227 | www.korsiak.com

TABLE OF CONTENTS

1.0 INTRODUCTION	2
1.1 PURPOSE OF THE REPORT	2
1.2 SITE DESCRIPTION AND CONTEXT.....	2
2.0 PROPOSED DEVELOPMENT	6
3.0 POLICY FRAMEWORK.....	10
3.1 PLANNING ACT, R.S.O, 1990, c.P.13	10
3.2 PROVINCIAL POLICY STATEMENT (2020)	10
3.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE OFFICE CONSOLIDATION, (2020)	11
3.4 REGION OF DURHAM OFFICIAL PLAN.....	13
3.5 REGION OF DURHAM - DRAFT OFFICIAL PLAN	14
3.6 CENTRAL PICKERING DEVELOPMENT PLAN	15
3.7 PICKERING OFFICIAL PLAN.....	16
4.0 ZONING	29
5.0 URBAN DESIGN BRIEF	31
6.0 PLANNING OPINION	35

LIST OF FIGURES

FIGURE 1: AERIAL PHOTO

FIGURE 2 :NEIGHBOURHOOD 19 LANDS

FIGURE 3: DRAFT PLAN OF SUBDIVISION

FIGURE 4: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE - SCHEDULE A2 - A PLACE TO GROW CONCEPT

FIGURE 5: REGION OF DURHAM OFFICIAL PLAN - MAP A4 - REGIONAL STRUCTURE

FIGURE 6: CENTRAL PICKERING DEVELOPMENT PLAN - SCHEDULE 2: LAND USE

FIGURE 7: PICKERING OFFICIAL PLAN - MAP 3-B - CENTRAL PICKERING SEATON URBAN AREA NEIGHBOURHOODS

FIGURE 8: PICKERING OFFICIAL PLAN - SCHEDULE I - LAND USE STRUCTURE

FIGURE 9: PICKERING OFFICIAL PLAN - SCHEDULE II - TRANSPORTATION SYSTEMS

LIST OF APPENDICES

APPENDIX A: PLANNING ACT POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX B: PROVINCIAL POLICY STATEMENT POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX C: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX D: REGION OF DURHAM OFFICIAL PLAN POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX E: REGION OF DURHAM: ENVISION DURHAM DRAFT OFFICIAL PLAN POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX F: CENTRAL PICKERING DEVELOPMENT PLAN POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX G: DRAFT ZONING BY-LAW



1.0

INTRODUCTION

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Mattamy (Seaton) Limited and Seaton TFPM Inc. to prepare this Planning Justification Report in support of Zoning By-law Amendment and Draft Plan of Subdivision applications required to implement the Pickering Official Plan and permit development of the lands located north of Whitevale Road, south of Highway 407, and east of the future Sideline 22 road (Figure 1 – Aerial Photo), legally referred to as Part of Lots 21 and 22, Concession 5, City of Pickering (hereinafter the “subject lands”). Mattamy (Seaton) Limited and Seaton TFPM Inc. have retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed applications, as required following the Pre-Consultation on November 16, 2022, in support of the Zoning By-law Amendment and Draft Plan of Subdivision applications:

- Archaeological Assessment
- Functional Servicing Report and Stormwater Management Report
- Arborist Report
- Phase I & II ESA
- Traffic Impact Study
- Noise Study
- Geotechnical Report
- Archaeological Assessments Ltd.
- R.J. Burnside & Associated Ltd.
- R.J. Burnside & Associated Ltd.
- Pinchin Ltd.
- BA Group Ltd.
- YCA Engineering Ltd.
- Golder Associated Ltd.

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to support the proposed Draft Plan of Subdivision and associated Zoning By-law Amendment, for a community with residential, institutional, and open space uses. The report evaluates its merits in the context of the related planning policies of the Planning Act, Provincial Policy Statement, the Provincial Growth Plan, the Region of Durham Official Plan, the Central Pickering Development Plan, and the City of Pickering Official Plan.

1.2 SITE DESCRIPTION AND CONTEXT

The subject lands are located north of Whitevale Road, south of Highway 407 and straddling future Sideline 22 road, as shown on Figure 1 – Aerial Photo. The subject lands to be developed are vacant. The property has an area of approximately 19.69 hectares with frontage of approximately 150.3 meters on the future ‘Sideline 22’ road.

The subject lands are bordered by Natural Heritage System lands to the north, west, and east. Lands southwest of the future ‘Sideline 22’ road and south of the subject lands are part of the Phase 2 Mattamy (Seaton) Limited residential subdivision. With the lands to the west and south, the subject lands form a large contiguous portion of the Wilson Meadows Neighbourhood 19 (hereinafter “the sub-neighbourhood”), as defined by the Pickering Official Plan, and have been designed to complement and complete the additional sub-neighbourhood lands (Figure 2).



FIGURE 1 - Aerial Photo

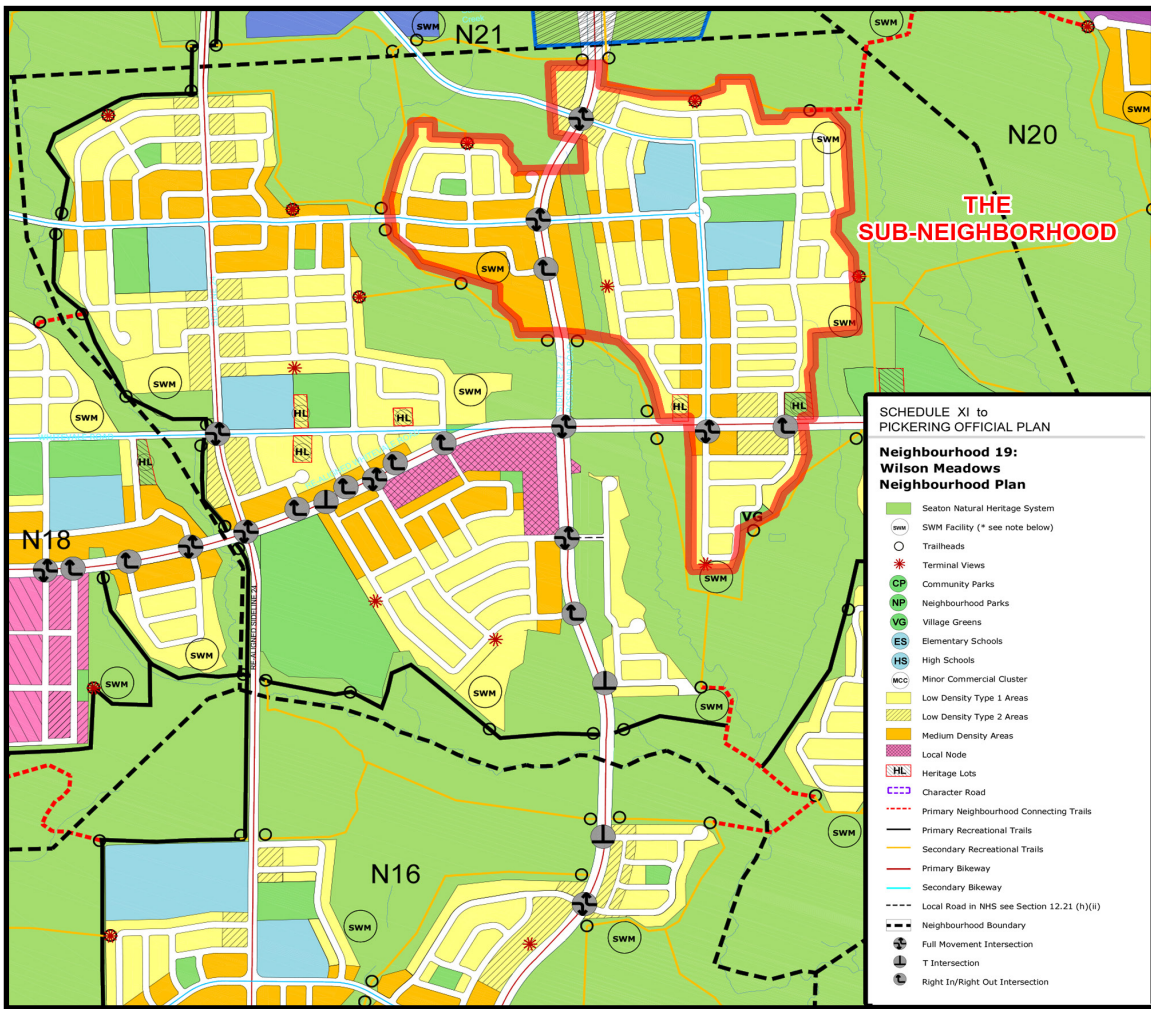


FIGURE 2 - Neighbourhood 19 Plans



2.0
PROPOSED
DEVELOPMENT

2.0 PROPOSED DEVELOPMENT

Mattamy (Seaton) Limited and Seaton TFPM Inc. are proposing to develop the property with residential, institutional and open space uses consistent with the Pickering Official Plan. As illustrated in Figure 3 – Draft Plan of Subdivision, the proposed development includes 218 single detached dwellings, 89 street townhouse units, 52 back-to-back townhouse units, 22 rear-lane townhouse, one Medium Density Residential block (subject to future development), one Elementary School block, one park block, and one Stormwater Management Pond. As illustrated in Figure 3, primary access to the proposed development is provided from the future ‘Sideline 22’ road. Additional connections are proposed to the south and west as per the Wilson Meadows Neighbourhood Plan.

As illustrated on Figure 3 – Draft Plan of Subdivision, the land uses are as follows:

Land Use	Number of Units	Area (Hectares)
Single Detached	218	6.74
Street Townhouse	89	1.76
Back-to-Back Townhouse	52	0.51
Rear Lane Townhouse	22	0.31
Medium Density Residential	TBD	0.87
Institutional	N/A	2.57
Parks & Trail Heads	N/A	1.06
Stormwater Management Facilities	N/A	1.68

Low Density Type 1					
Unit Type	Number of Units	Total Single & Semi-Detached	% of Single & Semi-Detached	Area (Hectares)	Overall Density (per Hectares)
Single Detached	205			6.31	
Street Townhouse	89			1.76	
Back-to-Back Townhouse	52			0.51	
Rear Lane Townhouse					
Total	346	205	59%	8.58	40 uph

Low Density Type 2					
Unit Type	Number of Units	Total Single & Semi-Detached	% of Single & Semi-Detached	Area (Hectares)	Overall Density (per Hectares)
Single Detached	3			0.13	
Street Townhouse					
Back-to-Back Townhouse					
Rear Lane Townhouse	22			0.31	
Future Condo Block	TBD			0.87	
Total				1.31	TBD

Low Density Total					
Unit Type	Number of Units	Total Single & Semi-Detached	% of Single & Semi-Detached	Area (Hectares)	Overall Density (per Hectares)
Single Detached	208			6.44	
Street Townhouse	89			1.76	
Back-to-Back Townhouse	52			0.51	
Rear Lane Townhouse	22			0.31	
Future Condo Block	TBD			0.87	
Total	TBD	208	TBD	9.02	TBD

Medium Density					
Unit Type	Number of Units	Total Single & Semi-Detached	% of Single & Semi-Detached	Area (Hectares)	Overall Density (per Hectares)
Single Detached	10	10	100*	0.3	33 uph
Street Townhouse					
Back-to-Back Townhouse					
Rear Lane Townhouse					
Total	10	10	100*	0.3	33 uph

*When evaluated in conjunction with Medium Density designation directly south, single detached units make up 15% of the unit count.

Elementary School Block

There is one Elementary School Block proposed within the development. The school block is 2.57 hectares in size, located along the southern border of the subject lands. Primary access to the school block is provided via the proposed collector road bordering the southern portion of the subject lands, located within the Phase 2 Mattamy (Seaton) Limited lands. The school block is located centrally within the sub-neighbourhood lands, as envisioned in the Wilson Meadows Neighbourhood Plan, to provide central access for all local residents.

Park Block

There is one Park Block proposed within the development. The park block is 0.98 hectares in total, located centrally along the southern border of the subject lands. The park block is aligned with the park block in the Phase 2 Mattamy (Seaton) Limited lands to form a 2-hectare

Neighbourhood park for the sub-neighbourhood. The park block has also been located east of the Elementary School Block to provide convenient access for the school.

Stormwater Management Ponds

There is one stormwater management (SWM) pond proposed within the development. The SWM pond is 1.68 hectares in size, located along the eastern border of the site. This pond will provide a natural transition to the adjacent Natural Heritage System, thereby protecting its long-term vitality.

Trails

The proposed development contains two trailhead blocks, one located to the north and one located to the northeast of the proposed development. These blocks are intended to facilitate direct access to the Natural Heritage System and associated Recreational Trails.



3.0
POLICY
FRAMEWORK

3.0 POLICY FRAMEWORK

3.1 PLANNING ACT, R.S.O, 1990, c.P.13

The Planning Act is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the Planning Act is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by Provincial policy, integrate matters of provincial interest into all planning decisions, encourage co-operation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plans, regulating and controlling land uses, the division of land, consultation requirements and other planning tools.

Planning Act policies applicable to the proposal are described in *Appendix A*.

The proposal has regard to the matters of Provincial interest under the *Planning Act* for the following reasons:

- The proposal protects the Natural Heritage System by locating compatible uses (stormwater management and residential) adjacent;
- The proposal directs growth to a Settlement Area and Designated Greenfield Area;
- The proposal makes efficient use of planned infrastructure and service upgrades;
- The proposal adds to the range and type of housing options in the City of Pickering to serve households of different sizes and incomes;
- The proposal connects to proposed roads to the south and west, and is compatible with adjacent lands;
- The proposal adds walkable recreational opportunities through the inclusion of a park and school, within an 800 meter radius of all lots;
- The proposal provides a road network supportive

of active transportation and future transit services, if available, and;

- The proposed development will provide a high-quality housing form that promotes a sense of place.

Plan of Subdivision s.51

The proposed Plan of Subdivision was evaluated under Section 51 (24) of the *Planning Act* and satisfies the necessary considerations for a draft plan of subdivision for the following reasons:

- The proposal has regard to matters of Provincial interest by ensuring the orderly development of the community, adding to the available housing, and promoting a well-designed built form;
- The proposal is not premature as it is located within a Settlement Area that is identified for growth;
- The proposal meets the intent of the City of Pickering Official Plan and connects to the proposed road network;
- The proposal facilitates the development of a park and school to ensure necessary services are provided to meet the needs of the community;
- The proposal facilitates the development of a stormwater management pond (SWM) to meet the servicing needs of the community;
- Adequate public services exist or are planned to service the proposed development; and,
- The proposal makes efficient use of land, infrastructure and services.

3.2 PROVINCIAL POLICY STATEMENT, 2020

On February 28, 2020, the Government of Ontario released the Provincial Policy Statement (PPS) 2020, which is part of the government's plan to build healthier, safer and more affordable communities. The

PPS 2020 contains new policies across five themes: Increasing Housing Supply and Mix; Protecting the Environment and Public Safety; Reducing Barriers and Costs; Supporting Rural, Northern and Indigenous Communities; and, Supporting Certainty and Economic Growth. The PPS 2020 came into full force and effect on May 1, 2020.

The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians. The PPS contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment.

PPS policies applicable to the proposal are described in *Appendix B*, including: Section 1.1 for ‘Development and Land Use Patterns’ and ‘Settlement Areas’; Section 1.3 for ‘Employment’; Section 1.4 for ‘Housing’; Section 1.5 for ‘Public Spaces, Recreation, Parks, Trails and Open Space’; Section 1.7.1 for ‘Long-Term Economic Prosperity’; Section 1.8.1 for ‘Energy Conservation, Air Quality and Climate Change’; and Section 2.1 for ‘Natural Heritage’.

The proposed development conforms with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development adds to the range and mix of dwelling types in the City of Pickering;
- The proposed development promotes cost effective and efficient development patterns through proposed connections to properties east, west and south of the subject lands;
- The proposed development is within a defined

Settlement Area;

- The proposal establishes a mix of densities through a range of housing options that efficiently uses land, infrastructure and public service facilities;
- The proposal provides employment opportunities through the inclusion of an Elementary School;
- The proposed development recognizes the importance of the NHS by locating compatible land uses adjacent; and
- The proposed development provides medium-density residential uses in proximity to a park, school, and active transportation network to support the achievement of healthy and active communities.

3.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (OFFICE CONSOLIDATION 2020)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (the ‘Growth Plan’), Office Consolidation (2020), came into full force and effect on August 28, 2020. This plan provides the framework for implementing Ontario’s vision for building stronger, more prosperous communities by more effectively managing growth in the Greater Golden Horseshoe Region to 2041. The Growth Plan establishes a long-term structure for where and how the region will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity, and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject site is located within the 'Settlement Area' and is within the 'Designated Greenfield Area' on Schedule 2 - A Place to Grow Concept (Figure 4). The Growth Plan policies that apply are further described in Appendix C, which includes: Section 1.2.1 'Guiding Principles', Section 2.2.1 'Managing Growth', Section 2.2.5 'Employment', Section 2.2.6 'Housing', and Section 2.2.7 'Designated Greenfield Areas'.

The proposed development conforms to the aforementioned policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The proposal is located within a Settlement Area as defined by the Growth Plan;
- The proposal provides a mix and range of low and medium density residential uses, institutional uses and open spaces, thereby making efficient use of land and infrastructure;



FIGURE 4 - Growth Plan for the Greater Golden Horseshoe - Schedule 2 - A Place to Grow Concept

The Regional policies applicable to this proposal are further described in Appendix D, which include Section 1: Basis, Goals and Directions, Section 4: Housing, Section 5: Cultural, Health and Community Facilities, and Infrastructure, Section 7: Regional Structure, Section 8: Urban System and Section 13: Specific Policy Areas.

The proposed development conforms to the aforementioned policies of the Region of Durham Official Plan for the following reasons:

- The proposed development efficiently utilizes land through a mix of residential, institutional and open space uses;
- The proposed development provides a mix of uses, thereby supporting the goal of creating health and complete sustainable communities;
- The proposal includes a centrally located elementary school block, providing residents a community facility to meet the existing and future needs of the Region;
- The proposal contributes to the creation of a complete community by providing employment opportunities through the inclusion of an Elementary School;
- The proposal protects the natural environment by locating compatible uses adjacent to the Natural Heritage System;
- The proposed development adds to the mixture of housing within the Urban Area to satisfy the social and economic needs of present and future residents;
- The proposal will help achieve the goals for population and household numbers outlined under Section 7.3.3; and
- The proposal has consideration for the Central Pickering Development Plan, as directed by the Regional Official Plan.

3.5 ENVISION DURHAM - DRAFT OFFICIAL PLAN

In May 2018, the Region of Durham began the Municipal Comprehensive Review (MCR) Process. Envision Durham includes the release of a new Regional Official Plan, which was released for review in February of 2023. Although the new Regional Official Plan is not yet in effect, the policies are included within this report as they reflect the future vision and proposed direction of the Region, therefore they have been included in this report.

The Development Plan policies applicable to this proposal are further described in *Appendix E*.

The proposed development conforms to the aforementioned policies of Envision Durham for the following reasons:

- The proposed development contributes to the creation of a complete community through a mix of land uses;
- The proposal will aid in reaching the population, employment and household numbers outlined in Figure 1 and in Section 5.6.3;
- The proposed development provides an Elementary School in an appropriate location to support the daily needs of residents;
- The proposed development adds to the range of housing options within the Region;
- The proposed development protects the natural environment while respecting it as an interconnected system;
- The proposed development provides a compact and efficient land use pattern that contributes to the creation of a complete community; and
- The proposed development provides appropriate density to support future transit and utilize infrastructure and public service facilities.

3.6 CENTRAL PICKERING DEVELOPMENT PLAN

The Central Pickering Development Plan, released in August 2012, provides a vision for Central Pickering as a sustainable urban community in Seaton integrated with the Duffins Rouge Agricultural Preserve and extensive Natural Heritage System. The Plan applies to the lands generally bound by the CPR Belleville Line in the South, Sideline 16/Pickering-Ajax boundary in the east, Highway 7 in the north and the York-Durham Town Line in the West. The lands are located entirely within the City of Pickering and Region of Durham. As shown on Schedule 2: Land Use (Figure 6), the subject lands are designated ‘Low Density Area’ and ‘Medium Density Area’.

The Development Plan policies applicable to this proposal are further described in Appendix F, which include Section 2 – Goals; Section 4.1 – Natural Heritage System; Section 4.4 – Social, Institutional, Open Space and Recreational Facilities; Section 4.5 – Transportation Network, Section 4.7 – Employment; and Section 4.8 – Housing and Mixed Use.

The proposed development conforms to the aforementioned policies of the Central Pickering Development Plan for the following reasons:

- The proposed development provides active linkages between the Urban System and Natural Heritage System through multiple trailheads;

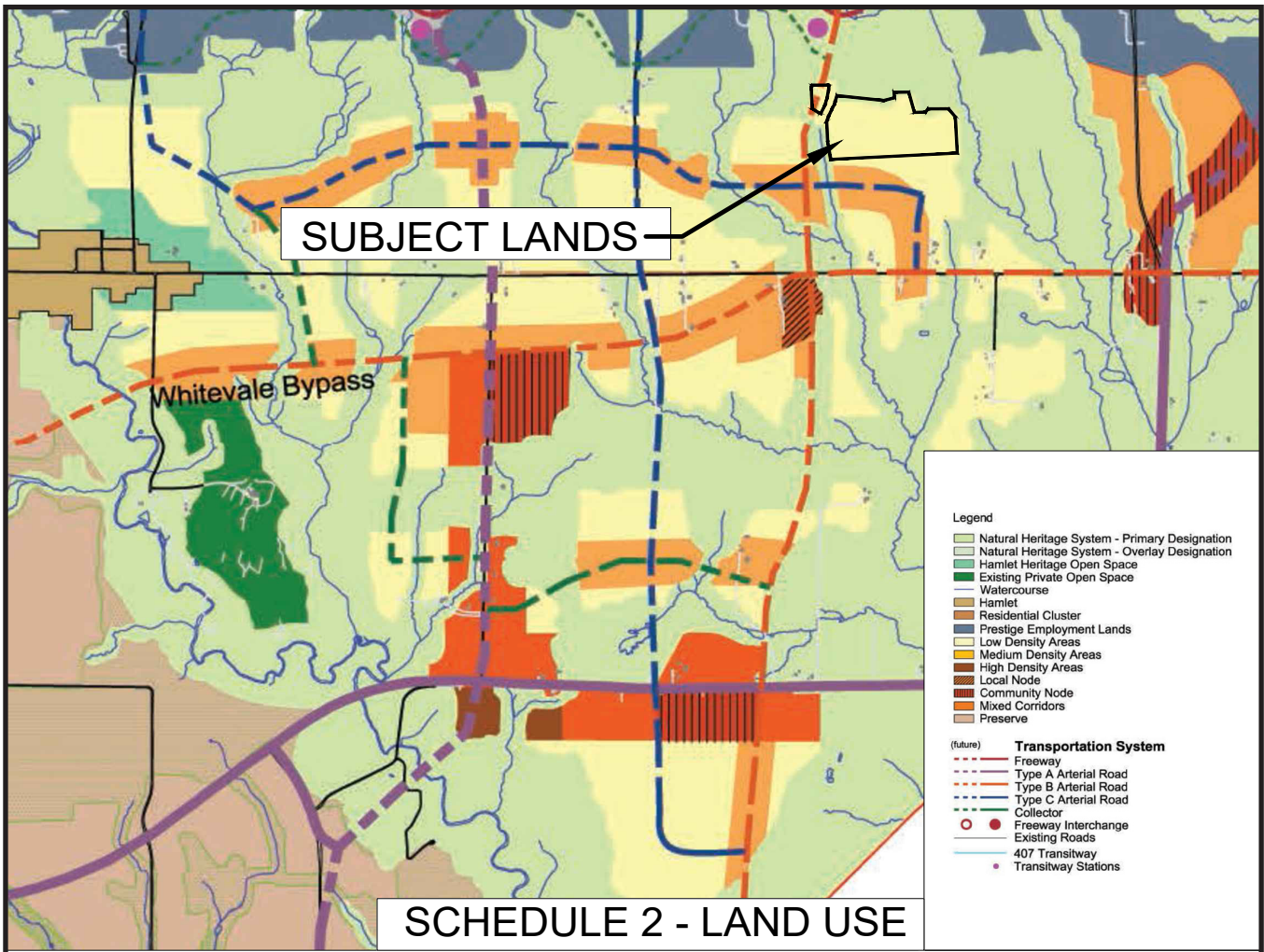


FIGURE 6 - Central Pickering Development Plan - Schedule 2: Land Use

- The proposed development respects the Natural Heritage System by location stormwater management and residential uses adjacent, ensuring compatible protection;
- The proposed development provides multiple physical connections to the NHS, providing ease of access to educational and recreational opportunities;
- The proposed development provides employment opportunities for residents through the inclusion of an Elementary School, contributing toward the balanced population/employment ratio outlined by this Plan;
- The proposed development employs a modified grid road network, placing the majority of residents within a five minute walk of neighbourhood amenities and a transit route;
- The proposal provides a range of housing opportunities to meet the needs of existing and future residents;
- The proposal achieves a compact neighbourhood structure with appropriate density to support future transit; and
- The proposed development respects the unique landscape of the lands by utilizing variations in the design of blocks, streets and lots to protect and integrate the surrounding NHS and achieve a distinct neighbourhood character.

3.7 PICKERING OFFICIAL PLAN

The Pickering Official Plan, Edition 9, was released in March 2022. The Plan provides a vision for the City of Pickering, identifies how the vision can be achieved and presents city policies in order to guide development to fulfill this vision. The Official Plan provides further direction from the Central Pickering Development Plan for the Central Pickering/ Seaton

Area, through additional detailed policies and land use schedules. The subject lands are located within the ‘Seaton Urban Area’, in ‘Neighbourhood 19: Wilson Meadows’, as shown on Map 3-B – Central Pickering Seaton Urban Area Neighbourhoods (Figure 7).

As shown on Schedule I – Land Use Structure (Figure 8), the subject lands are designated ‘Urban Residential Areas’, broken down into ‘Low Density Areas’ and ‘Medium Density Areas’, surrounded by the Seaton Natural Heritage System. Sideroad 22/Rosland Road is identified as a ‘Future Type B Arterial Road’ serving as a ‘Transit Spine’ on Schedule II – Transportation Systems (Figure 9).

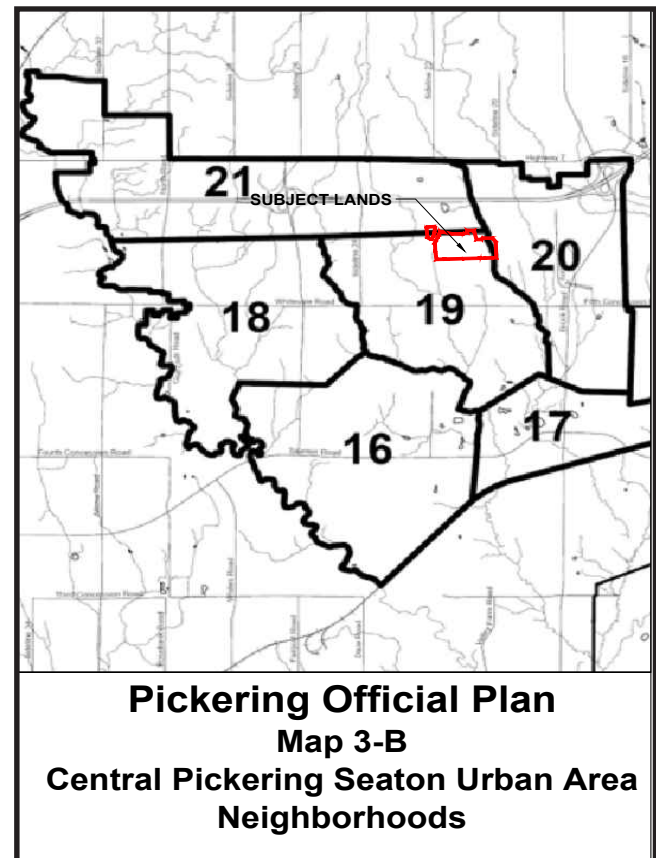


FIGURE 7 - Map 3-B - Central Pickering Seaton

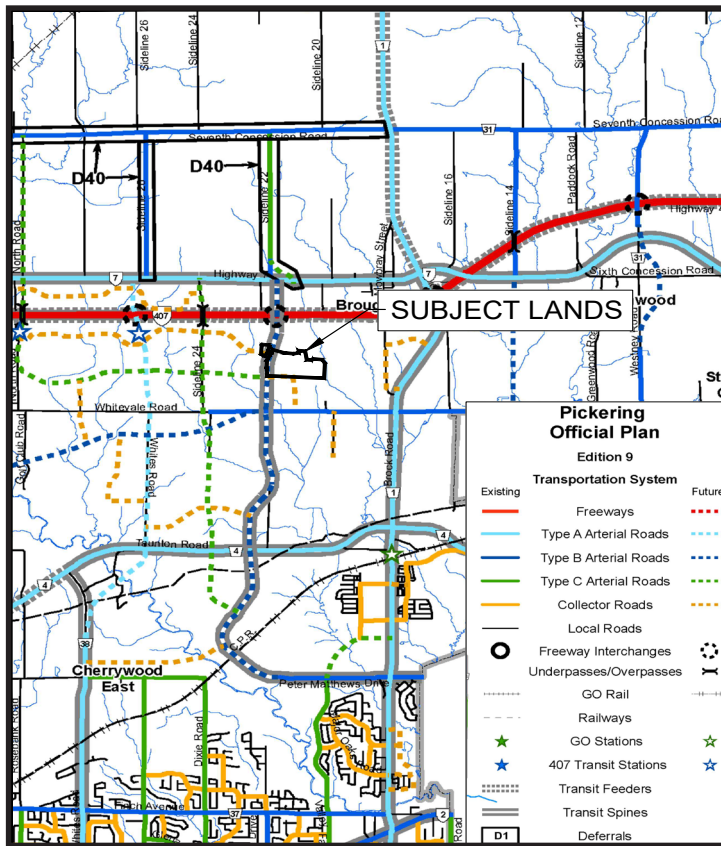


FIGURE 8 - Pickering Official Plan - Schedule I - Land Use Structure

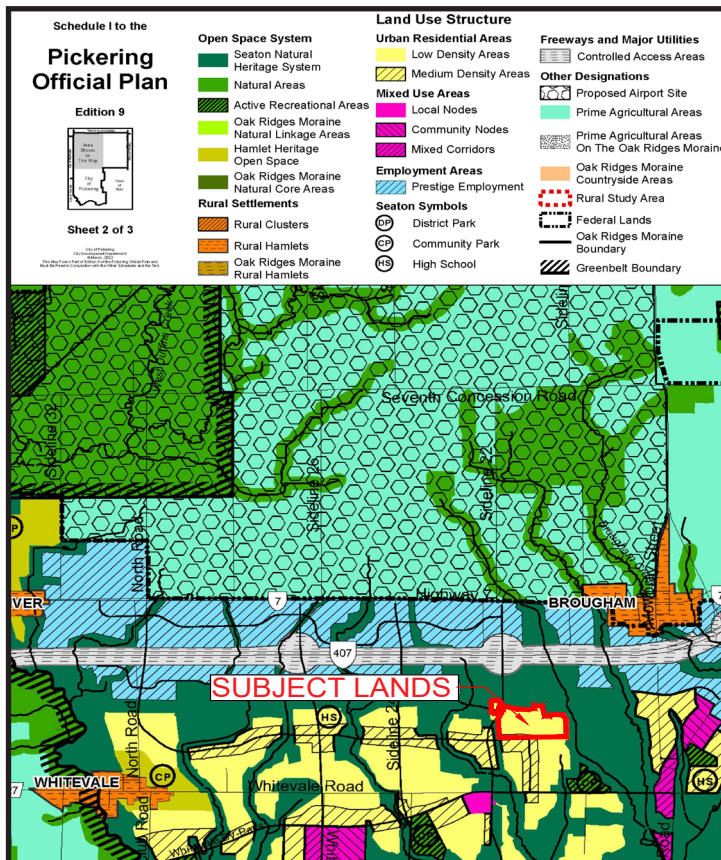


FIGURE 9 - Pickering Official Plan - Schedule II - Transportation Systems

The Pickering Official Plan policies applicable to this proposal include the following:

Part 1 - Principles and Framework

Chapter 2 - The Planning Framework

Pickering's Ecological System

2.3 City Policy - Ecological Goods

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

- c. To protect the health and integrity of Pickering's ecological processes, functions, cycles and systems; and*
- e. To involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the ecological system.*
- 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; and*
- The systems-based approach establishes a connected and integrated system of natural core areas and linkages.*

Pickering's Urban System

2.6 City Policy - Urban Goals

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;*
- 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.*

2.7 City Policy - Urban System

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 the 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; and*
- g. Improve the physical design of neighbourhoods, streets and 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 [...]:

- b) 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.*

2.8 City Policy - Urban System Areas

- For planning purposes, City Council shall consider the following areas as Pickering's urban system:*
 - i) 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.*

Seaton Urban Area

- 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 Area.
- The Central Pickering Development Plan identified 15 separate residential neighbourhoods and a larger employment area along both side 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.

2.12 City Policy - Sustainable Principles

- 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;
- e) Provide for a range of housing types and densities that meet the needs of a diverse population; and
- f) Protect the Seaton Natural Heritage System and integrate it into the neighbourhoods.

2.13 City Policy - Seaton Urban Area Population and Employment

- City Council supports:
 - i) 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 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.

Seaton Urban Area Neighbourhoods	2031 Population
19 Wilson Meadows	15,000

The proposed development makes efficient use of infrastructure, land and services through a mix of uses and through densities that achieve and surpass the minimum required densities for Low Density and Medium Density Areas. These appropriate densities will locate residents near a school and parkland and provide convenient access to these locations through a modified grid network that supports transit, cycling and walking as suitable alternatives to private automobile use. In addition, the proposed development focuses much of the proposed density along and within close proximity to Sideline 22, a future Transit Spine, thereby supporting future public transit services.

Part 2 - Strategic Policies

Chapter 3 - Land Use

3.2 City Policy - Land Use Objectives

- *City Council shall:*
 - 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 designed Mixed Use Areas, and Employment Areas; and

- g) *Protect the significant and sensitive natural resources within and outside the City's Natural Heritage System from inappropriate land uses and activities.*

Urban Residential Areas

3.9 City Policy - Urban Residential Areas

- *City Council:*
 - a) *Shall recognize as Urban Residential Areas on Schedule 1, those areas in the City intended primarily for housing and related uses and activities, including group homes and home occupations; and*
 - 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.*

Designation	Permissible Uses [...]
<i>Urban Residential Areas</i>	<i>Residential uses, home occupations, limited offices serving the area, and limited retailing of good and servicing serving the area; Community, cultural and recreational uses; Community gardens; Farmers' markets; Compatible employment uses, and compatible special purpose commercial uses serving the area.</i>

Residential Area Subcategory	Maximum and Minimum Net Residential Density (in dwellings per net hectare)
<i>Low Density Area</i>	<i>Up to and including 30</i>
<i>Medium Density Area</i>	<i>Over 30 and up to and including 80</i>
<i>High Density Area</i>	<i>Over 80 and up to and including 140</i>

The proposed development respects the Urban Residential Areas designation by proposing appropriate uses within this development, as generally envisioned by the Wilson Meadows Neighbourhood Plan. The proposal also increases the intensity of residential land uses in appropriate locations, while recognizing and maintaining the desired character for the Wilson Meadows residential neighbourhood. As previously mentioned, the proposed development achieves and surpasses the minimum density desired for each residential area subcategory, as further outlined in Section 11.2, discussed below.

Chapter 4 - Transportation

4.2 City Policy - Transportation Objectives

- *City Council shall:*
 - b) *Use existing and future transportation infrastructure efficiently;*
 - e) *Gradually shift the City's transportation focus to an increased north south orientation while recognizing a strong east west orientation will continue; and*
 - f) *Establish a logical network of roads that, where warranted, facilitate connections within and between neighbourhoods, using Kingston Road as the City's main street.*

4.4 City Policy - Integrated Transportation Systems

- *City Council [...] 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) *iGO 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) *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.*

4.6 City Policy - Transit

- *City Council shall:*
 - b) *Recognize Type A, Type B and Type C Arterial Roads as described in the Durham Regional Official Plan, wherein:*
 - ii) *Type B Arterial Roads: are designed to carry moderate volumes of traffic at moderate speeds, within a municipality; have some restrictions; and generally have a right-of-way width ranging from 30 to 36 meters.*
 - c) *Recognize the following municipal road categories, wherein:*
 - ii) *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 right-of-way width ranging from 20 to 22 meters; 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 meters, with the exception of local roads serving industrial properties which may have a right-of-way up to 23 meters.*

The proposed development works to achieve the City's desired shift to a north/south transportation orientation by focusing density along Sideline 22, the Type B Arterial Road within the neighbourhood. This density focused around and within close proximity to Sideline 22, supports the future transit service on the identified Transit Spine. The development also features a modified grid network that directs traffic off of collector and local roads towards Arterial roads.

Chapter 6 - Housing

6.2 City Policy - Housing Objectives

- *City Council shall:*
 - a) *Encourage housing opportunities that respond to the existing and future needs and characteristics of the population;*
 - 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.*

The proposed development adds to the range of housing types by including multiple housing forms; single detached, street townhouses, back-to-back townhouses, and rear lane townhouses. The proposal also includes a medium density residential block, anticipated to be of condo tenure, that will further expand the range of housing. This mix of housing types will provide opportunity to serve all sizes, incomes and ages of households.

Chapter 7 - Community Services

7.2 City Policy - Community Service Objectives

- *City Council shall:*
 - a) *Recognize the important role of community services, programs, parks and other facilities play in meeting the evolving needs of the community; and*
 - b) *Promote a suitable distribution of community services, programs and facilities across the City to serve residents, workers and visitors.*

7.4 City Policy - Integrating Community Services and Land Use Planning

- *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; and*
 - c) *The potential sites and locations of required community uses and services, parks and other facilities.*

7.7 City Policy - Connected System of Parks, Trails and Greenspace

- *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.

The proposal includes community services to meet the needs of the community. The proposed park is located centrally to provide convenient access to all residents of the neighbourhood. Combined with the park in the development to the south, the Phase 2 Mattamy (Seaton) Limited lands, the proposed park will form a Neighbourhood Park. The proposed development also includes lands for an Elementary School, serving the long term needs of the neighbourhood and Seaton Urban Area. In addition, the inclusion of multiple trail heads ensures a connected system of greenspaces is maintained, while providing ease of access to the NHS trail network for recreational and activity uses. The important role of the NHS has been considered within the context of this development to ensure it can provide both passive and active recreation to residents.

Chapter 9 - Community Design

9.1 City Policy - Community Design Goal

- *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 employment, comfort and safety for all users, and evoke a desirable image and sense of place for the City.*

9.2 City Policy - Community Design Objectives

- *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; 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.*

The proposal achieves development at various densities, while providing a built environment that offers comfort and safety for all users. The proposed development also utilizes a modified grid network to support transit systems and provide efficient and easy movement for pedestrians and vehicles. Access to the central park and Elementary school are provided via this modified grid network, providing convenient access from all directions. In addition, the development recognizes the sensitive nature of the NHS located around the neighbourhood. The development proposes uses with limited impact

adjacent to the NHS, thereby protecting it and ensuring its ongoing role within the neighbourhood and City as a whole.

Chapter 11 - Seaton Urban Area

11.1 City Policy - Walkable, Transit Supportive Neighbourhoods

- *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;*
 - c) *Create a walkable and transit-supportive community from the earliest stages of development by establishing a minimum density for residential development 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 features, 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; and

- i) *Establish physical connections and associations with the Natural Heritage System to provide education and recreational opportunities.*

11.2 City Policy - Residential Density

- *City Council shall:*
 - 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 an including 40; and*
 - ii) *Medium Density Area: over 40 and up to an including 80.*

11.10 City Policy - Street Grid Permeability, Connectivity & Block Length

- *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; and*
 - d) *Require draft plans of subdivision to provide for a range of lot sizes to encourage a variety of housing types and sizes.*

11.13 City Policy - Parks Hierarchy

- *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 neighbourhoods. The hierarchy is as follows:*
 - c) *Neighbourhood Parks – Neighbourhood Parks as identified in the Neighbourhood Plans which shall:*
 - i) *Be accessible and generally centrally located for residents within a 400 to 800 meter radius (5 to 10 minute walk);*
 - ii) *Have a size of approximately 1.5 hectares to 1.8 hectares; and*
 - iii) *Have road frontage on a minimum of two sides, where possible.*
 - 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.*

11.17 City Policy - Transit, Cycling and Pedestrian Supportive Urban System

- *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;

- e) *Link roads with trails to create an integrated pedestrian system and promote pedestrian use;*
- k) *Promote the development of a livable, transit-oriented community with mixed use and higher density development along designated transit spines; and*
- l) *Develop a street structure based on a modified grid that provides a high degree of permeability, access to key open space, community and commercial locations and supports pedestrian and bicycle movements.*

11.31 City Policy - Opportunities for Job Creation [...]

- *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; 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.*

11.46 City Policy - Housing Types and Densities

- *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;*

11.47 City Policy - Mix of Housing

- *City Council shall require a mixed of housing be planned for the Seaton Urban Area 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 [...].*

11.56 City Policy - Development Adjacent to the Seaton Natural Heritage System

- *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; and*
 - c) *The road pattern shall utilize terminal views at the ends of prominent streets, and where appropriate, windows streets to reinforce the importance of the Seaton*

Natural Heritage System. Trailheads and other public open spaces shall be positioned at the ends of streets that terminate at the Seaton Natural Heritage System.

11.59 City Policy - Trailheads

- *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.*

The proposed development achieves and surpasses the minimum density desired for each residential area subcategory, as outlined in Section 11.2. The proposal also focuses higher densities along and within close proximity to Sideline 22, identified as a Transit Spine, to support future public transit. This density and focus in appropriate locations will thereby achieve a walkable and transit supportive neighbourhood. The proposed development also includes employment opportunities through the inclusion of a school, thereby supporting the population/employment ratio balance desired by the City. The development employs a modified grid street network that provides connectivity, permeability and access to key locations. These key locations, the school and park, have been centrally located to provide convenient access and meet the open space and recreational needs of residents. The proposal provides approximately half of a Neighbourhood Park in partnership with the Phase 2 Mattamy (Seaton) Limited lands. The development also employs trailheads as gateways into the NHS, linking the community to a source of passive and active recreation. In addition, the proposed development respects the limits of the NHS by varying blocks and street orientations, while continuing to utilize a grid street network to facilitate connectivity.

Part 3 - Neighbourhoods and Settlements


Neighbourhood 19 - Wilson Meadows

12.21 City Policy - Wilson Meadows Neighbourhood Policies

- *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 Areas as per Section 11.2, but consist primarily of single and semi-detached housing forms; and*
 - 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 comprise no more than 50 percent of all unit types within the subcategory designation.*
- *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; and*
- *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 space in order to promote walkability and connectivity.

As previously mentioned, the proposed development achieves and surpasses the minimum density desired for each residential area subcategory, as outlined in Section 11.2. The Low Density Type 2 lands are anticipated to yield 44 units per hectare including the Future Medium Density condo block, bringing the overall Low Density area to 40.8 units per hectare. While the Medium Density designation on this property is small, it can be evaluated with the Phase 2 lands to the south and west on the composite plan. The proposal also focuses density in appropriate locations, specifically along Sideline 22, identified as a Transit Spine, to support future public transit. The development also limits the number of full movement intersections on Sideline 22, with a single major intersection included to facilitate connectivity, while reducing traffic issues.



4.0 ZONING

4.0 ZONING

Existing Zoning

The subject lands are zoned Agriculture (A) in Seaton Zoning By-law 3037, as per Section 1.2. As such, in order to implement the Official Plan, a Zoning By-law Amendment is required to permit the proposed development and add the subject lands under the Seaton Zoning By-law 7364/14.

Proposed Zoning

The proposal seeks to amend the Zoning By-laws to rezone the subject lands to Low Density Type 1 (LD) Zone, Low Density Type 1 – Townhouse (LD1-T) Zone, Low Density Type 2 – Multiple (LD2-M) Zone, Medium Density – Detached & Semi (MD-DS) Zone, Community Use (CU) Zone, Stormwater Management (SWM) Zone, Open Space (OS) Zone, and Natural Heritage System (NHS) Zone, to implement the Pickering Official Plan. The proposed locations of each zone are outlined in the draft amending zoning by-law, which is appended as Appendix G.



5.0
URBAN DESIGN
BRIEF

5.0 URBAN DESIGN BRIEF

The vision, land use structure, neighbourhood plan, street network and development block design, and open space system have already been evaluated above in the context of the Pickering Official Plan. The 2011 Seaton Sustainable Place-Making Guidelines “provide a greater level of guidance on urban design and sustainability performance measures and benchmarks” and are explored below:

Section 3.1 Street Network and Development Block Design

Section 3.1.1 Block Design

3.1.1.1 *Requires a modified grid street pattern with a high degree of permeability and connectivity.*

A modified grid system is proposed to provide permeability and connectivity.

3.1.1.2 *Indicates that block lengths are to be generally in the range of 150-250 metres.*

The proposed blocks generally fall within this range.

3.1.1.3 *Residences are to be within 200-400 metres of a village green.*

There is no village green within this subdivision. However, passive opportunities are provided by the stormwater management pond block, trailheads, and elementary school yard.

3.1.1.4 *Residences are within a 400-800 metre radius of a neighbourhood park.*

A neighbourhood park is shared over the south property boundary and totals 2.0 hectares, exceeding the Official Plan size requirement.

3.1.1.5 *Residences are within an 800 metre walking distance to retail and commercial services.*

The proposed development is not within 800 metres, however there are road connections to the development to the south with live-work towns. Sideline 22 will be a transit spine and can take residents elsewhere for other services.

3.1.1.6 *Development designed to minimize visual impact of long blocks.*

Variation in models will be used to minimize the appearance of long blocks.

3.1.1.7 *Maximum length of rear lanes is 180 metres.*

Lane A and the anticipated lane in the future Medium Density condo block meet this restriction.

3.1.1.8 *Lots in a block may front onto public open space.*

None proposed.

3.1.1.9 *Development designed to minimize visual impact of long blocks.*

Variation in models will be used to minimize the appearance of long blocks.

3.1.1.10 *Applies to hybrid local roads.*

Not applicable.

3.1.1.11 *Rear lanes or private drives encouraged in mixed use areas.*

Not applicable.

3.1.1.12 *Minimize use of cul-de-sacs.*

No cul-de-sacs are proposed. An expanded elbow design is used to increase frontage for pie-shaped lots, however the street is otherwise a 90-degree turn.

3.1.1.13 *Street and block alignments for grade-related units designed within 25 degrees of geographic east-west.*

With the exception of blocks following non-residential land uses (i.e. the school block and stormwater management pond), the blocks and streets are aligned east-west.

3.1.1.14 Protection of significant hedgerows in public open space.

Not applicable.

3.1.1.15 See Section 3.3 for guidelines adjacent to Natural Heritage System.

Section 3.1.2 Public Pedestrian Walkways

3.1.2.1 Width of 3.0-6.0 metres.

The proposed walkways and trailhead connections are at least 6 metres wide.

3.1.2.2 Design based on CPTED.

Walkways and trailhead connections have been designed as straight blocks to ensure clear sight lines.

Section 3.1.3 Streets

The right-of-way cross-sections are consistent with the roads proposed on the draft plan.

Section 3.1.4 Streetscape Elements

Sidewalks

Seaton right-of-way standards were used in the design of the road network.

Street Trees

Guidelines will be reviewed at the detailed design stage.

Street Furniture

Not applicable.

Utilities

Guidelines will be reviewed at the detailed design stage.

Pedestrian Crossings

Guidelines will be reviewed at the detailed design stage.

On-Street Parking

A parking plan has been prepared as part of the draft plan submission.

Section 3.2 Transit Supportive/Active Transportation Infrastructure

Section 3.2.1 Transit Network

Sideline 22 will be a transit spine, and residents will have access to Sideline 22 via Street 1/8.

Section 3.2.2 Cycling Network

Not applicable.

Section 3.2.3 Pedestrian Systems & Trails Network

Trailheads have been provided of sufficient size. One trailhead was relocated for efficiency of land when combined with a servicing block. The design of these trailheads will be explored at the detailed design stage. The trails themselves are located outside of the subject property.

Section 3.3 Natural Heritage System

3.3.1 Physical barriers to be considered where access and encroachment are to be restricted.

Guidelines will be reviewed at the detailed design stage.

3.3.2 Homeowner Pamphlet as a condition of draft approval.

This will be prepared ahead of sales.

3.3.3 Non-residential buildings

Not applicable.

Section 3.4 Parks

3.4.1 General Guidelines

Guidelines will be reviewed at the detailed design stage and design of the neighbourhood park will be coordinated with the Phase 2 lands to the south.

3.4.4 *Neighbourhood Park*

The neighbourhood park has two public road frontages, and a pedestrian walkway connection on the north side. The park will be designed as part of detailed design and in coordination with the development to the south.

3.4.7 *Trail Head*

The proposed trail heads have been designed to meet the design criteria applicable at the plan of subdivision level of design, on a local road, and adjacent to a stormwater management pond where applicable.

3.4.10 *Stormwater Management Facilities*

The stormwater management pond has been located adjacent to the Natural Heritage System, and a trailhead is provided in conjunction with pedestrian access to the pond block.



6.0
PLANNING OPINION

6.0 PLANNING OPINION

The proposed Zoning By-law Amendment and Draft Plan Redline Revisions are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan for the Greater Golden Horseshoe, the Region of Durham Official Plan, Central Pickering Development Plan and the Pickering Official Plan;
2. The subject property is located within a Settlement Area and Designated Greenfield Area, along a future Transit Spine/Corridor, and will help to achieve the minimum density targets identified by the Province, Region and City;
3. The primary elements of the draft plan are generally consistent with the Pickering Official Plan Wilson Meadows Neighbourhood Plan;
4. The proposal provides a range and mix of housing options in the form of low- and medium-density development;
5. The proposed development provides employment opportunities through the inclusion of an Elementary School;
6. The proposed densities are consistent with those required in the Pickering Official Plan;
7. The proposed development makes efficient use of existing and planned hard and soft services;
8. The proposed development includes an elementary school, parkland, and SWM pond providing community amenities and services;
9. The NHS is protected by appropriate neighbouring land uses;

10. The density of development and road fabric is supportive of transit use and active transportation; and
11. The modified grid street network will support transit systems and provide efficient and easy movement for pedestrian and vehicles, connecting residents to park space and the surrounding Natural Heritage System and trail network.

Respectfully submitted,

KORSIAK URBAN PLANNING



Constance Ratelle, MPlan, RPP

APPENDICES

APPENDIX A: PLANNING ACT EXCERPT

The following sections and policies of the Planning Act are applicable to this proposal:

Provincial Interest

Section 2 of the Planning Act establishes matters of provincial interest which decision makers shall have regard to when making decision on planning applications and carrying out their responsibilities under the Act. Section 2 of the Planning Act states:

The minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- d. The protection of ecological systems, including natural areas, features and functions;
- e. The supply, efficient use and conservation of energy and water;
- f. The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g. The minimization of waste;
- h. The orderly development of safe and healthy communities;
- i. The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- j. The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- k. The adequate provision of a full range of

housing, including affordable housing;

- l. The protection of the financial and economic well-being of the Province and its municipalities;
- m. The coordination of planning activities of public bodies;
- n. The resolution of planning conflicts involving public and private interests;
- o. The protection of public health and safety;
- p. The appropriate location of growth and development;
- q. The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r. The promotion of built form that;
 - 1) *Is well-designed;*
 - 2) *Encourages a sense of place, and;*
 - 3) *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s. The mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

Zoning By-law Amendment

A Zoning By-law Amendment is being requested for the subject property pursuant to Section 34 of the Planning Act, which sets the legislative basis for Zoning By-laws and amendments. Details regarding the proposed amendments are discussed throughout the report.

Plan of Subdivision

A redlined revision to the Draft Plan of Subdivision is being proposed under Section 51 of the Planning Act.

Section 51 (24) of the Planning Act, states that:

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- a. The effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;
- b. Whether the proposed subdivision is premature or in the public interest;
- c. Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d. The suitability of the land for the purposes for which it is to be subdivided;
 - i. If any affordable housing units are proposed, the suitability of the proposed units for affordable housing.
- e. The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f. The dimensions and shapes of the proposed lots;
- g. The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h. Conservation of natural resources and flood

control;

- i. The adequacy of utilities and municipal services;
- j. The adequacy of school sites;
- k. The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l. The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m. The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s.22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

APPENDIX B: PROVINCIAL POLICY STATEMENT

The following sections and policies of the Provincial Policy Statement (PPS) are applicable to this proposal:

Section 1.1.1 states:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential types (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

Policies in the 'Settlement Areas' section state:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; [...]*

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact built form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policies in the 'Employment' Section state:

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- d) ensuring the necessary infrastructure is provided to support current and project needs.*

Policies in the 'Housing' Section state:

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- b) *Permitting and facilitating:*
 - a) *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*
- c) *Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- f) *Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;*

Policies in the 'Public Spaces, Recreation, Parks, Trails and Open Space' section state:

- 1.5.1 *Healthy, active communities should be promoted by:*
 - a) *Planning public streets, spaces and facilities*

to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

- b) *Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- d) *Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

Policies in the 'Transportation Systems' section state:

1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicles trips and support current and future use of transit and active transportation.*

Policies in the 'Long-Term Economic Prosperity' section state:

- 1.7.1 *Long term economic prosperity should be supported by:*
 - b) *Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
 - c) *Optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;*
 - e) *Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built*

heritage resources and cultural heritage landscape.

Policies in Section 1.8, 'Energy Conservation, Air Quality and Climate Change' state:

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; [...]*

Policies in the 'Natural Heritage' section state:

2.1.1 Natural features and areas shall be protected for the long term;

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

APPENDIX C: GROWTH PLAN EXCERPT

Within the Growth Plan are a number of Provincial policies that pertain to this proposal, including:

1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

2.2.1 Managing Growth

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
- a) the vast majority of growth will be directed to settlement areas that:*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities.*

- c) within settlement areas, growth will be focused in:*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities.*

4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*

The proposed development directs growth to a Settlement Area with existing and planned public services facilities and municipal water and wastewater systems. The overall design of the development provides a mix of dwelling types (single detached and townhouse), is compact in form, and is located in proximity to a range of services and facilities, thereby supporting the achievement of a complete community. The proposed development provides transit supportive densities in proximity to planned priority bus transit services along Bronte Road and connects to the existing road network, thereby expanding convenient access to a range of transportation options.

2.2.5 Employment

1. *Economic development and competitiveness in the GGH will be promoted by:*
 - b) *Ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan; and*
 - d) *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

2.2.6 Housing

3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

2.2.7 Designated Greenfield Areas

1. *New development taking place in designated greenfield areas will be planned, designated,*

zoned and designed in a manner that:

- a. supports the achievement of complete communities;
 - b. supports active transportation; and
 - c. encourages the integration and sustained viability of transit services.
2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - a. The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.

APPENDIX D: DURHAM

OFFICIAL PLAN EXCERPT

Section 1: Basis, Goals and Directions

1.2 Goals

1.2.1 The goals of this Plan are:

- b) To manage growth so that it occurs in an orderly fashion;
- c) To develop the Region to its economic potential and increase job opportunities for its residents;
- d) To establish a wide range of housing opportunities in Urban Areas commensurate with the social and economic needs of present and future residents;
- e) To create healthy and complete, sustainable communities within livable urban environments for the enjoyment of present and future residents; and
- f) To provide opportunities for a variety of cultural, health and community services.

1.3 Directions

1.3.1 The goals of this Plan will be achieved through the following directions:

- b) Encouraging developments that utilize land efficiently;
- c) Protecting significant features and functions of the natural environment;
- e) Increasing employment opportunities to create health and complete, sustainable communities that balance growth in population with growth in employment;
- f) Encouraging the production of an increased mixture of housing by type, size and tenure in Urban Areas; and

- g) Creating Urban Areas that are people-oriented and support active transportation.

Section 3: Economic Development

3.1 Goals

3.1.1 To develop the region to its fullest economic potential:

3.1.2 To promote the development of health and complete, sustainable communities, having a balance of jobs and population;

3.1.3 To diversify the Region's employment base.

Section 4: Housing

4.1 Goals

4.1.1 To provide a wide variety of housing by type, size and tenure in Urban Areas to satisfy the social and economic needs of present and future residents of the Region.

4.3 Policies

4.3.1 In the consideration of development applications, Regional Council shall, in conjunction with the respective area municipality, ensure that a wide range of housing is provided in Urban Area. [...]

Section 5: Cultural, Health and Community Facilities, and Infrastructure

5.1 Goals

5.1.1 To accommodate opportunities for locating cultural, health and community facilities in the Region; and

5.1.2 To provide adequate Regional municipal services and enable utilities to meet the existing and future needs of orderly growth in the Region in an environmentally and financially sound and efficient manner.

5.2 Policies

5.2.2 [...] All other community facilities shall only be permitted in Urban Areas [...]. Community facilities shall be directed to locations that are visible and accessible to residents of the Region, preferably within walking distance or in close proximity to existing and future transit routes.

Section 7: Regional Structure

7.1 Goals

7.1.4 To efficiently utilize the land, resources and finances of the Region.

7.1.6 To promote distinct, compact Urban Areas which support the development of health and complete, sustainable communities.

7.3 Policies

7.3.3 The components of the Regional Structure are designed to accommodate the following population, household and employment forecasts:

7.3.9 Urban Areas shall be planned to achieve the following growth management objectives on a Region-wide basis:

b) Develop greenfield areas with an overall gross density of 50 residents and jobs combined per hectare. The Region will work with its area municipalities through their area municipal official plan conformity exercises to develop area specific targets for Living Areas and Employment Areas that together and Region-wide achieve the minimum overall gross density of 50 residents and jobs combined per hectare. The Region may include these area specific targets through a future amendment(s) to this Plan.

Section 8: Urban System

8.1 Goals

8.1.1 To establish an Urban System of distinct Urban Areas that are adaptable and able to evolve into healthy and complete sustainable communities that balance growth in population, with growth in employment;

POPULATION, HOUSEHOLDS & EMPLOYMENT (EXCERPT)

Municipality	Year				
	2011	2016	2021	2026	2031
Pickering					
Urban Population	108,855	136,865	173,635	199,980	221,340
Rural Population	4,230	4,260	4,280	4,305	4,330
Total Population	110,085	141,125	177,915	204,290	225,670
Households	34,860	45,030	58,245	68,110	77,125
Employment	41,000	54,770	67,910	73,590	76,720

- 8.1.2 To create distinct Urban Areas that relate to each other within the Region;
- 8.1.3 To provide diverse Urban Areas to meet the various needs of present and future residents of the Region;
- 8.1.4 To develop people-oriented Urban Areas that create a sense of community, promote social interaction and are aesthetically pleasing;
- 8.1.5 To provide compact, efficient and accessible Urban Areas comprised of mixed uses; and;
- 8.1.6 To protect key natural heritage or hydrologic features and functions located within or outside of Urban Areas from the impacts of urbanization.

8.3 Policies

- 8.3.2 The development of the Seaton community and the preservation of the Duffins Rough Agricultural Preserve shall be in conformity with the provisions of the Central Pickering Development Plan as identified in Policy 13.2.1, Specific Policy Area A (Pickering).

Section 13: Policy Specific Areas

13.2 Policies

13.2.1 Specific Policy Area A (Pickering)

13.2.1.1 This area, designated on Schedule 'A' – Map 'A4', Schedule 'B' – Map 'B1d', and Schedule 'C' – Maps 'C1', 'C2', 'C3' and 'C4', contains land comprising Central Pickering (the Seaton Urban Area and the Duffins Rouge Agricultural Preserve) that shall be developed in accordance with the Central Pickering Development Plan.

13.2.1.2 Notwithstanding any other provisions of this Plan to the contrary, Central Pickering shall be developed in accordance with

the provisions of the Central Pickering Development Plan. The intent is to develop a sustainable urban community in Seaton, together with a thriving agricultural community in the Duffins Rouge Agricultural Preserve, and an extensive Natural Heritage System. The provisions of this Plan shall also apply, as applicable. In the event of a conflict between this Plan and the Central Pickering Development Plan, the latter shall prevail. The Central Pickering Development Plan should also be read in conjunction with other land-use planning policies, regulations and/or standards, as amended from time to time, including both the Growth Plan and the Provincial Policy Statement.

13.2.1.3 Detailed policies and neighbourhood plans for the Seaton Urban Area to implement the Central Pickering Development Plan shall be incorporated into the City of Pickering Official Plan

13.2.1.4 The Central Pickering Development Plan recognizes the Natural Heritage System in the Seaton Urban Area is based on the premise that natural features and functions can be protected while also providing a place for recreation, learning, mental and spiritual regeneration, interaction and movement. The Natural Heritage System shall be delineated in the Pickering Official Plan to the satisfaction of the Ministry of Natural Resources and Forestry.

13.2.1.5 The development of the Seaton Urban Area shall be based on the following:

- a) For the purpose of Policy 7.3.15, the Seaton Urban Area shall be considered as one overall secondary plan area;
- b) The provision of a range of housing and

employment that accommodates the population and employment forecasts included in the Central Pickering Development Plan;

- c) The provision of linkages for pedestrians and cyclists between neighbourhoods and communities, internally and externally, and to the public transit system;*
- e) The protection and restoration of the Natural Heritage System in accordance with the Central Pickering Development Plan.*

APPENDIX E: ENVISION

DURHAM EXCERPT

Within Envision Durham – Draft Official Plan, there are a number of policies that pertain to this proposal, including:

Chapter 1: Regional Structure

Policies

It is the policy of Council to:

1.1.3 *Direct population and employment growth to the Urban System with limited growth*

Figure 1 – Population, Employment and Household Allocations Table: (EXCERPT)

Municipality	2021	2026	2031	2036	2041	2046	2051
Pickering							
Urban:	98,360	121,220	147,000	171,710	195,670	223,330	251,600
Rural:	4,580	4,610	4,540	4,690	4,710	4,740	4,770
Total Population:	102,940	125,830	151,650	176,400	200,380	228,070	256,370
Households:	33,430	41,310	50,360	59,230	68,010	78,200	88,590
Employment:	39,310	47,000	55,260	62,840	71,080	81,860	93,790

Chapter 2: A Prosperous Region

Goals

1. *Support the development of a strong, resilient and prosperous economy that maximizes opportunities for business and employment growth, innovation and partnerships.*
2. *Develop the Region to its fullest economic potential while respecting the environmental and social well-being of the region.*

Chapter 3: Healthy Communities

Goals

1. *Provide a wide range of diverse housing options by type, size and tenure, including affordable and special needs housing;*
3. *Plan for complete communities that improve the quality of life for residents; and*
5. *Recognize the diversity of Durham’s population and ensure residents have access to healthy*

permitted within the Rural System, [...];

1.1.4 *Plan for a balance of residential growth with increased employment growth to achieve the population and employment forecasts outlined in this Plan, while aspiring to achieve an even more balanced job to population ratio of 50% (one job for every two residents);*

1.1.7 *Plan for the required services and infrastructure in accordance with the following population, employment and household allocations by area municipality:*

built, social, economic and natural environments that enable opportunities to live to their fullest potential, regardless of race, ethnicity, gender, income, age and ability.

84. *The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.*

Policies - Diverse & Available Supply of Housing

It is the policy of Council to:

3.1.1 *Develop and implement a housing and homelessness plan that supports the goals of ending homelessness, providing affordable rent for everyone, greater housing choice, and strong and vibrant neighbourhoods through the following actions:*

- c. *Diversify housing options by type, size and tenure.*

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

Objectives - Complete Communities

- i. Promote healthy, sustainable, complete communities for the enjoyment of present and future residents;
- ii. Promote high-quality urban design and pedestrian friendly communities that are safe, comfortable and conducive to active transportation, so that residents have a range of transportation options to meet their daily needs; and
- iv. Respond to the needs of an aging population by providing opportunities for residents of all ages and ability to actively age in place, by co-locating community services and by encouraging amenities within residential areas that are accessible by many modes of transportation.

Policies - Complete Communities

It is the policy of Council to:

- 3.3.1 Support the development of healthy, sustainable and complete communities that incorporate:
- a. A mix of housing options, including affordable and market-based options, in accordance with Section 3.1;
 - b. Employment opportunities, in accordance with Policy 2.1.13;
 - e. Safe, publicly accessible recreation areas, parks, open spaces, trails and other recreational facilities;
 - h. Enhanced and protected natural environment; and

- i. Vibrant places and spaces, including a public realm characterized by compact built form.

Policies - Built Environment

It is the policy of Council to:

3.3.3 Promote a high-quality public realm with regard for quality architectural and landscape urban design through the development review process with consideration for:

- a. Preserving and complementing the built and natural heritage and character of existing areas, fostering each community's unique attributes, and enhancing visual amenities in the urban environment;
- b. Opportunities for placemaking and public gathering;
- e. Pedestrian, transit supportive and transit-oriented development pattern that supports active transportation; and
- i. Centrally located and accessible public spaces, parks, recreational structures and public buildings.

Chapter 5: Vibrant Urban System

Goals

- i. Establish a vibrant Urban System that supports the development of compact, efficient and complete communities characterized by a mix of uses, a full range of housing options, transit and active transportation linkages and pedestrian-oriented built form that is accessible to all abilities and ages; and
- vii. Promote intensification and development that optimizes infrastructure, public service facilities and supports the achievement of transit supportive densities.

Objectives - General Urban System Policies

- i. *Plan for growth to create efficient, compact and complete communities within Urban Areas.*

Policies - Development within Urban Areas

5.1.15 *Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles:*

- a. *The achievement of compact, urban and pedestrian oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;*
- c. *A mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services shopping, job opportunities and public service facilities; and*
- h. *The integration, protection and enhancement of the Greenlands system, including appropriate minimum setbacks and buffers between development and environmental features and other sensitive and vulnerable areas, in accordance with Sections 7.1 and 7.4.*

Objectives - Community Areas

- i. *Ensure Community Areas develop as complete communities, providing a range of housing, transportation and lifestyle choices, and creating opportunities for residents to live, shop, work and access services and amenities within their community.*

Policies - Community Areas

It is the policy of Council to:

5.4.2 *Plan Community Areas for a variety of housing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings.*

Policies - Designated Greenfield Areas

It is the policy of Council to:

5.4.6 *Support the implementation of complete communities by encouraging the achievement of more compact and higher density forms of development beyond the minimum designated greenfield areas density targets prescribed under the Growth Plan.*

Policies - Development, Secondary Plans & Phasing

5.4.9 *Require development within Community Areas on lands that are greater than approximately 20 hectares to proceed through secondary planning exercises that include the following elements:*

- a. *A mix of diverse and compatible land uses and a full range of housing options, including additional residential units and affordable housing, to support complete communities, vibrant neighbourhoods and active transportation and transit use; and*
- g. *Transportation needs for all modes, including increased opportunities for active transportation and public transit use.*

Objective - Seaton Community

- i. *Support and enable development within Seaton*

in accordance with the vision of the former Central Pickering Development Plan as a sustainable urban community.

Policies - Seaton Community

- 5.6.1 *Recognize that the lands within the Seaton Urban Area are to be developed in accordance with the City of Pickering Official Plan and associated neighbourhood plans.*
- 5.6.3 *Plan and implement servicing and infrastructure arrangements for the Seaton Urban Area based on a population of 61,000 people and 30,500 jobs, and with the potential for up to 70,000 residents and 35,000 through intensification over the long term.*

Chapter 7: Protected Greenland Systems

Goals

- i. Identify a protected Greenlands System that conserves, protects and enhances water and land resources for present and future generations.*
- ii. Protect, restore and enhance an interconnected natural heritage system and water resources system across the region.*

Objectives

- i. Ensure the maintenance of a continuous system of Major Open Space Areas that serve to define the boundaries of urban areas, support ecological health of the region, and protect environmental features and functions.*

Policies

- i. Ensure the identification, protection, restoration and enhancement of the regional natural heritage system and its natural heritage and hydrologic features and functions.*

Chapter 9: Site Specific Policies

9.2 - Specific Policy Areas

Policies - Specific Policy Area A - Seaton Urban Area

It is the policy of Council to:

- 9.2.2 *Support the development and protection of land in the Seaton Urban Area in accordance with this Plan and the City of Pickering Official Plan.*
- 9.2.3 *Acknowledge that the Natural Heritage System is based on the premise that natural features and functions can be protected while also providing a place for recreation, learning, mental and spiritual regeneration, interaction and movement. [...]*
- 9.2.5 *Develop the Seaton Urban Area based on the following:*
- a. The provision of a range of housing and employment that accommodates the population and employment forecasts included in Section 1.1 of this Plan; and*
 - b. The provision of linkages for pedestrians and cyclists between neighbourhoods and communities, internally and externally, and to the public transit system.*

APPENDIX F: CENTRAL PICKERING DEVELOPMENT PLAN EXCERPT

Within the Central Pickering Development Plan, there are a number of policies that pertain to this proposal, including:

Section 2 - Goals

- *Natural Heritage*
 - *The protection, maintenance and enhancement of natural features, functions and systems intended to sustain a viable and permanent natural eco-system.*
 - *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.*
- *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 the community is designed in a manner that supports public transit.*

- *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.*

Section 4 - Objectives

Section 4.1 - Natural Heritage System

Objectives

- *Specific objectives of the Plan in respect of the Natural Heritage System include the following:*
 2. *Promote active linkages between the Natural Heritage System and surrounding urban and agricultural land-uses; and*
 3. *Facilitate the inclusion of the Natural Heritage System in the overall fabric of Central Pickering by permitting a range of low-impact uses and activities within the Natural Heritage System that are compatible with its protection.*

Policies

2. *Require the preparation of an overall Natural Heritage System Management Plan for the lands referred to as Natural Heritage System Primary*

Designation on Schedule 2 by the owners of the land. [...] The planning and design of the master trail plan for the Natural Heritage System Primary Designation will consider the following:

- c. Connect with urban neighbourhoods via a series of trailheads located at the edges of urban neighbourhoods and linked with urban paths.*
- 11. Create new urban neighbourhoods, which through community planning and sustainable design, protect and enhance the Natural Heritage System, strengthen its relationship to urban areas, and ensure the natural areas are safe and form part of everyday life in the community.*

Section 4.4 - Social, Institutional, Open Space and Recreational Facilities

Objectives

- 1. Provide an appropriate number of facilities and potential locations to meet social, institutional, open space and recreational needs;*
- 2. Ensure that facility locations are accessible by a variety of modes of transportation;*
- 3. Ensure that facility locations serve two or more neighbourhoods, wherever possible;*
- 5. Use 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 weekend parking, and other amenities for community residents; and*
- 6. Establish physical connections/associations with the Natural Heritage System to provide education and recreational opportunities.*

Policies

- 1. Identify, as an update to the City's Pedestrian and Bicycle Master Plan, an interconnected*

network of pedestrian, bicycle and multi-use trails throughout the new urban community, which links neighbourhoods, mixed-use areas, employment areas, the Natural Heritage System and facilities. [...] The interconnected network should:

- a. Reinforce the heritage pattern of public rights-of-way that traverse the neighbourhoods and link to the Natural Heritage System trail system via a series of gateways, or trailheads, which are typically associated with social, institutional, recreational and open space facilities; and*
- b. Link neighbourhoods with social, institutional, open space and recreational facilities, adjacent neighbourhoods, mixed-use areas and employment areas.*

4.5 - Transportation Network

- Minor transit corridors facilitate a greater frequency of transit bus service with the opportunity to convert traffic lanes to higher occupancy vehicle lanes or accommodate transit priority measures.*
- Minor transit corridors identified in this Plan include Rossland Road/Sideline 22 and other collector and arterials roads as identified in Schedule 4.*
- The community has been planned such that 90% of residents will be within a 400-metre (i.e. five minute) walk of a transit route.*

Objectives

4.5.1 - General Transportation

- 2. Create an integrated transportation system, recognizing the inter-relationships among all types of roads and modes of transportation; and*
- 5. Link roads with trails and provide safe access for pedestrians, bicyclists and vehicles.*

4.5.2 - Transit and Active Transportation

7. Provide minor transit corridors throughout the new urban community, such that the majority of residents are within a five-minute walk of a transit route; and
11. Facilitate the introduction of transit services as development occurs by ensuring, through conditions of plan of subdivision approval, that an interconnected road network is created, with linkages from all parts of the Development Planning Area to Pickering's urban growth centre as identified in the Growth Plan for the Greater Golden Horseshoe, and among transit station areas identified in this plan.

4.5.3 - Road Network

12. Ensure that Neighbourhood Plans define a street structure based on a modified grid that provides a high degree of permeability, access to key locations (parks, natural features, public use facilities, landmarks), and support pedestrian and bicycle movements.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

2. Require the development of a liveable, transit-oriented community with mixed-use and high-density development along transit spines.
8. Allow for the introduction of laneways that are designed to provide access to the rear of residential and commercial lots. Laneways may serve residential and mixed-use areas.

Section 4.7 - Employment

Objectives

Specific objectives of this Plan in respect of employment include the following:

2. Provide sufficient opportunity for employment in the Development Planning Area to be balanced with population, with a ratio of approximately

one job for every two residents; and

8. Plan for a community that will accommodate 30,500 jobs by 2031 and 35,000 jobs in the long-term.

Section 4.8 - Housing and Mixed Use

Objectives

Specific objectives of this Plan in respect of housing and mixed-use include the following:

1. Develop urban areas that create a sense of community, promote social interaction, and are aesthetically pleasing;
2. 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;
3. Plan for a community with a population of 61,000 residents by 2031 and up to 70,000 residents in the long term; and
4. Create a transit supportive community from the earliest stages of development by establishing a minimum density for residential development.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

2. Establish the following net residential maximum and minimum densities, expressed in dwelling units per net hectare:
 - d) Low Density Area: over 25 and up to and including 40; and
 - e) Medium Density Area: over 40 and up to and including 80.
6. Base detailed planning through the Neighbourhood Plans, plans of subdivision and site planning on the following principles:

- a) *Creation of a compact neighbourhood structure with an appropriate mix of land-uses to serve local residents and visitors*
- c) *Provision of a range of lot sizes within blocks to encourage a variety of housing types and sizes, and to maximize flexibility and options for future intensification particularly within mixed-use nodes and corridors;*
- d) *Considerations of pedestrian requirements for safety and comfort in the location and design of transit stops, day care centres and community facilities;*
- f) *Provision of variations in the design of blocks and streets around natural elements such as woodlots, creeks and topography, to enhance views and achieve a distinctive neighbourhood character;*
- g) *Permission for individual lot sizes to integrate elements of the surrounding natural and cultural heritage;*
- h) *Making the garage a subordinate element of residential development as part of the zoning and subdivision approval processes; and*
- i) *Where appropriate, providing for laneways to support alternative garage locations.*

APPENDIX G: DRAFT ZONING BY-LAW

